

**Places to Grow
Better choices. Brighter future.**

**Proposed Growth Plan for the Greater Golden Horseshoe
November 2005**

Ministry of Public Infrastructure Renewal

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1 Introduction

1.1 Context

Greater Golden Horseshoe (GGH) is one of the fastest growing regions in North America. It is also the destination of choice for many people and businesses relocating from other parts of Canada and around the world. They resettle here because of the high quality of life and the economic opportunities. This is a place of prosperity where, through their skills and talents, people are building a great future for themselves.

Over the next 30 years, communities within the GGH will continue to experience the benefits that come with growth, including: vibrant, diversified economies; higher education institutions; and arts, culture and recreation facilities. However, without properly managing growth, the negative aspects of rapid growth, such as, increased traffic congestion, risk of deteriorating air and water quality, and the consumption of agricultural lands and natural resources, will continue to be experienced.

This Plan has been prepared under the Places to Grow Act, 2005. It is a framework for implementing the Government of Ontario's vision for building stronger, prosperous communities by better managing growth to 2031. This is a plan that recognizes the realities facing our cities and smaller communities, and that acknowledges what governments can and cannot influence. It demonstrates leadership for improving the ways in which our cities, suburbs, towns, and villages will grow over the long-term.

This Plan will guide decisions on a wide range of issues — transportation, infrastructure planning, land-use planning, urban form, housing, natural heritage and resource protection — in the interest of promoting economic prosperity. It will create a clearer environment for investment decisions and will help secure the future prosperity of the GGH.

This Plan builds on other key government initiatives including: the Greenbelt Plan, Planning Act reform and the Provincial Policy Statement, 2005 (PPS, 2005). This Plan does not replace municipal official plans, but works within the existing planning framework to provide growth management policy direction for the GGH.

This Plan reflects a shared vision amongst the Government of Ontario, the municipalities of the GGH and its residents. Successful implementation of this Plan's vision will be dependant upon collaborative decision-making. In preparing for the future, it is essential that planning for the GGH take into account the importance, unique characteristics and strengths of our economy.

These include:

- A diverse economy supported by a wide array of manufacturing industries of which the largest is the automotive sector, and other key industry clusters such as financial and business services, hospitality and tourism, education and research, life sciences, information services, and agriculture;
- An economy in transition, with economic activity and wealth increasingly generated by service and knowledge industries;
- Trade that accounts for over half of Ontario's GDP, over 90 per cent of which is with the United States;¹
- A highly educated workforce, whose social and economic diversity are critical factors for success in the growing knowledge economy;
- Abundant natural heritage features and areas, and prime agricultural areas, and the government's commitment to protecting them, as demonstrated through initiatives such as the Greenbelt Plan, make our communities more attractive and healthier places to live and work;
- Cultural amenities that offer the kinds of creative and recreational activities that attract knowledge workers. The GGH must remain competitive with other city-regions, yet urban sprawl can affect its competitiveness. Despite its many assets, Ontario and the GGH face a number of challenges in sustaining and growing its economy:
- Increasing numbers of automobiles are travelling over longer distances resulting in clogged transportation corridors, including those that provide access to our critical border crossings. Traffic congestion and the delay of goods movement costs Ontario upwards of \$5 billion in lost GDP each year;

- Attractive and efficient public transit is difficult to introduce into sprawling communities, and this limits our ability to respond effectively to growing traffic congestion issues;
- Employment lands are being converted from their intended uses, thereby limiting future economic opportunities;
- New infrastructure is being built to service lower-density areas while existing infrastructure in the older parts of our communities remains underutilized;
- Urban sprawl contributes to the degradation of our natural environment, air quality and water resources, and the consumption of agricultural lands and other natural resources so critical to the future economy.

Decades of neglect and lack of sufficient investment have resulted in the current infrastructure deficit. Tens of billions of dollars, beyond current levels of investment, will be required before the situation is back in balance. All levels of government are under pressure to meet public infrastructure needs. Additional support from federal partners; innovative, alternative partnership arrangements that protect the public interest; and the strategic staging of infrastructure investments are all required to respond to these challenges.

Ultimately, better investment in our cities will help to mitigate sprawl. Enhancing infrastructure, integrating and improving transit systems, protecting valuable natural resources and strengthening local government will all go far towards the implementation of this Plan.

This Plan addresses these challenges through policy directions that —

- direct growth to built-up areas where the capacity exists to best accommodate the expected population, household and employment growth while providing strict criteria for settlement area boundary expansions
- promote transit-supportive densities and a healthy mix of residential and employment land uses
- preserve employment lands for future economic opportunities
- identify and support a transportation network that links urban growth centres through an extensive multi-modal system anchored by efficient public transit and highway systems for moving people and goods
- plan for community infrastructure to support growth
- ensure sustainable water and wastewater services are available to support future growth
- identify a natural system and prime agricultural areas, and enhance the conservation of these valuable resources.

1.2 Vision for 2031

1.2.1 A Vision for the Greater Golden Horseshoe

More than anything, the Greater Golden Horseshoe will be a great place to live in 2031. Its communities will be based on the pillars of a strong economy, a clean and healthy environment and social equity.

The Greater Golden Horseshoe will offer a wide variety of choices for living. Thriving, livable, vibrant and productive urban and rural areas will foster community and individual well-being. The region will be supported by modern, well-maintained infrastructure built in accordance with a broad plan for growth. Residents will have easy access to shelter, food, education and health-care facilities, arts and recreation and information technology.

Getting around will be easy. An integrated transportation network will allow people choices for easy travel both within and between urban centres throughout the region. Public transit will be fast, convenient and affordable. Roads, while still a significant means of transport, will be only one of a variety of effective and well-used choices for transportation. Walking and cycling will be practical elements of our urban transportation systems.

A healthy natural environment with clean air, land and water will characterize the Greater Golden Horseshoe. The Greenbelt, including significant natural features, such as the Oak Ridges Moraine and Niagara Escarpment, will be enhanced and protected in perpetuity. They will form the key building blocks of a Greater Golden Horseshoe natural system. The Greater Golden Horseshoe's rivers and streams, forests and natural areas will be protected and accessible for residents to enjoy their beauty. Open spaces in our cities, towns and the countryside will provide people with a sense of place. Unique and high-quality agricultural lands will be protected for future generations. Farming will be productive, diverse and sustainable. Urban centres will be characterized by compact settlement and development patterns and will provide a diversity of opportunities for living, working and enjoying culture. The evolving regional economy of the Greater Golden Horseshoe will have matured into an economic powerhouse of global significance. It will function as Canada's principal international gateway.

The Greater Toronto and Hamilton area will be a thriving metropolis with an extraordinary waterfront. And at the heart of this metropolis is Toronto, a celebrated centre of influence for commerce, culture and innovation. All of this will translate into a place where residents enjoy a high standard of living and an exceptional quality of life.

1.2.2 Guiding Principles

The vision for the GGH is grounded in the following principles that provide the basis for guiding decisions on how land is developed, resources are managed and public dollars invested:

- Build compact, vibrant and complete communities.
- Plan and manage growth to support a strong and competitive economy.
- Protect, conserve, enhance and wisely use the valuable natural resources of land, air and water for current and future generations.
- Optimize the use of existing and new infrastructure to support growth in a compact, efficient form.
- Provide for different approaches to managing growth that recognize the diversity of communities in the GGH.
- Promote collaboration among all sectors — government, private and non-profit sectors and citizens — to achieve the vision.

1.3 General authority

This Plan for the GGH derives its authority from the Places to Grow Act, 2005. This Plan is approved through an Order in Council made by the Lieutenant Governor in Council under that Act. This Plan applies to the GGH lands designated by Ontario Regulation 416/05.

1.4 How to read this Plan

This Plan consists of policies, schedules, definitions and appendices. It also includes non-policy contextual commentary to provide background and describe the intent of the policies.

This Plan informs decision-making regarding growth management in the GGH. It contains a set of policies for managing growth and development to the year 2031. While certain policies have specific target dates, the goals and policies of this Plan are intended to be achieved within the life of this Plan.

The land-use planning process within the GGH is governed primarily by the Planning Act and the Government of Ontario's existing planning system. The Provincial Policy Statement (PPS) provides overall policy directions on matters of provincial interest related to land use and development in Ontario, and applies to the GGH. This Plan should be read in conjunction with the applicable PPS.

This Plan should also be read in conjunction with relevant provincial plans, including the Greenbelt Plan, Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan. These plans apply to parts of the GGH and provide specific policy on certain matters. This Plan, in conjunction with these other plans and the PPS, 2005 express the Government of Ontario's interests and directions with regard to growth management in the GGH.

The Places to Grow Act, 2005, includes provisions related to conflicts between a growth plan and other provincial plans and policies.

2 Where and How to Grow

2.1 Context

The GGH is one of the fastest growing regions in North America. By 2031, the future population of this area is forecast to grow by an additional 3.7 million (from 2001) to 11.5 million people, accounting for over 80 per cent of

Ontario's population growth. The magnitude and pace of this growth necessitates a plan for building healthy and balanced communities and maintaining and improving our quality of life.

To ensure the development of healthy, safe and balanced communities, choices about where and how growth occurs in the GGH need to be carefully made. Better use of land and infrastructure can be made by directing growth to the existing urban areas. This Plan envisages increasing intensification of the existing built-up area, with a focus on urban growth centres, intensification corridors, major transit stations areas, brownfield sites and greyfields. Concentrating intensification in these areas provides a focus for transit and infrastructure investment to support growth.

Urban growth centres are particularly important, not only because they can accommodate growth, but also because they will be regional focal points. They are meeting places, and locations for cultural facilities, public institutions, major services, and transit hubs. They also play a key role in supporting the economy of the surrounding area. These centres are not all at the same stage of development: some are the downtowns of older cities, while others are newly planned suburban centres. They all have potential for accommodating significant growth.

Better use of land and infrastructure can also be achieved by building more compact greenfield communities that reduce the rate at which land is consumed. New communities will need to grow at transit-supportive densities, with transit-supportive street configurations, and provide opportunities for people to work close to where they live.

Providing opportunities for business and employment is fundamental to using land wisely and ensuring a prosperous economic future. It is particularly important to ensure an adequate supply of land for industrial uses traditionally found in employment areas. This Plan strongly discourages converting employment areas to other uses, including major retail uses.

There is a large supply of land already designated for future urban development in the GGH; there is enough land in most communities to accommodate projected growth based on the growth forecasts and intensification target and density targets of this Plan. It is important to understand how we will optimize the use of existing land supply before designating more land for future urban development. This Plan's emphasis on intensification and optimizing the use of the existing land supply, represents a new approach to city-building in the GGH; one which concentrates more on making better use of our existing infrastructure, and less on continuously expanding the urban edge.

This Plan recognizes and promotes the traditional role of rural settlement areas as a focus of economic activities for surrounding rural and agricultural areas. This Plan is about building complete communities. These are communities which accommodate people in all stages of life and have the right mix of housing, a good range of jobs, and easy access to stores and services to meet their daily needs. Complete communities are well-designed and offer transportation choices. Complete communities, compact urban form and extensive intensification efforts go hand-in-hand with more transit: not only do they support each other, they are all necessary. This correlation is fundamental to where and how we grow.

2.2 Policies for Where and How to Grow

2.2.1 Growth forecasts

1. Population, household and employment forecasts for all upper- and single-tier municipalities contained in Schedule 3 will be used as the basis for planning and managing growth in the GGH.
2. The Minister of Public Infrastructure Renewal will review and as appropriate, amend the forecasts contained in Schedule 3 at least every five years in consultation with upper- and single-tier municipalities.

2.2.2 Managing growth

1. Population, household and employment growth will be accommodated by —
 - a) directing a significant portion of new growth to the built-up areas of the community through intensification
 - b) focusing intensification in intensification areas
 - c) building compact, transit-supportive communities in greenfields
 - d) reducing dependence on the automobile through the development of mixed use, transit-supportive, pedestrian-friendly urban environments

- e) providing convenient access to intra- and inter-city transit
- f) ensuring the availability of sufficient land in designated employment areas to accommodate forecasted growth to support the GGH's economic competitiveness
- g) planning and investing for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting and to increase the modal share for transit, walking and cycling
- h) encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services
- i) directing development to settlement areas except for development related to the management or use of resources, resource-based recreational activities and other rural land uses that cannot be located in settlement areas
- j) directing major growth to settlement areas that offer municipal water and wastewater services and limiting growth in settlement areas that are serviced by other forms of water and wastewater services
- k) prohibiting the establishment of new settlement areas.

2.2.3 General intensification

1. By the year 2015 and for each year thereafter, a minimum of 40 per cent of all residential development occurring annually within each upper- and single-tier municipality will be within the built-up area.
2. If at the time this plan comes into effect, a municipality is achieving a percentage of intensification higher than the minimum intensification target identified in policy 2.2.3.1, this rate of intensification will be considered the minimum intensification target for that municipality.
3. If at the time this plan comes into effect, a municipality has established in its official plan an intensification target that is higher than the minimum intensification target identified in policy 2.2.3.1, this target will be considered the minimum intensification target for that municipality.
4. The Minister of Public Infrastructure Renewal may review and permit an alternative minimum intensification target for an upper- or single-tier municipality located within the outer ring to ensure the intensification target is appropriate given the size, location and capacity of intensification areas.
5. The Minister of Public Infrastructure Renewal, in consultation with individual upper- and single-tier municipalities, will verify and delineate the built boundary.
6. All upper- and single-tier municipalities, in consultation with lower-tier municipalities, will develop and implement official plan policies and outline a strategy to phase-in and to achieve the intensification target. These policies and the strategy will —
 - a) be based on the forecasts contained in Schedule 3
 - b) encourage intensification generally throughout the built-up area
 - c) identify intensification areas to support achievement of the intensification target
 - d) incorporate the built boundary delineated in accordance with Policy 2.2.3.5 into their Official Plans
 - e) recognize urban growth centres and major transit station areas as a key focus for development to accommodate intensification
 - f) facilitate and promote intensification
 - g) identify the appropriate type and scale of development in intensification areas
 - h) include minimum density targets for intensification areas consistent with the planned transit service levels, and any transit-supportive land use guidelines established by the Government of Ontario
 - i) achieve a range and mix of housing, including affordable housing needs
 - j) encourage the creation of secondary suites throughout the built-up area.
7. All intensification areas will be planned and designed to —
 - a) cumulatively attract a significant portion of population, household and employment growth
 - b) provide a diverse mix of land uses to support vibrant neighbourhoods, including residential and employment uses
 - c) create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling
 - d) support transit use for everyday activities
 - e) generally achieve higher densities than the surrounding areas

f) ensure an appropriate transition of built form to adjacent areas.

8. Ministers of the Crown and municipalities will use infrastructure investment and other implementation tools and mechanisms to facilitate intensification.

2.2.4 Urban Growth Centres

1. Urban growth centres for the GGH are identified in Schedule 4.

2. The Minister of Public Infrastructure Renewal, in consultation with individual upper- and single-tier municipalities, will further refine the scope and scale of the urban growth centres.

3. Urban growth centres will be designated in official plans and planned —

a) as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses

b) to accommodate and support major transit infrastructure

c) to serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses

d) to accommodate a significant share of population and employment growth.

4. Municipalities will delineate the boundaries of the urban growth centres identified in this Plan within their official plans.

5. Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum gross density target of —

a) 400 residents and jobs combined per hectare for each of the urban growth centres in the City of Toronto

b) 200 residents and jobs combined per hectare for the Brampton City Centre, Downtown Burlington, Downtown Cambridge, Downtown Hamilton, Downtown Milton, Markham City Centre, Mississauga City Centre, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill/Langstaff Gateway, Vaughan Corporate Centre, Downtown Kitchener and Uptown Waterloo urban growth centres

c) 150 residents and jobs combined per hectare for the Downtown Barrie, Downtown Brantford, Downtown Guelph, Downtown Peterborough and Downtown St. Catharines urban growth centres.

6. If at the time this plan comes into effect, an urban growth centre is already planned to achieve, or has already achieved, a gross density that exceeds the minimum density target established in Policy 2.2.4.5, this density will be considered the minimum density target for the urban growth centre.

2.2.5 Major Transit Station Areas and Intensification Corridors

1. Major transit station areas and intensification corridors will be designated in official plans and planned to —

a) serve as locations for large office and commercial development

b) achieve residential and employment densities that support existing and planned transit service levels.

2. Major transit station areas will be planned and designed to provide access from various transportation modes to the transit facility, including related considerations for pedestrians, bicycle parking and commuter pick-up/drop-off areas.

3. Intensification corridors will generally be planned to accommodate local services, including commercial, recreational, cultural and entertainment uses.

2.2.6 Employment lands

1. An adequate supply of employment lands providing locations for a variety of appropriate employment uses will be maintained to ensure the vitality of the GGH and the provincial economy.

2. The downtown Toronto office core will continue to be the primary centre for international finance and commerce of the GGH.

3. Major office and appropriate major institutional development will be located in urban growth centres, major transit station areas, or other areas with existing frequent transit service, or existing or planned higher order transit service.

4. Municipalities may permit conversion of lands within designated employment areas, to non-employment uses or major retail uses, only through a municipal comprehensive review where it has been demonstrated that —
 - a) there is a need for the conversion
 - b) the conversion will not adversely affect the achievement of the intensification target and density targets, and other policies of this Plan
 - c) the existing or planned infrastructure and community infrastructure required to accommodate the proposed conversion can be provided in a financially and environmentally sustainable manner
 - d) lands do not comprise prime industrial lands
 - e) lands are not required over the long term for the employment purposes for which they are designated, or
 - f) the conversion or designation is necessary to address other provincial priorities such as community health and safety enhancement.

5. The Government of Ontario recognizes the importance of cross-border trade with the United States. To facilitate this economic opportunity, designated employment areas within a gateway economic zone will be identified and supported for uses primarily focused on cross-border trade, movement of goods and tourism-related opportunities.

6. Through sub-area assessment, the Minister of Public Infrastructure Renewal, in consultation with other Ministers of the Crown, and in consultation with upper- and single-tier municipalities, will guide planning for employment by —
 - a) identifying existing and potential economic clusters
 - b) assessing the demand for land associated with future economic growth
 - c) defining and identifying provincially significant designated employment areas, including prime industrial lands

7. Municipalities are encouraged to designate and preserve lands within settlement areas in the vicinity of existing major highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities, where appropriate.

8. In planning for employment lands, municipalities will facilitate development of compact built form and minimize surface parking.

2.2.7 Designated Greenfield Areas

1. The designated greenfield area of each upper- or single-tier municipality will be planned to achieve a minimum density target that is not less than 50 residents and jobs combined per hectare. This density target will be measured over the entire designated greenfield area of each upper- or single-tier municipality, excluding natural heritage features and areas where development is not permitted in accordance with provincial plans and policies.

2. Upper- and single-tier municipalities will develop and implement official plan policies, including phasing policies, and other strategies, for designated greenfield areas to achieve the intensification target and density targets of this Plan.

3. New development taking place in designated greenfield areas will be designated, planned, zoned and designed in a manner that —
 - a) creates complete communities
 - b) creates street configurations, densities, and urban form that support the early integration and sustained viability of transit services
 - c) provides a diverse mix of land uses to support vibrant neighbourhoods, including residential and employment uses
 - d) creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.

2.2.8 Settlement Area Boundary Expansions

1. The policies in this section apply only to the expansion of a settlement area within a municipality.

2. The Minister of Public Infrastructure Renewal, in consultation with individual upper- and single-tier municipalities, will determine the need for and maximum amount of additional designated greenfield area required for each upper- and single-tier municipality to accommodate the growth forecasts contained in Schedule 3.

3. A settlement area boundary expansion may only occur as part of a municipal comprehensive review where it has been demonstrated that —
 - a) the proposed expansion does not exceed the maximum amount of additional designated greenfield area established in accordance with policy 2.2.8.2
 - b) the timing of the expansion and the phasing of development within the designated greenfields area will not adversely affect the achievement of the intensification target and density targets, and other policies of this Plan, and where applicable, will be consistent with the relevant policies of the Greenbelt, Oak Ridges Moraine and Niagara Escarpment Plans
 - c.) the existing or planned infrastructure and community infrastructure required to accommodate the proposed expansion can be provided in a financially and environmentally sustainable manner
 - d) in prime agricultural areas:
 - i. the lands do not comprise specialty crop areas
 - ii. there are no reasonable alternatives that avoid prime agricultural areas
 - iii. there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas
 - e) impacts from expanding on agricultural operations which are adjacent or close to the settlement areas are mitigated to the extent feasible
 - f) in determining the most appropriate location for expansions to the boundaries of settlement areas, the policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS, 2005 are applied
 - g) for small cities and towns within the outer ring, such expansions maintain or result in a minimum of one full-time job per three residents within or in the immediate vicinity of the small city or town, or the expansion will directly result in the small city or town moving significantly toward such a ratio.

2.2.9 Rural areas

1. Development in rural areas may be permitted in accordance with Policy 2.2.2.1 i, only where it is compatible with the rural landscape and can be sustained by rural service levels.
2. New multiple lots and units for residential development will be directed to settlement areas.
3. New lots and uses in rural areas will be compatible with, and will not hinder, surrounding agricultural operations.
4. For lands within the Greenbelt Area, the applicable policies in the Greenbelt, Niagara Escarpment and Oak Ridges Moraine Plans apply.

3 Infrastructure To Support Growth

3.1 Context

Ready and accessible public infrastructure is essential to the viability of Ontario's communities and critical to economic competitiveness, quality of life and the delivery of public services. But increasing demand, low-density land-use patterns and historic underinvestment have resulted in a substantial infrastructure deficit to meet the needs of current residents as well as those of future Ontarians.

This Plan provides the framework for infrastructure investments in the GGH, so that existing infrastructure and future investments are optimized to serve growth to 2031 and beyond. The policy directions for intensification and compact urban form in this Plan guide many of the infrastructure priorities in this section. It is estimated that over 20 per cent of infrastructure capital costs could be saved over 25 years in the GTA — generating an estimated \$12.2 billion that could be more efficiently invested — by moving from lower density development to more efficient and compact urban form.³

This Plan guides strategic investment decisions to support population and economic growth — particularly in the three key areas of transportation, water and wastewater systems, and community infrastructure. This Plan will be supported by long-term multi-year provincial infrastructure investment strategies, such as ReNew Ontario, and by sustainable financing models and sound infrastructure asset management practices.

The transportation policies in this section guide the planning and development of an integrated transportation system needed to support a vibrant economy and quality of life in the GGH. The policies promote co-ordination and consistency among land-use and transportation planning and investment by all levels of government and

other transportation stakeholders in the GGH. To further facilitate co-ordination and to implement transportation initiatives in this Plan, the Minister of Transportation is exploring options for establishing a Greater Toronto Transportation Authority.

Investment in water and wastewater systems by all levels of government has also lagged behind GGH growth and many municipalities are now faced with significant renewal and capacity expansion issues. There is a need to co-ordinate investment in water and wastewater infrastructure to support future growth in ways that are linked to the determination of how these systems are paid for and administered. Improved maintenance and upgrading of existing systems are necessary to ensure the provision of reliable and safe water. Investment in community infrastructure – such as hospitals, long-term care facilities, schools and affordable housing – should be planned to keep pace with changing needs and to promote more complete communities. In the case of housing, there is an underlying societal need for affordable housing in many municipalities that is heightened by growth pressures. Long-term infrastructure strategies such as ReNew Ontario are addressing this infrastructure gap and directing investments to help achieve complete communities.

3.2 Policies for Infrastructure To Support Growth

3.2.1 Infrastructure Planning

1. Infrastructure planning, land-use planning, and infrastructure investment will be co-ordinated to implement this Plan. Infrastructure includes but is not limited to transit and transportation corridors, water and wastewater systems, waste management systems, and community infrastructure.

2. Priority will be given to infrastructure investments made by the province that support the policies and schedules in this Plan.

3. The Minister of Public Infrastructure Renewal will work with other Ministers of the Crown and other public sector partners to identify strategic infrastructure needs to support the implementation of this Plan through multi-year infrastructure planning, and through the sub-area assessment of transit and transportation, and water and wastewater systems as provided for in policies 3.2.2.4 and 3.2.5.6.

3.2.2 Transportation — General

1. The transportation system within the GGH will be planned and managed to —

- a) provide connectivity among transportation modes for moving people and for moving goods
- b) offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit, cycling and walking
- c) be sustainable, by encouraging the most financially and environmentally appropriate mode for trip-making
- d) offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services
- e) provide for the safety of system users.

2. Transportation system planning, land-use planning, and transportation investment, will be co-ordinated to implement this Plan.

3. In planning for the development, optimization, and/or expansion of new or existing transportation corridors, the Ministers of Public Infrastructure Renewal and Transportation, other Ministers of the Crown, and municipalities will —

- a) ensure that corridors are identified and protected to meet current and projected needs for various travel modes
- b) support opportunities for multi-modal use where feasible, in particular prioritizing transit and goods movement needs over those of single occupant automobiles
- c) consider separation of modes within corridors, where appropriate
- d) for goods movement corridors, provide for linkages to planned or existing inter-modal opportunities where feasible.

4. Through sub-area assessment, the Ministers of Transportation and Public Infrastructure Renewal in consultation with upper- and single-tier municipalities, will further refine and address phasing and coordination of transportation infrastructure planning and investment.

5. Upper- and single-tier municipalities will develop and implement transportation demand management policies in their official plans or other planning documents, to reduce trip distance and time, and increase the modal share of alternatives to the automobile.

3.2.3 Moving People

1. Public transit will be the first priority for transportation infrastructure planning and major transportation investments.

2. All decisions on transit planning and investment will be made according to the following criteria:

- a) Using transit infrastructure to shape growth;
- b) Placing priority on increasing capacity on existing transit systems to support intensification areas;
- c) Expanding service areas to support transit-supportive residential and employment densities;
- d) Facilitating improved linkages from nearby neighbourhoods to urban growth centres and major transit station areas;
- e) Consistency with the strategic framework for future transit investments outlined on Schedule 5;
- f) Increasing the modal share of transit.

3. Municipalities will ensure that pedestrian and bicycle networks are integrated into transportation planning to —

- a) provide safe, comfortable travel for pedestrians and bicyclists within existing communities and new development
- b) provide linkages between intensification areas, adjacent neighbourhoods, and transit stations, including dedicated lane space for bicyclists on the major street network where feasible.

4. Schedule 5 provides the strategic framework for future transit investment decisions, including capacity improvements on existing transit systems to support intensification, and proposed higher order transit and inter-regional transit links between urban growth centres, in the GGH. Schedule 5 should be read in conjunction with the policies in this Plan. The transit linkages on Schedule 5 provide a strategic framework and are not drawn to scale. Actual timing, phasing and alignments are subject to further study and, where applicable, the environmental assessment process.

3.2.4 Moving Goods

1. The first priority of highway investment is to facilitate efficient goods movement by linking inter-modal facilities, international gateways, and communities within the GGH.

2. The Ministers of Public Infrastructure Renewal and Transportation, other appropriate Ministers of the Crown, and municipalities will work with agencies and operators to —

- a) co-ordinate and optimize goods movement systems
- b) improve corridors for moving goods across the GGH consistent with Schedule 6 of this Plan
- c) promote and better integrate multi-modal goods movement and land-use and transportation system planning, including the development of freight-supportive land use guidelines.

3. Development in and adjacent to highway corridors outside of settlement areas will be discouraged unless it is directly related to servicing the operations of the corridor, or required for strategic employment purposes identified through the sub-area assessment provided for in policy 2.2.6.6.

4. The Ministers of Public Infrastructure Renewal, Municipal Affairs and Housing, and Transportation will work with municipalities to plan and design highway corridors in such a way to discourage development outside of settlement areas, in support of policy 3.2.4.3.

5. Municipalities will provide for the establishment of priority truck routes, where feasible, to facilitate the movement of goods into and out of areas of significant employment, industrial and commercial activity and to provide alternate routes connecting to the provincial network.

6. Municipalities will plan for land uses in settlement areas along or in the vicinity of inter-modal facilities, truck routes, railway corridors and yards, airports, dockyards, highways and major interchanges that are compatible with the primary goods movement function of these facilities, while balancing these considerations with the other policies in this Plan for intensification areas and existing built-up areas.

7. Schedule 6 provides the strategic framework for future goods movement investment decisions in the GGH. Schedule 6 should be read in conjunction with the policies in this Plan. The proposed corridors shown on Schedule 6 provide a strategic framework and are not drawn to scale. Actual timing, phasing, and alignments are subject to further study and, where applicable, the environmental assessment process.

3.2.5 Water and Wastewater Systems

1. Municipal water and wastewater systems will generate sufficient revenue to recover the full cost of providing water and wastewater services.
2. For lands within the Greenbelt Area, all policies regarding water and wastewater systems or stormwater set out in provincial plans, applicable to lands within the Greenbelt Area, continue to apply.
3. Municipalities are encouraged to plan and design municipal water and wastewater systems that return water to the watershed from which the withdrawal originates.
4. In settlement areas, construction of new or expansions of existing municipal or private communal water and wastewater systems should only be considered where the following conditions are met:
 - a) Strategies for water conservation and other water demand management initiatives are being implemented in the existing service area;
 - b) Plans for expansion or for new services are to serve growth in a manner that supports achievement of the intensification target and density target;
 - c) For municipal water and wastewater systems, the plans for expansion have been considered in the context of the Great Lakes Basin and applicable inter-provincial, national or bi-national agreements regarding the basin.
5. In rural areas, the extension of municipal or private communal water and wastewater systems will only be permitted to address a human health issue, or to service existing uses that were legally established prior to the date this Plan came into force, and such extensions shall not be used as the basis for new development.
6. Through sub-area assessment, the Minister of Public Infrastructure Renewal, in consultation with upper- and single-tier municipalities, will undertake an analysis of water and wastewater capacity and requirements to service the growth forecasts set out in this Plan.
7. Municipalities that share an inland water source and/or receiving water body, should co-ordinate their planning for potable water, stormwater, and wastewater systems to ensure that water quality and quantity is maintained and improved on a watershed basis.
8. Municipalities, in conjunction with conservation authorities, are encouraged to prepare watershed plans and use such plans to guide development decisions and water and wastewater servicing decisions.
9. Municipalities are encouraged to implement and support innovative stormwater management actions as part of redevelopment and intensification, such as co-ordinated approaches across several properties or across municipal boundaries, reuse of stormwater, and on-site storage and detention.

3.2.6 Community Infrastructure

1. Community infrastructure planning, land use planning, and community infrastructure investment will be co-ordinated to implement this Plan.
2. Development will take into account the availability and location of existing and proposed community infrastructure so that new and expanded community infrastructure can be provided efficiently, effectively, and in a logical fashion.
3. A range of appropriate community infrastructure should be provided to support needs resulting from population/demographic changes, including those related to intensification, and to foster complete communities.
4. Services planning, funding and delivery sectors are encouraged to develop a community infrastructure strategy to facilitate the co-ordination and planning of community infrastructure with land use, infrastructure and investment through a collaborative and consultative process.

5. Municipalities will establish and implement minimum affordable housing targets in accordance with Policy 1.4.3 of the PPS, 2005.

6. Upper- and single-tier municipalities will develop a housing strategy in consultation with lower-tier municipalities, the Minister of Municipal Affairs and Housing and other appropriate stakeholders. The housing strategy will set out a plan including Official Plan policies to meet the needs of all residents, including the need for affordable housing — both home ownership and rental housing. The housing strategy will include the planning and development of a range of housing types and densities to support the achievement of the intensification target and density targets.

4 Protecting what is valuable

4.1 Context

The GGH is blessed with a broad array of unique natural and cultural heritage features and sites, and valuable renewable and non-renewable resources that are essential for the long-term economic prosperity, quality of life, and environmental health of the region. These valuable assets must be wisely protected and managed as part of planning for future growth. Some of these features and areas are already protected through legislation, statements of provincial policy such as the PPS, 2005, and provincial plans such as the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, and the Niagara Escarpment Plan. This Plan supports and builds on these initiatives.

4.2 Policies for Protecting What is Valuable

4.2.1 Natural System

1. Through sub-area assessment, the Ministers of Public Infrastructure Renewal and Natural Resources, in consultation with upper- and single-tier municipalities, will identify the natural system of the GGH, and where appropriate, policies for its protection.

2. The natural system will include natural heritage features and areas and linkages between and among these features and with natural systems outside the GGH and inside the Greenbelt Area. It will also include sensitive or vulnerable surface water features and ground water features.

3. For lands within the Greenbelt Area, the natural system will be the Natural System as described in the Greenbelt Plan. All policies regarding natural systems set out in provincial plans, applicable to lands within the Greenbelt Area, continue to apply.

4. Planning authorities are encouraged to identify locally significant natural areas that link and augment the natural system.

5. Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly accessible parkland, open space and trails, including shoreline areas, within the GGH that —

- a) clearly demarcates where public access is and is not permitted
- b) is based on a co-ordinated approach to trail planning and development, and
- c) is based on good land stewardship practices for public and private lands.

6. Municipalities are encouraged to establish an urban open space system within built-up areas, which may include rooftop gardens, communal courtyards, and public parks.

4.2.2 Prime Agricultural Areas

1. Through sub-area assessment, the Ministers of Public Infrastructure Renewal and Agriculture, Food and Rural Affairs, in partnership with appropriate Ministers of the Crown and in consultation with upper- and single-tier municipalities, will identify the prime agricultural areas, including the specialty crop areas, of the GGH, and where appropriate, policies for their protection.

2. For lands within the Greenbelt Area, the agricultural areas will be the Agricultural System as described in the Greenbelt Plan. All policies regarding agricultural areas and the agricultural system set out in provincial plans, applicable to lands within the Greenbelt Area, continue to apply.

3. Municipalities are encouraged to maintain, improve and provide opportunities for farm-related infrastructure such as drainage and irrigation.

4. Municipalities are encouraged to establish and work with agricultural advisory committees and consult with them on decision-making related to agricultural planning.

4.2.3 Mineral Aggregate Resources

1. The Ministers of Public Infrastructure Renewal and Natural Resources will work with municipalities, producers of mineral aggregate resources, and other stakeholders to develop a long-term strategy for ensuring the wise use, conservation, availability and management of mineral aggregate resources in the GGH, as well as identifying opportunities for resource recovery and for co-ordinated approaches to rehabilitation where feasible.

4.2.4 A Culture of Conservation

1. Municipalities will develop and implement official plan policies and other strategies in support of the following conservation objectives:

a) Water conservation, including

- i. Water demand management to reduce per capita consumption and improve resource efficiency
- ii. Water recycling to maximize the reuse and recycling of water

b) Energy conservation, including

- i. Energy conservation for municipally owned facilities
- ii. Identification of opportunities for, and where possible locations for, alternative energy generation and distribution
- iii. Energy demand management to reduce energy consumption
- iv. Land-use patterns and urban design standards that encourage and support energy-efficient buildings and opportunities for cogeneration

c) Air quality protection, including

- i. Reduction in emissions from municipal and residential sources

d) Integrated waste management, including

- i. Enhanced waste reduction, composting, and recycling initiatives and new opportunities where appropriate
- ii. Comprehensive planning for the management of residual waste
- iii. Promotion of reuse, recycling, and renovation of the built environment
- iv. Integrated approaches including recycling, reuse, waste diversion, and the disposal of waste that cannot be recycled, composted or otherwise diverted from disposal
- v. Consideration of waste management initiatives within the context of long-term regional planning, and in collaboration with neighbouring municipalities

e) Cultural heritage conservation, including

- i. Conservation of cultural heritage and archaeological resources as built-up areas are intensified.

5 Implementation and Interpretation

5.1 Context

Key to the success of this Plan is its effective implementation. Successful implementation will require that all levels of government, non-governmental organizations, the private sector, and citizens work together in a co-ordinated and collaborative way to implement the policies of this Plan and realize its goals. The success of this Plan is dependent on a range of mechanisms being in place to implement the Plan's policies. This includes the legislative framework provided by the Places To Grow Act, 2005, and the application of this Plan to all decisions on matters, proceedings or applications, made under the Planning Act and the Condominium Act.

A wide range of complementary planning and fiscal tools will be used to implement this Plan. These include instruments found in the Planning Act and the Municipal Act, 2001.

Measuring the success of this Plan will also require rigorous and consistent evaluation of its progress. One method to measure this Plan's progress currently under development is an index that will monitor changes in the amount of land developed and the increased percentage of new development taking place within the built-up areas of the GGH.

5.1.1 Places to Grow Act, 2005

The Places to Grow Act, 2005 provides the legislative framework for this Plan. It gives the Lieutenant Governor in Council the authority to establish any area of land in the Province as a growth plan area and requires that the Minister of Public Infrastructure Renewal prepare a growth plan for all or part of that area. The growth plan area for this Plan is defined by Ontario Regulation 416/05. It is set out on Schedule 1 of this Plan.

A growth plan works in conjunction with other provincial legislation, policies, plans and regulations. Land use within the growth plan area continues to be governed by the Planning Act and Ontario's existing planning system and is also subject to the conformity requirements and conflict provisions of the Places to Grow Act, 2005.

The Act also includes processes for making and amending growth plans. This includes the requirement that the Minister of Public Infrastructure Renewal review each growth plan at least every 10 years after the plan comes into force. Under the Act, the Minister of Public Infrastructure Renewal may propose an amendment to a growth plan. When an amendment is proposed, the Minister of Public Infrastructure Renewal will give notice and invite written submissions on the amendment. Any significant modification to the plan requires approval of the Lieutenant Governor in Council.

5.1.2 Implementation Analysis

In order to implement the policies of this Plan, the Minister of Public Infrastructure Renewal, in consultation with other Ministers of the Crown will:

1. verify and delineate the built boundary
2. develop a detailed assessment of the need for future designated greenfield areas
3. determine the scope and scale of urban growth centres
4. undertake sub-area assessment to refine the policies in this Plan at a regional scale:
 - i. regional economic assessment to guide planning for employment
 - ii. refinement and phasing of the proposed transportation network
 - iii. analysis of water/wastewater capacity and requirements to serve projected growth
 - iv. identification of the natural system
 - v. identification of prime agricultural and rural areas.

The work on the built boundary, designated greenfield areas, and urban growth centres will be undertaken by the Minister of Public Infrastructure Renewal, through one-on-one consultation with individual upper- and single-tier municipalities.

The sub-area assessment will be undertaken by the Minister of Public Infrastructure Renewal and other Ministers of the Crown, in consultation with upper- and single-tier municipalities. The sub-area assessment will provide further refinement to this Plan's policies and inform implementation strategies at a scale smaller than the GGH. Differing contexts within each sub-area means that implementation strategies will need to be tailored to circumstances and coordinated across municipal boundaries.

5.2 Policies for Implementation and Interpretation

5.2.1 General implementation and interpretation

1. This Plan, including context sections, policies, definitions and schedules, should be read in its entirety and all relevant policies are to be applied to each situation.
2. The appendices to this Plan are provided for information purposes only.
3. Terms in italics are defined in the Definitions section of this Plan. The definitions apply to these italicized terms regardless of whether the terms are singular or plural.
4. In the Definitions section, sources have been cited where the definitions are the same or have the same content as the definitions provided in the policy or statute cited.
5. The policies and targets of this Plan represent minimum standards. This Plan does not prevent planning authorities and decision-makers from going beyond minimum standards established in specific policies and targets, unless doing so would conflict with any policy of this Plan, the applicable PPS, or any other provincial plan.

6. The boundaries and lines displayed on the schedules, unless otherwise stated provide strategic direction only and should not be read to scale.
7. The built boundary, shown on schedules 2, 4, 5, and 6, is conceptual and should be used as guidance to implement the relevant policies of this Plan.
8. The settlement area boundary as shown on Schedules 2, 4, 5, and 6 is conceptual. For the actual boundary, the appropriate municipal official plans should be consulted.
9. Where this Plan indicates that further analysis and assessment will be carried out but the analysis has not been completed, all relevant policies of this Plan continue to apply and any policy that relies on information that will be available from further analysis should be implemented to the fullest extent possible.
10. A coordinated approach will be taken both within the Government of Ontario and its dealings with municipalities, to implement this Plan, in particular for issues that cross municipal boundaries.
11. Where policies contain a list of sub-policies, the list of sub-policies is to be applied in its entirety unless otherwise specified.
12. References to the responsibilities of the Minister of Public Infrastructure Renewal set out in this Plan should be read as the Minister, his or her assignee, his or her delegate pursuant to the Places to Grow Act, 2005, or any other member of Executive Council assigned responsibility for growth plans under the Places to Grow Act, 2005.

5.2.2 Monitoring/Performance Measures

1. The Minister of Public Infrastructure Renewal, will develop a set of indicators to measure the implementation of the policies in this Plan.
2. The Minister of Public Infrastructure Renewal will monitor the implementation of this Plan, including reviewing performance indicators concurrent with any review of this Plan.
3. Municipalities will monitor and report on the implementation of this Plan's policies within their municipality, in accordance with guidelines developed by the Minister of Public Infrastructure Renewal.

5.2.3 Public Engagement

1. The Minister of Public Infrastructure Renewal will ensure ongoing consultation with the public and stakeholders on the implementation of this Plan.
2. The Minister of Public Infrastructure Renewal will provide information to the public and stakeholders in order to build understanding of growth management and facilitate informed involvement in the implementation of this Plan.
3. Municipalities are encouraged to engage the public and stakeholders in local efforts to implement this Plan and to provide the necessary information to ensure the informed involvement of local citizens.

6 Definitions

Affordable

a) in the case of ownership housing, the least expensive of:

1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low and moderate income households; or
2. housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area;

- b) in the case of rental housing, the least expensive of:
1. a unit for which the rent does not exceed 30 per cent of gross annual household income for low and moderate income households; or
 2. a unit for which the rent is at or below the average market rent of a unit in the regional market area.

For the purposes of this definition:

Low and moderate income households means, in the case of ownership housing, households with incomes in the lowest 60 per cent of the income distribution for the regional market area; or in the case of rental housing, households with incomes in the lowest 60 per cent of the income distribution for renter households for the regional market area.

Regional market area refers to an area, generally broader than a lower-tier municipality that has a high degree of social and economic interaction. In southern Ontario, the upper or single-tier municipality will normally serve as the regional market area. Where a regional market area extends significantly beyond upper- or single-tier boundaries, it may include a combination of upper-, single and/or lower-tier municipalities. (Provincial Policy Statement, 2005)

Brownfield Sites

Undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant. (Provincial Policy Statement, 2005)

Built-up Areas

All land inside the built boundary.

Built Boundary

The edge of the developed urban area as defined by the Minister of Public Infrastructure Renewal.

Community Infrastructure

Community infrastructure refers to lands, buildings, and structures that support the quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, security and safety, and affordable housing.

Compact Urban Form

A land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

Complete Communities

Complete communities meet a person's needs for daily living through their whole lifetime by providing convenient access to an appropriate mix of jobs, a full range of housing including affordable housing, schools, retail, and community infrastructure for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

Density Targets

The density target for urban growth centres is defined in Policy 2.2.4.5 and Policy 2.2.4.6. The density target for designated greenfield areas is defined in Policy 2.2.7.1.

Designated Employment Area

Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing and associated office, retail and ancillary facilities but does not include major retail uses.

Designated Greenfield Area

The area between the built boundary and the settlement area boundary.

Drinking-water System

A system of works, excluding plumbing, that is established for the purpose of providing users of the system with drinking water and that includes any thing used for the collection, production, treatment, storage, supply or distribution of water; any thing related to the management of residue from the treatment process or the management of the discharge of a substance into the natural environment from the treatment system; and a well or intake that serves as the source or entry point of raw water supply for the system. (Safe Water Drinking Act, 2002)

Employment Lands

Lands zoned or designated within settlement areas for employment uses. These lands may be located outside of a designated employment area.

Full Cost

The full cost of providing water and wastewater services includes the source protection costs, operating costs, financing costs, renewal and replacement costs and improvement costs associated with extracting, treating or distributing water to the public, and collecting, treating or discharging wastewater.

Gateway Economic Zone

Settlement areas that, due to their proximity to major international border crossings, have unique economic importance to the region and Ontario, as depicted on Schedules 2, 5, and 6.

Greater Golden Horseshoe (GGH)

The geographic area designated as the Greater Golden Horseshoe growth plan area in Ontario Regulation 416/05.

Greenbelt Area

The geographic area of the Greenbelt as defined by Ontario Regulation 59/05 as provided by the Greenbelt Act, 2005.

Greyfields

Previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant.

Ground Water Feature

Water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations. (Provincial Policy Statement, 2005)

Higher Order Transit

Transit that operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way.

Infill

Development on vacant or underutilized land in the built-up area.

Inner Ring

Defined as the geographic area consisting of the municipalities of Hamilton and Toronto and the upper-tier municipalities of Durham, Halton, Peel and York.

Intensification

The development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings. (Provincial Policy Statement, 2005)

Intensification Areas

Lands identified by municipalities or the Minister of Public Infrastructure Renewal within the built boundary that are to be the focus for accommodating more intense development. Intensification areas include urban growth centres, intensification corridors, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields.

Intensification Corridors

Lands along major roads, arterials or higher order transit corridors within the built boundary that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels.

Intensification Target

The intensification target is as established in Policy 2.2.3.1, Policy 2.2.3.2 and Policy 2.2.3.3.

Inter-modal Facility

A location where transfers between carriers can be made, as part of a single journey. A typical freight inter-modal facility is a rail yard where containers are transferred between trucks and trains.

Major Office

Major Office is generally defined as freestanding office buildings of 10,000 m² or greater, or with 500 jobs or more.

Major Transit Station Area

The area including and around any existing or planned higher order transit station within a settlement area; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m radius of a transit station, representing about a 10-minute walk.

Mineral Aggregate Resources

Gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the Aggregate Resources Act suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the Mining Act. (Provincial Policy Statement, 2005)

Modal Share

Modal share is the percentage of person-trips made by one travel mode, relative to the total number of person-trips made by all modes.

Multi-modal

Refers to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine.

Municipal Comprehensive Review

An official plan review, or an official plan amendment, initiated by a municipality that comprehensively applies the policies and schedules of this Plan.

Municipal Water and Wastewater Systems

Municipal Water Systems are all or part of a drinking-water system:

- a) that is owned by a municipality or by a municipal service board established under section 195 of the Municipal Act, 2001,
- b) that is owned by a corporation established under section 203 of the Municipal Act, 2001,
- c) from which a municipality obtains or will obtain water under the terms of a contract between the municipality and the owner of the system, or
- d) that is in a prescribed class (Safe Water Drinking Act, 2002).

Municipal Wastewater Systems are defined as any sewage works owned or operated by a municipality.

Natural Heritage Features and Areas

Features and areas, including significant wetlands, significant coastal wetlands, fish habitat, significant woodlands south and east of the Canadian Shield, significant valleylands south and east of the Canadian Shield,

significant habitat of endangered species and threatened species, significant wildlife habitat, and significant areas of natural and scientific interest, which are important for their environmental and social values as a legacy of the natural landscapes of an area.

For the purposes of this definition:

Wetlands means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

Coastal wetland means any wetland that is located on Lake Ontario, Lake Erie, Lake Huron, or the Niagara River; or any other wetland that is on a tributary to any of the above-specified water bodies and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected. Fish habitat, as defined in the Fisheries Act, c. F-14, means spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.

Woodlands means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels.

Valleylands means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.

Endangered species means a species that is listed or categorized as an "Endangered Species" on the Ontario Ministry of Natural Resources' official species at risk list, as updated and amended from time to time.

Threatened species means a species that is listed or categorized as a "Threatened Species" on the Ontario Ministry of Natural Resources' official species at risk list, as updated and amended from time to time.

Wildlife habitat means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle, and areas that are important to migratory or non-migratory species.

Areas of natural and scientific interest (ANSI) means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education.

In regard to the above, significant means:

- a) in regard to wetlands, coastal wetlands and areas of natural and scientific interest, an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time;
 - b) in regard to the habitat of endangered species and threatened species, the habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle;
 - c) in regard to woodlands, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history; and
 - d) in regard to other features and areas, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural system.
- Criteria for determining significance for the resources identified in sections (c)-(d) are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some

significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation. (Provincial Policy Statement, 2005)

Natural System

As defined by Policy 4.2.1.1 and Policy 4.2.1.2.

New Multiple Lots and Units for Residential Development

The creation of more than three units or lots through either plan of subdivision, consent or plan of condominium.

Outer Ring

Defined as the geographic area consisting of the cities of Barrie, Brantford, Guelph, Kawartha Lakes, Orillia and Peterborough; the counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington; and the Regions of Niagara and Waterloo.

Prime Agricultural Area

Areas where prime agricultural lands predominate. This includes areas of prime agricultural lands and associated Canada Land Inventory Class 4-7 soils, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture.

For the purposes of this definition:

Prime agricultural land includes specialty crop areas and/or Canada Land Inventory Classes 1, 2, and 3 soils, in this order of priority for protection. (Provincial Policy Statement, 2005)

Private Communal Water and Wastewater Systems

Private Communal Water Systems is defined as a drinking-water system that serves six or more lots or private residences and is not owned by a municipality. Private Wastewater Systems is defined as a sewage works that serves six or more lots or private residences and is not owned by a municipality.

Redevelopment

The creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites. (Provincial Policy Statement, 2005)

Rural Areas

Lands which are located outside settlement areas and that are not prime agricultural areas.

Settlement Areas

Urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets) that are:

- a) built-up areas where development is concentrated and which have a mix of land uses; and
- b) lands which have been designated in an official plan for development over the long-term planning horizon provided for in Policy 1.1.2 of the Provincial Policy Statement, 2005.

Sewage Works

Any works for the collection, transmission, treatment and disposal of sewage or any part of such works, but does not include plumbing to which the Building Code Act, 1992 applies. (Ontario Water Resources Act)

For the purposes of this definition:

Sewage includes, but is not limited to drainage, storm water, residential wastes, commercial wastes and industrial wastes.

Small Cities and Towns

Settlement areas that do not include an urban growth centre.

Specialty Crop Area

Areas designated using evaluation procedures established by the Province, as amended from time to time, where specialty crops such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil lands are predominantly grown, usually resulting from:

- a) soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both; and/or
- b) a combination of farmers skilled in the production of specialty crops, and of capital investment in related facilities and services to produce, store, or process specialty crops. (Provincial Policy Statement, 2005)

Sub-area

A sub-area is an area identified by the Minister of Public Infrastructure Renewal within the Greater Golden Horseshoe at a scale generally larger than any one upper- or single-tier municipality.

Surface Water Feature

Water-related features on the earth's surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics. (Provincial Policy Statement, 2005)

Transit-supportive

Makes transit viable and improves the quality of the experience of using transit. When used in reference to development, it often refers to compact, mixed-use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it often refers to design principles that make development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrian-oriented uses along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; and improved access between arterial roads and interior blocks in residential areas.

Transportation Corridor

A thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A transportation corridor includes:

- a) major roads, arterial roads, and highways for moving people and goods,
- b) rail lines/railways for moving people and goods,
- c) transit rights-of-way/transitways including buses and light rail for moving people.

Transportation Demand Management

A set of strategies that results in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost. Examples include: carpooling, vanpooling, and shuttle buses; parking management; site design and on-site facilities that support transit and walking; bicycle facilities and programs; pricing (road tolls or transit discounts); flexible working hours; telecommuting; high occupancy vehicle lanes; park-and-ride; and incentives for ride-sharing; using transit, walking and cycling; and, initiatives to discourage drive-alone trips by residents, employees, and students.

Transportation System

A system consisting of corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, park-and-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal terminals, harbours, and associated facilities such as storage and maintenance. (Provincial Policy Statement, 2005)

Urban Growth Centres

Locations set out in Schedule 4. Urban growth centres will be delineated pursuant to Policy 2.2.4.2, Policy 2.2.4.3, and Policy 2.2.4.4.

Watershed

An area that is drained by a river and its tributaries. (Provincial Policy Statement, 2005)

Watershed Plan

A watershed plan provides a framework for integrated decision-making for the management of human activities, land, water, aquatic life and aquatic resources within a watershed. It addresses how water quality and quantity and ecosystems are to be protected and enhanced, and includes matters such as a water budget, conservation plan, setbacks from water bodies, stormwater management requirements and a monitoring plan.