

**Highlights of
Changes to Directions in the Directions Report
Recommended by *The Response Document* (March 2003)**

*Note: The following are only staff recommendations
and should not be construed as positions or policies of
Regional Council at this time.*

1. The Region will undertake a review of the designation of the Ninth Line Corridor lands when there is a commitment for the inter-regional transit link in this corridor or in the next urban area review for Halton.
2. The Region, instead of introducing a Smart Growth Index, will develop in consultation with the area municipalities, agencies, development industry and other interest groups, a Halton Smart Growth Strategy within the next two years.
3. The Region, instead of requiring a review of the affected secondary plan for any down-designation of use on a specific site, will ask area municipalities to set and maintain at all time a municipal-wide employment-to-population target ratio and population density targets for individual secondary plans.
4. The Housing section of Official Plan will be amended to include references to universal physical access for housing, role of the Halton Housing Advisory Committee, and Emergency Housing, In addition, the reference to targeting minimum 25 per cent affordable housing in new developments is proposed to be removed.
5. On-farm businesses will be permitted subject to local official plan permitting such a use. The Region will issue guidelines with more stringent requirements to keep on-farm businesses at a scale compatible with the rural setting.
6. The Region will develop with area municipal and provincial staff and in consultation with the agricultural/rural community a set of guidelines to support livestock operations in the rural area while addressing their impact on rural residences.
7. Lot creation policies in the Official Plan will be amended to allow the adjustment of lot lines that do not create new building lots, replacing the current provisions permitting "minor lot line adjustment" and "re-creation of original lots or half-lots".
8. The designation and protection of Significant Woodlots, instead of the approach recommended in Technical Background Paper #6, will be based on the following steps:
 - a) Woodlands will be defined using density and diameter of trees;

- b) Woodlands 0.5ha or larger will be considered an important Regional resource and potential candidates for environmental protection and will be shown on a reference map in the Appendix of the Official Plan;
 - c) The current Regional Tree Bylaw will be replaced with one that regulates all tree cutting in Woodlands 0.5ha or larger, relies on a permit system and provides for Council-approved exemptions in addition to the statutory exemptions;
 - d) The Region will implement a proactive stewardship program to promote tree conservation, replanting and reforestation on a voluntary basis;
 - e) Significant Woodlands are to be identified, based on four primary criteria and three secondary criteria, through watershed plans, subwatershed studies and/or Environmental Impact Assessments; and
 - f) Significant Woodlands, once identified, will become Greenlands B and shown on Map 1 of the Official Plan only within the Urban System.
9. Environmentally Sensitive Areas that are proposed for deletion through Technical Background Paper #7 will be evaluated further in the context of a natural heritage system prior to any recommendation on their current status.
 10. The Region will require the area municipalities, in creating new lots or approving new private septic systems, to meet criteria set forth by the Regional Medical Officer of Health.
 11. The waste management targets on source reduction and resource recovery will be reconsidered.
 12. The Region will not introduce the requirement of Community Health Assessments immediately, but rather, will study and develop the process in consultation with stakeholders within a three-year timeframe.
 13. The Region will, instead of playing a proactive, financial role, promote enhancing local transit services through service improvement, early service expansion in new development areas, and ridership-based performance measurement.
 14. Official Plan maps will be revised to show an inter-regional transit network supporting a system of Nodes and Corridors, the latter to be complemented by new policies promoting Smart Growth type of development at these locations.
 15. Official Plan maps will be amended to show changes in functional classification and right-of-way requirements endorsed by Council through various studies and plans.