

Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017

Overview Briefing

January 15, 2019

Employment Planning

Anticipated Results: A modernized employment area designation system that ensures lands used for employment are appropriately protected while unlocking land for residential development

New policies:

- To create a one-time window to allow municipalities to undertake some employment area conversions between the effective date of proposed Amendment 1 and their next municipal comprehensive review, subject to criteria in the Plan, including maintaining a significant number of jobs on those lands
- To identify provincially significant employment zones by the Minister of Municipal Affairs and Housing where employment areas can only be converted through a municipal comprehensive review
- That provide direction on locating and preserving employment areas adjacent to major goods movement facilities and corridors
- That provide direction on buffering around industrial/manufacturing uses within employment areas
- That update the language to provide flexibility to municipalities to set density targets for each employment area and remove the requirement for an employment strategy

Agricultural System and Natural Heritage System

Anticipated Results: Regional mapping Systems that are factual and reflect the local mapping realities, while providing for the appropriate level of protections for our natural heritage and continuing to build the economic viability of our agri-food industry

New policies:

- That specify that the provincial mapping of the agricultural land base and the Natural Heritage System for the Growth Plan do not apply until implemented in upper-/single-tier official plans
- That clarify that before provincial mapping is implemented in official plans, the Growth Plan policies for the Agricultural System and the Natural Heritage System will apply to municipal mapping
- That clarify that municipalities can request technical changes to mapping and OMAFRA and MNRF can update and re-issue mapping in response to such requests
- That allow municipalities to refine and implement provincial mapping in advance of the municipal comprehensive review

Major Transit Station Areas

Anticipated Results: A streamlined approach that enables the delineation of major transit station areas to happen faster so that zoning and development can occur sooner

New policies:

- That allow municipalities to delineate major transit station areas and set targets in advance of municipal comprehensive review, through the Protected Major Transit Station Area tool under the Planning Act
- That simplify the process and criteria for alternative targets that reflect on-the-ground realities

Settlement Area Boundary Adjustments

Anticipated Results: A system that enables local municipal decisions on reasonable changes to settlement area boundaries in a timely manner so as to unlock land faster and to support more jobs and housing in the region

New policies:

- To allow municipalities to undertake settlement area boundary expansions that are no larger than 40 hectares outside the municipal comprehensive review, subject to criteria
- To allow municipalities to adjust settlement area boundaries outside the municipal comprehensive review if there is no net increase in land within settlement areas, subject to criteria
- To remove the requirement to de-designate excess lands when undertaking settlement area boundary expansions
- To create a more outcome-focused approach to boundary expansions, rather than specifying types of studies required to justify the feasibility and location of expansions

Rural Settlements

Anticipated Results: A system that recognizes small rural settlements as areas that are not expected to face significant growth pressures

New policies:

- That define the term “rural settlements” as a subset of “settlement areas” and deletion of the defined term “undelineated built-up areas”
- That specify that rural settlements are not part of the designated greenfield area
- That allow for minor rounding out of rural settlements in keeping with the rural character of the area, and subject to other criteria

Intensification Targets and Designated Greenfield Area Density Targets

Anticipated Results: A simplified approach to minimum intensification and density targets that reflects the objective of supporting provincial transit investments, the local realities of different communities in the region, including market demand for housing

New policies:

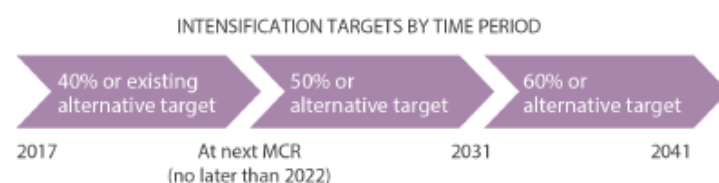
- That establish different minimum intensification targets (per cent of new units in already built-up areas) for three different groupings of municipalities
 - *Group A, 60%:* Hamilton, Peel, York, Waterloo;
 - *Group B, 50%:* Barrie, Brantford, Guelph, Orillia, Peterborough (City), Durham, Halton, Niagara; and
 - *Group C, maintain or improve on existing targets in official plans:* Kawartha Lakes, Brant, Dufferin, Haldimand, Northumberland, Peterborough (County), Simcoe, Wellington.
- That allow all municipalities to request alternative targets, with simpler criteria
- That establish different minimum designated greenfield area density targets (residents and jobs per hectare) for three different groupings of municipalities
 - *Group A, 60:* Hamilton, Peel, York, Waterloo;
 - *Group B, 50:* Barrie, Brantford, Guelph, Orillia, Peterborough (City), Durham, Halton, Niagara; and
 - *Group C, 40:* Kawartha Lakes, Brant, Dufferin, Haldimand, Northumberland, Peterborough (County), Simcoe, Wellington.

Provincially Significant Employment Zones

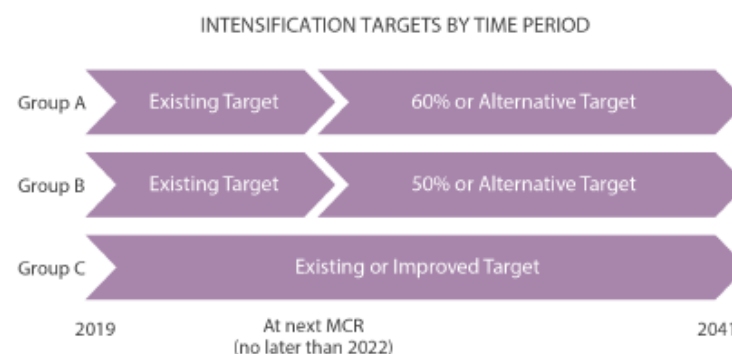
Anticipated Results: To protect an adequate supply of lands to support the viability of existing businesses and attract new businesses to the region.

- The province has identified 29 provincially significant employment zones that are deemed significant to the regional and provincial economy and that would require provincial input and approval for conversion
- The zones are made up of lands that are currently designated as employment areas in municipal official plans, are located inside of settlement areas and that:
 1. may be vulnerable to conversion pressures (e.g. to residential conversion),
 2. may be facing encroachment by sensitive land uses that could threaten viability of existing industries and employment,
 3. are needed to retain existing industries and attract new investment to the region,
 4. are designated employment areas in existing settlement areas
- These zones may meet one or more of the following criteria:
 - Located near highways, railways, intermodal facilities, transit and/or other major transportation infrastructure to support the movement of people and goods;
 - High concentration of employment and/or economic output, plays an economically strategic role to the region;
 - Support industrial uses, which are sensitive to encroachment
 - Are contiguous zones and contain large continuous developable, constraint-free lots (e.g. >10 acres)

Current Policies



Proposed Policies



DGA density target for lands identified as DGA after July 1, 2017

DGA density target for lands identified as DGA on or before July 1, 2017

Delineated built-up area (subject to intensification target)

Single DGA density target based on growth rates and local realities

Group A - 60 people and jobs combined per hectare
 Group B - 50 people and jobs combined per hectare
 Group C - 40 people and jobs combined per hectare

Delineated built-up area (subject to intensification target)

Planning Act Regulation

Anticipated Results: Require Ministerial approval for official plan amendments which identify or modify prime agricultural areas or natural heritage systems

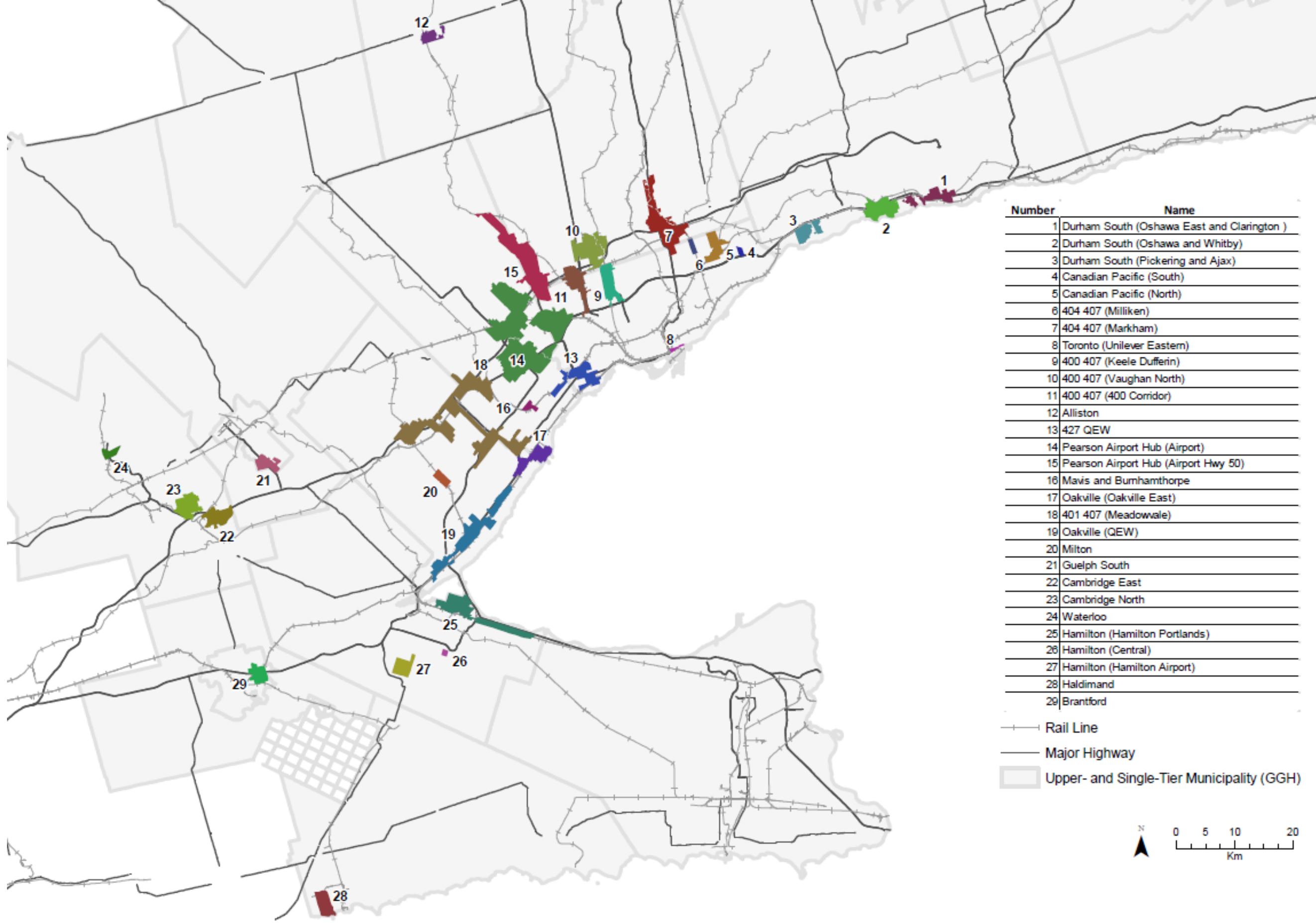
Housekeeping to facilitate the implementation of proposed policies related to refining the Agricultural System for the Greater Golden Horseshoe and the Natural Heritage System for the Growth Plan

Transition Regulation

Anticipated Results: Seeking feedback on proposed modifications to the Growth Plan transition regulation to align with Amendment 1, if approved

Housekeeping to update references to the Growth Plan, and remove wording that is no longer needed

Also seeking feedback as to whether the Minister should consider any additional changes to the regulation at this time with regard to planning matters that are in process



Proposed Provincially Significant Employment Zones

Provincially Significant Employment Zones

29 Proposed Zones Identified

No.	Zone	Known Sites	MTSAs
1	Durham South (Oshawa East and Clarington)	Large cluster of employment sites	0 MTSAs
2	Durham South (Oshawa and Whitby)	GM Plant	Lakeshore East – 2 MTSAs
3	Durham South (Pickering and Ajax)	Large cluster of employment sites	Greater Toronto Area GO Routes/Lakeshore East – 1 MTSAs
4	Canadian Pacific (South)	Contains many multi-national food manufacturers	Sheppard East LRT Phase 1 - 1 MTSAs
5	Canadian Pacific (North)	Contains many multi-national food manufacturers	Sheppard East LRT Phase 1 - 7 MTSAs
6	404 407 (Milliken)	Heavy industry, including asphalt and cement plants	Stouffville Line – 2 MTSAs
7	404 407 (Markham)	Knowledge-intensive industry cluster	Stouffville Line – 1 MTSAs VIVA/Viva Purple – 11 MTSAs
8	Toronto (Unilever Eastern)	Former industrial site	0 MTSAs Station planned on Lakeshore East GO line. Greater Toronto Area GO Routes/Barrie – 1 MTSAs
9	400 407 (Keele Dufferin)	Downsview Park	TYSSE – 4 MTSAs Yonge-University-Spadina – 2 MTSAs
10	400 407 (Vaughan North)	CN Macmillan	Greater Toronto Area GO Routes/Barrie – 1 MTSAs TYSSE - 3 MTSAs VIVA/Viva Purple – 4 MTSAs
11	400 407 (Hwy 400 Corridor)	Includes LG distribution centre as well as food processing and pharmaceutical firms	Finch West LRT Phase 1 – 5 MTSAs VIVA/Viva Purple – 3 MTSAs
12	Alliston	Honda Plant	0 MTSAs
13	427 QEW	Dixie Employment Area, City of Mississauga	Bloor-Danforth – 1 MTSAs Lakeshore West GO – 2 MTSAs
14	Pearson Airport Hub (Airport)	CN Brampton intermodal site and Brampton Chrysler Auto Assembly Complex within or adjacent to SA	Georgetown GO - 3 MTSAs Hurontario LRT – 6 MTSAs Mississauga Transitway – 7 MTSAs
15	Pearson Airport Hub (Airport Hwy 50)	CP Vaughan intermodal site	Finch West LRT Phase 1 – 3 MTSAs
16	Mavis and Burnhamthorpe	Contains many multi-national and large scale food manufactures	0 MTSAs
17	Oakville (Oakville East)	Ford Assembly Plant	Lakeshore West – 1 MTSAs Mississauga Transitway – 1 MTSAs
18	401 407 (Meadowvale)	Meadowvale North Business Park	The Milton GO line (not a priority transit corridor) also connects zone with 2 stations. Lakeshore West – 4 MTSAs
19	Oakville (QEW)	Mixed industrial and office use	Lakeshore West – 4 MTSAs
20	Milton	CN Milton (proposed) Britannia Rd and Tremaine	0 MTSAs
21	Guelph South	Sleeman Brewery	0 MTSAs
22	Cambridge East	Contains many multi-national food manufacturers	IONLRT_Phase2 - 3 MTSAs
23	Cambridge North	Toyota Auto Complex	IONLRT_Phase2 - 1 MTSAs
24	Waterloo	Key sites include Maple Leaf Foods, the Poultry Place and five food distribution warehouses	Waterloo LRT – 2 MTSAs
25	Hamilton (Hamilton Portlands)	Stelco site	0 MTSAs
26	Hamilton (Central)	Contains many multi-national and large scale food manufactures	0 MTSAs
27	Hamilton (Hamilton Airport)	Air freight logistics hub	0 MTSAs
28	Haldimand	Nanticoke - Former Stelco Industrial Site	0 MTSAs
29	Brantford	Contains many multi-national food manufacturers	0 MTSAs

Four-Part Environmental Registry Posting

Policy Changes

- Part 1 - This portion of the posting will focus on the actual amendment to the Growth Plan, 2017
- It includes a Proposed Amendment document that outlines the proposed additions and deletions as well as a clean copy of what the plan would look like if proposed changes are approved

Transition Matters

- Part 2 - This portion of the posting updates references to the Growth Plan and remove wording that is no longer needed

Employment Zones

- Part 3 - This portion of the posting lists the 29 proposed employment zones identified using high level outcome-based criteria. Employment areas in the zones would be protected as a Provincially Significant Employment Zone
- It includes a list and mapping of the proposed zones, along with the proposed criteria to be used as a framework to identify additional zones

Planning Act

- Part 4 - This portion of the posting outlines the need to modify a Minister's regulation under the Planning Act to allow municipalities to obtain provincial approval for the implementation of the Agricultural and Natural Heritage systems in advance of the municipal comprehensive review

Public consultation on all the changes will open on January 15, 2019.
The consultation closes on February 28, 2019.

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