

## Appendix D – Growth Plan Extracts

### 2.2 Policies for Where and How to Grow

#### 2.2.1 Managing Growth

1. Population and employment forecasts contained in Schedule 3 or such higher forecasts as established by the applicable upper- or single-tier municipality through its *municipal comprehensive review* will be used for planning and managing growth in the *GGH* to the horizon of this Plan in accordance with the policies in subsection 5.2.4.
2. Forecasted growth to the horizon of this Plan will be allocated based on the following:
  - a) the vast majority of growth will be directed to *settlement areas* that:
    - i. have a *delineated built boundary*;
    - ii. have existing or planned *municipal water and wastewater systems*; and
    - iii. can support the achievement of *complete communities*;
  - c) within *settlement areas*, growth will be focused in:
    - i. *delineated built-up areas*;
    - ii. *strategic growth areas*;
    - iii. locations with existing or planned transit, with a priority on *higher order transit* where it exists or is planned; and
    - iv. areas with existing or planned *public service facilities*;
3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:
  - a) establish a hierarchy of *settlement areas*, and of areas within *settlement areas*, in accordance with policy 2.2.1.2;
  - b) be supported by planning for *infrastructure* and *public service facilities* by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;
  - c) provide direction for an urban form that will optimize *infrastructure*, particularly along transit and transportation corridors, to support the achievement of *complete communities* through a more *compact built form*;
  - d) support the environmental and agricultural protection and conservation objectives of this Plan; and
  - e) be implemented through a *municipal comprehensive review* and, where applicable, include direction to lower-tier municipalities.
4. Applying the policies of this Plan will support the achievement of *complete communities* that:
  - a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and *public service facilities*;
  - b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

- c) provide a diverse range and mix of housing options, including additional residential units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) expand convenient access to:
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
  - ii. *public service facilities*, co-located and integrated in community hubs;
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
  - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) provide for a more *compact built form* and a vibrant *public realm*, including public open spaces;
- f) mitigate and adapt to the *impacts of a changing climate*, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- g) integrate *green infrastructure* and appropriate *low impact development*.

## 2.2.2 Delineated Built-up Areas

1. By the time the next *municipal comprehensive review* is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:
  - a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the *delineated built-up area*; and
  - b) The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will, through the next *municipal comprehensive review*, each establish the minimum percentage of all residential development occurring annually that will be within the *delineated built-up area*, based on maintaining or improving upon the minimum intensification target contained in the applicable upper- or single-tier official plan.
2. Until the next *municipal comprehensive review* is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.
3. All municipalities will develop a strategy to achieve the minimum intensification target and *intensification* throughout *delineated built-up areas*, which will:
  - a) identify *strategic growth areas* to support achievement of the intensification target and recognize them as a key focus for development;
  - b) identify the appropriate type and scale of development in *strategic growth areas* and transition of built form to adjacent areas;
  - c) encourage *intensification* generally throughout the *delineated built-up area*;
  - d) ensure lands are zoned and development is designed in a manner that supports the achievement of *complete communities*;

- e) prioritize planning and investment in *infrastructure* and *public service facilities* that will support *intensification*; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

## 2.2.6 Housing

1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:
  - a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
    - i. identifying a diverse range and mix of housing options and densities, including additional residential units and *affordable* housing to meet projected needs of current and future residents; and
    - ii. establishing targets for *affordable* ownership housing and rental housing;
  - b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);
  - c) align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;
  - d) address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”; and
  - e) implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.
2. Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of *complete communities* by:
  - a) planning to accommodate forecasted growth to the horizon of this Plan;
  - b) planning to achieve the minimum intensification and density targets in this Plan;
  - c) considering the range and mix of housing options and densities of the existing housing stock; and
  - d) planning to diversify their overall housing stock across the municipality.
3. To support the achievement of *complete communities*, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.
4. Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for *intensification* and *redevelopment*.

## 3.2 Policies for Infrastructure to Support Growth

### 3.2.1 Integrated Planning

1. *Infrastructure* planning, land use planning, and *infrastructure* investment will be co-ordinated to implement this Plan.

2. Planning for new or expanded *infrastructure* will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:
  - a) leveraging *infrastructure* investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;
  - b) providing sufficient *infrastructure* capacity in *strategic growth areas*;
  - c) identifying the full life cycle costs of *infrastructure* and developing options to pay for these costs over the long-term; and
  - d) considering the *impacts of a changing climate*.
3. *Infrastructure* investment and other implementation tools and mechanisms will be used to facilitate *intensification* and higher density development in *strategic growth areas*. Priority will be given to *infrastructure* investments made by the Province that support the policies and schedules of this Plan.

### 3.2.2 Transportation – General

1. *Transportation system* planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.
2. 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 the automobile and promotes transit and *active transportation*;
  - c) be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip- making and supporting the use of zero- and low-emission vehicles;
  - d) offer *multimodal* access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;
  - e) accommodate agricultural vehicles and equipment, as appropriate; and
  - f) provide for the safety of system users.
3. In the design, refurbishment, or reconstruction of the existing and planned street network, a *complete streets* approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.

### 3.2.3 Moving People

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

### 3.2.7 Stormwater Management

2. Proposals for large-scale *development* proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a *stormwater management plan* or equivalent, that:

- a) is informed by a *subwatershed plan* or equivalent;
- b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate *low impact development* and *green infrastructure*;
- c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and
- d) aligns with the *stormwater master plan* or equivalent for the *settlement area*, where applicable.