



**THE REGIONAL MUNICIPALITY OF NIAGARA
PLANNING & ECONOMIC DEVELOPMENT COMMITTEE
FINAL AGENDA**

PEDC 4-2020

Wednesday, May 13, 2020

1:00 p.m.

Meeting will be held by electronic participation only

All electronic meetings can be viewed on Niagara Region's website at:

<https://www.niagararegion.ca/government/council/>

Due to efforts to contain the spread of COVID-19 and to protect all individuals, the Council Chamber at Regional Headquarters will not be open to the public to attend Committee meetings until further notice. To view live stream meeting proceedings, visit:
[niagararegion.ca/government/council](https://www.niagararegion.ca/government/council)

	Pages
1. <u>CALL TO ORDER</u>	
2. <u>DISCLOSURES OF PECUNIARY INTEREST</u>	
3. <u>PRESENTATIONS</u>	
4. <u>DELEGATIONS</u>	
5. <u>ITEMS FOR CONSIDERATION</u>	
5.1 <u>PDS 14-2020</u> Niagara Region's Employment Area Strategy: Background Report and Recommendations A presentation will precede the consideration of this item.	3 - 154
5.2 <u>PDS 15-2020</u> Draft Glendale District Plan A presentation will precede the consideration of this item.	155 - 259
5.3 <u>PDS 20-2020</u> Housekeeping to Appendix A of the Regional Official Plan	260 - 268

5.4	<u>ED 5-2020</u> Economic Development Offices Collaboration	269 - 278
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6. CONSENT ITEMS FOR INFORMATION

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6.2	<u>PDS-C 4-2020</u> COVID-19 Response and Business Continuity in Planning and Development	282 - 287
6.3	<u>PDS 22-2020</u> Implications of the New Provincial Policy Statement, 2020 (and BE CIRCULATED to Local Municipal Planning Directors)	288 - 411
6.4	<u>ED 4-2020</u> Q1 Economic Development Update	412 - 421
6.5	<u>PDS-C 5-2020</u> A letter from N. DeRuyter, Partner, MHBC, dated May 8, 2020, respecting Kaneff Properties Limited Comments on Draft Glendale District Plan	422 - 423

7. OTHER BUSINESS

8. NEXT MEETING

The next meeting will be held on Wednesday, June 17, 2020 at 1:00 p.m.

9. ADJOURNMENT

If you require any accommodations for a disability in order to attend or participate in meetings or events, please contact the Accessibility Advisor at 905-980-6000 ext. 3252 (office), 289-929-8376 (cellphone) or accessibility@niagararegion.ca (email).

Niagara Region's Employment Area Strategy

Background Report and Recommendations

Planning and Economic Development Committee

May 13th, 2020



Agenda

1

Provincial Policy & Context

2

Employment Area Strategy

Timeline

Process & Contents

Recommendations

3

Next Steps

Official Plan Employment Policy Paper

ROPA 16

New Niagara Official Plan

Provincial Policy & Context

EMPLOYMENT AREA

Those areas designated in an official plan for **clusters of business and economic activities** including, but limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

- PPS (2020); Growth Plan (2019)



Amendments to Provincial plans have introduced new rules.



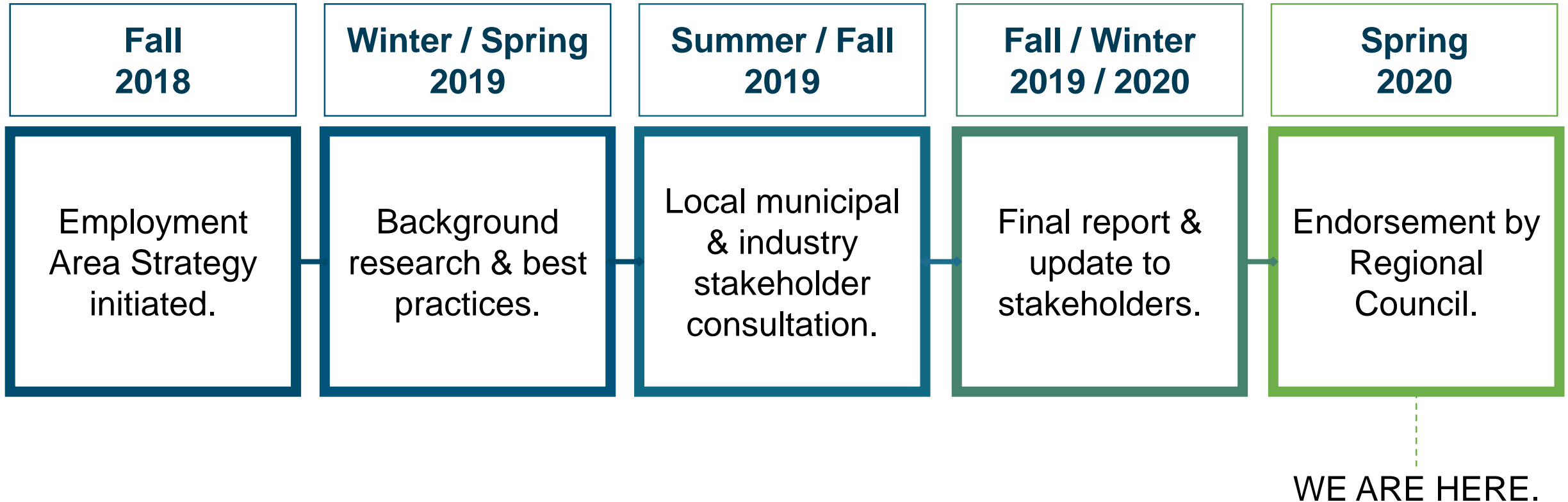
New concept of “provincially significant employment zones” (PSEZs).



Growth Plan permits conformity prior to a new official plan.

	EMPLOYMENT LANDS	EMPLOYMENT AREAS	PROVINCIALY SIGNIFICANT EMPLOYMENT ZONES
Primary Responsibility	Local Municipality	Niagara Region	Province (MMAH)
Description	Population-based employment uses that can be more easily integrated with other uses.	Clusters of traditional employment uses that are less easily integrated with other uses.	Can be employment areas as well as mixed-use areas that contain a significant number of jobs.
Typical Land Uses (but not limited to)	<ul style="list-style-type: none"> • Mixed-use • Commercial / major commercial • Retail / major retail • Institutional • Health care centres / facilities • Office • Solo industrial / manufacturing sites 	<ul style="list-style-type: none"> • Industrial • Manufacturing • Warehousing • Major office • Corporate headquarters • Some supportive uses (i.e. retail and commercial) 	<ul style="list-style-type: none"> • Industrial • Manufacturing • Warehousing • Major office • Corporate headquarters • “Significant” mixed-use
Tests for Conversion	Simpler.	6 More complex.	Most complex.

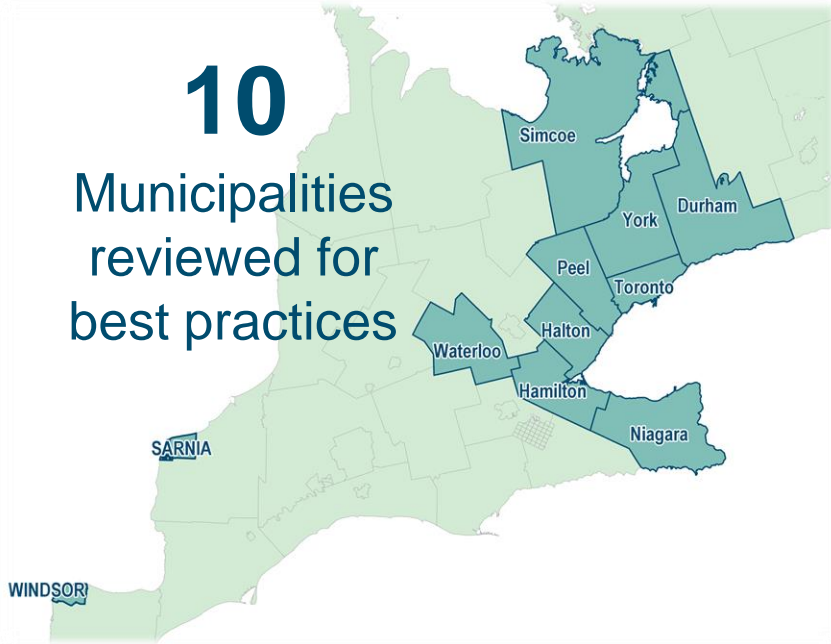
Employment Area Strategy's Timeline



The Strategy's Process & Contents

10

Municipalities
reviewed for
best practices



- Municipal best practices review to understand functions and characteristics of employment areas in Southern Ontario.
- Identify and map Niagara's traditional employment clusters.
- Assess and evaluate Niagara's employment areas.
- Summary of stakeholder engagement.
- Policy direction and recommendations to explore further.

24+

Meetings with Local
Municipal Planning Staff.

4

Public Information
Centres.

3

Stakeholder Workshops
and Presentations.

200+

Stakeholders on the
Strategy's circulation list.

The Strategy's Recommendations

Opportunities to plan for and protect long-term employment lands.

- Potential to identify future employment areas.
- Potential to identify provincially significant employment zones (PSEZs).

Proactively support existing employment areas.

- Establish density targets for each identified employment area.
- Encourage intensified and supportive ancillary uses.

Strengthen investor confidence and relationships.

- Ensure availability / access to municipal servicing.
- Offer certainty and predictability for employment-related processes.

Next Steps: OP Employment Policy Paper



Refining employment area boundaries.



Employment area targets & characteristics.



Future employment areas.



Provincially significant employment zones.



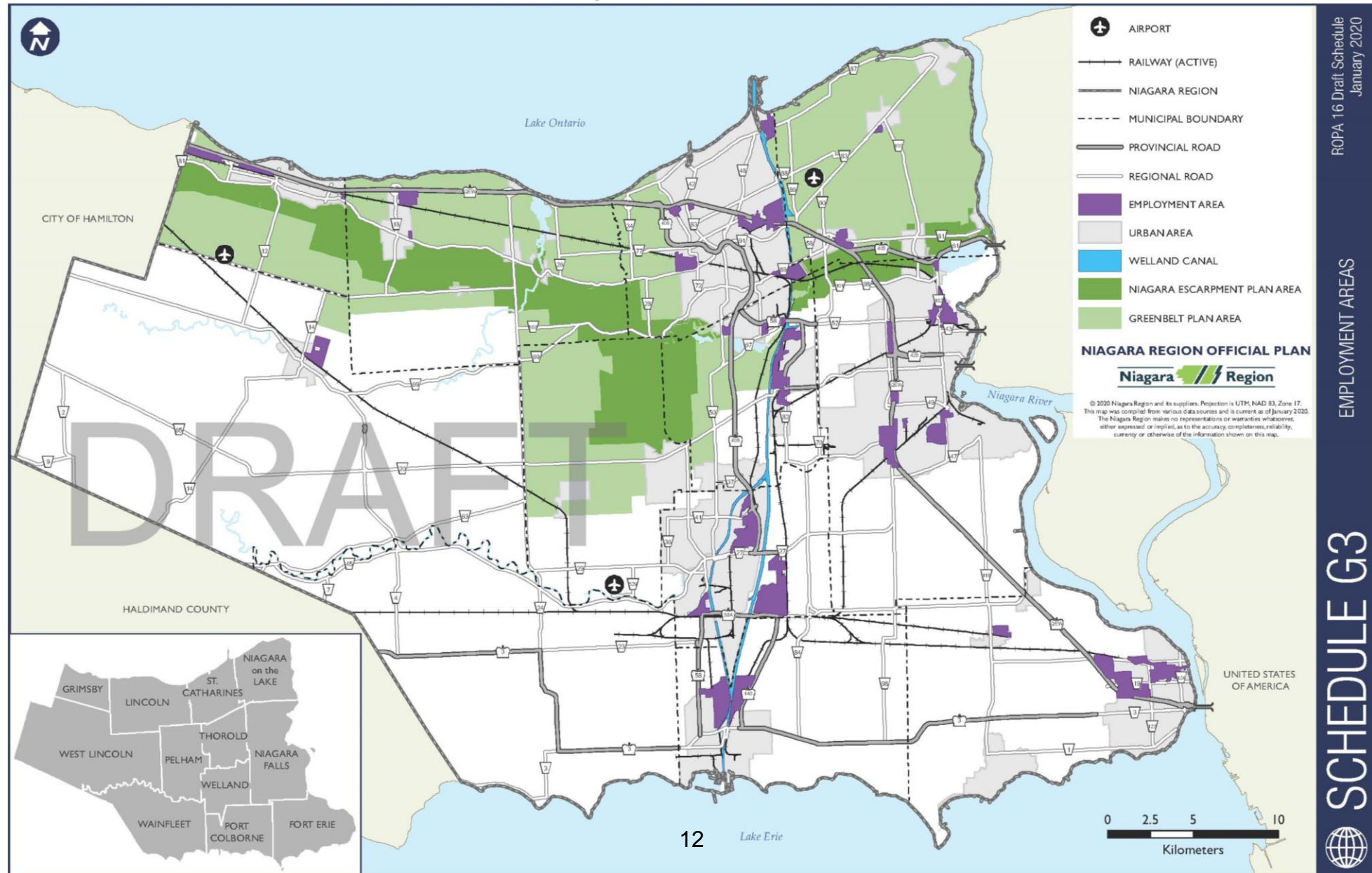
Employment conversion criteria.

Next Steps: ROPA 16



- An amendment to the existing Regional Official Plan under s.26 of the *Planning Act*, 1990.
- Achieves conformity with Provincial plans and implements policy direction of the Growth Plan (s.2.2.5 “Employment”).
- Establishes employment area mapping identified through the Employment Area Strategy.
- Statutory Meetings planned for summer 2020.
- Draft materials available online at niagararegion.ca/ropa16.

Employment Areas





SUSTAINABLE REGION

How we protect our natural environment and plan for climate change.

GROWING REGION

How we manage growth and development with a range and mix of housing forms, including affordable housing.

CONNECTED REGION

How we improve connections with transit, recreation and trails, infrastructure and technology.

VIBRANT REGION

How we enhance the vibrancy of communities by supporting strong urban design and protecting cultural heritage.

COMPETITIVE REGION

How we increase our competitiveness by supporting employment opportunities and protecting agricultural lands.

- Employment Area Strategy
- OP Employment Policy Paper
- ROPA 16

Next Steps: Timeline

Spring 2020	Summer 2020	Fall 2020	Winter / Spring 2021
<ul style="list-style-type: none">✓ Endorsement of Employment Area Strategy.✓ Initiation of OP Employment Policy Paper.✓ ROPA 16 commenting period.	<ul style="list-style-type: none">• Consultation on new Niagara OP.• Consultation for OP Employment Policy Paper.• Adoption of ROPA 16.	<ul style="list-style-type: none">• Additional PICs for new Niagara OP.• Endorsement of OP Employment Policy Paper.• Draft employment policy set for the new Niagara OP.	<ul style="list-style-type: none">• Final employment policy set for the new Niagara OP.

WE ARE HERE.

May change if delays arise from COVID-19 emergency.

Subject: Niagara Region's Employment Area Strategy: Background Report and Recommendations

Report to: Planning and Economic Development Committee

Report date: Wednesday, May 13, 2020

Recommendations

1. That Report PDS 14-2020 **BE ENDORSED**; and
2. That Report PDS 14-2020 **BE CIRCULATED** to the local municipal Planning Directors and Ministry of Municipal Affairs and Housing.

Key Facts

- The purpose of this report is to inform Council of the completion of the *Niagara Employment Area Strategy: Background Report and Recommendations* (the "Strategy") and the employment-related work plan for the new Niagara Official Plan.
- The purpose of the Strategy was to identify, map, and comprehensively understand Niagara's existing traditional employment clusters.
- Regional staff conducted extensive engagement with local area municipal planning staff and industry stakeholders from Niagara and the broader Greater Toronto Hamilton Area to develop the Strategy.
- The Strategy mapped 31 employment areas across Niagara that will be implemented as a schedule into the existing Regional Official Plan ("ROP") through Regional Official Plan Amendment 16 ("ROPA 16"), to be advance at a later time.
- The next step is the preparation of an Official Plan Employment Policy Paper (the "OP Paper"), which will build on the Strategy's recommendations. The OP Paper will set out the items to be incorporated in the new Niagara Official Plan.

Financial Considerations

The costs associated with the Strategy are accommodated within the Council approved project budget for the new Niagara Official Plan.

Analysis

This report is split into five sections to set out the relationship between the Strategy and the Region's broader employment-related work plan. The sections are as follows:

1. Provincial Policy Direction and Context
2. Niagara Region's Employment Area Strategy
3. Official Plan Employment Policy Paper
4. Regional Official Plan Amendment 16
5. New Niagara Official Plan

1. Provincial Policy Direction and Context

Recent changes to Provincial policy, including *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019* (the "*Growth Plan*") and the *Provincial Policy Statement, 2020* (the "*PPS*") have modernized employment planning in Ontario.

1.1 Planning for Employment

The *Growth Plan* requires the Region to plan a forecasted employment growth of 265,000 jobs by the year 2041.

These jobs are allocated across the lower-tier municipalities in Niagara through the Province's Land Needs Assessment Methodology (the "LNA"), a complex calculation that allocates the forecasted employment growth. The LNA sets out the forecasted employment growth in four categories:

- major office employment;
- employment land employment;
- population-related employment; and
- rural land employment.

The identification of "employment areas" is critical in employment planning. These are defined in the *Growth Plan* and *PPS* as:

those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

The *Growth Plan* also directs upper- and single-tier municipalities, including Niagara Region, to identify and plan for employment areas separate from other job-producing areas, such as employment lands and mixed use areas. Therefore, the Region's work, and the subject of this Report, is primarily focused on employment areas over other lands that provide jobs.

The purpose of an employment area designation is to protect the long-term viability of on-site employment uses, allowing them to operate, grow, and expand without restriction from encroaching non-employment land uses.

Employment areas are also used to calculate land supply for major office employment and employment land employment, noted above. This is used to strategically plan for job growth within these categories.

1.2 New Rules on Employment Conversion

There are specific rules to change from an employment use to any other uses. The rules differ depending on the Regional and local designation of the lands.

Under the previous *Growth Plan (2017)*, employment uses could only be considered for conversion at the time of a municipal comprehensive review ("MCR"). The new *Growth Plan (2019)* now permits employment conversions prior to a MCR. In the Region's case, the new Regional Official Plan (ROP) is the "MCR".

The exception to this permission however is for lands located in a provincially significant employment zone ("PSEZ"). Lands in a PSEZ can only be converted at the time of the Region's next MCR.

The concept of a PSEZ was introduced in the new *Growth Plan (2019)*. PSEZs are:

areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs.

There are currently no PSEZs identified in Niagara Region. PSEZs were, for the most part, mapped based on existing employment areas identified in upper- and single-tier official plans. Since the current ROP does not have employment areas mapped - no PSEZs were identified.

Detailed employment conversion policies are provided in the draft ROP Amendment 16 ("ROPA 16"). Amongst other things, ROPA 16 incorporates the new employment conversion processes in the existing ROP.

ROPA 16 is discussed in more detail in section 4 of this report.

2. Niagara Region's Employment Area Strategy

2.1 Purpose

The existing ROP does not clearly recognize Niagara's employment areas.

In December 2018, the Region retained MHBC Planning to prepare the Employment Area Strategy.

The purpose of the Strategy was to identify, map, and comprehensively understand Niagara's existing clusters of businesses and economic activities relating to traditional employment uses, including but not limited to industrial, manufacturing, transportation / warehousing logistics, and major office.

The Final Strategy is attached as Appendix 1.

Amongst other things, the Region worked with MHBC to identify the location of employment areas based on existing, and often historical, land use designations from local official plans and zoning by-laws.

Employment areas identified through this Strategy are proposed to be introduced as a schedule to the existing ROP through ROPA 16, and will be further examined through the Region's Official Plan Employment Policy Paper ("OP Paper") for implementation into the new Niagara Official Plan.

2.2 Relationship between Employment Lands and Employment Areas

Employment lands are parcels designated for employment uses within a *local* municipal official plan and/or zoning by-law. The Region has a limited policy framework relating to employment lands since they have historically been primarily a local matter.

Employment *areas* are made up of employment *lands*, but not all employment *lands* are in employment *areas*.

Employment lands located outside of employment areas typically have or are designated for employment uses that can be more easily integrated with other land uses.

2.3 Relationship to the Region's Past and Current Employment Initiatives

The Strategy was informed by the Region's previously completed employment-related studies and strategies, including its MCR work.

A visual of the timeline for these initiatives is provided in Figure 1.

Figure 1: A timeline of the Region's past and current employment-related work plan.

2011 - 2014	2015 - 2016	2017 - 2018	2019 - 2020	2021
<ul style="list-style-type: none"> ✓ Phase I: Gateway Employment Lands Study. ✓ Phase II: Non-Gateway Employment Lands Study. 	<ul style="list-style-type: none"> ✓ MCR Phase 1 & 2: Employment Background Trends & Analysis. ✓ MCR Phase 3: Preferred Growth Option. ✓ Employment land identification. 	<ul style="list-style-type: none"> ✓ Initiation of the Employment Area Strategy. ✓ Engagement with Area Planners. ✓ Employment area mapping & analysis. 	<ul style="list-style-type: none"> ➤ Engagement with Area Planners & industry stakeholders. ➤ Endorsement of the Employment Area Strategy. ➤ Adoption of ROPA 16. ➤ Endorsement of the Official Plan Employment Policy Paper. <p>WE ARE HERE.</p>	<ul style="list-style-type: none"> ➤ Completion of the new Niagara Official Plan.

2.4 Stakeholder Engagement

Regional staff have conducted extensive engagement with local area municipalities and industry stakeholders, including:

- individual meetings with each local municipality to identify employment lands that should be included within employment areas;

- hosting two stakeholder group workshops, one with industry and one with local municipal planners, to review draft employment area policy direction and mapping;
- hosting four public information centres (“PICs”) as part of the new Niagara Official Plan to solicit public input on employment areas, amongst other things; and
- hosting an industry stakeholder update and question and answer session to discuss the draft recommendations of the Strategy and its next steps for implementation.

This engagement directly shaped the Strategy’s mapping and recommendations.

Additional consultation details are provided in the section below.

2.4.1 Engagement with Local Municipalities

In the summers of 2018 and 2019, Regional staff met, individually, with planning staff at each local municipality to discuss locations and characteristics of existing traditional employment clusters that would meet the definition of an employment area.

Employment lands were identified based on existing uses and planned land use designations within official plans and zoning by-laws. Employment areas were then identified based on employment lands that were clustered together.

Engagement with local municipalities lead to the delineation of the 31 employment areas identified in the Strategy.

2.4.2 Stakeholder Workshops

In October 2019, the Region hosted two workshops lead by MHBC – one for local municipal area planners and one for industry stakeholders and economic development offices.

Similar materials were presented during each workshop, including draft employment area mapping, a high-level assessment of Niagara’s employment area characteristics, and discussion questions to gather feedback in developing policy direction and recommendations.

2.4.3 Public Information Centres for the New Niagara Official Plan

In November 2019, Regional staff presented draft elements of the Strategy during PICs for the new Niagara Official Plan.

Regional staff attended four PICs, one in each of the Town of Fort Erie, Town of Grimsby, City of Niagara Falls, and City of Thorold.

Materials shown during PICs included display panels that illustrated the Strategy's draft elements, including a visual of Niagara's 31 employment areas, as well as considerations used to map these areas.

2.4.4 Industry Stakeholder Update and Question & Answer Session

In February 2020, Regional staff hosted an industry stakeholder employment update and question and answer session. The purpose of the session was to provide direct communication to the industry about the Region's employment-related work plan.

Matters discussed included the progress and next steps of the Strategy, the OP Paper, ROPA 16, and the new Niagara Official Plan.

The session was well attended with approximately 40 attendees, and included a 25 minute presentation, followed by a 1 hour question and answer period.

2.4.5 Individual and Site-Specific Engagement

Regional staff received several municipal and private requests contemplating modifications to mapped employment area boundaries. These are described further in the Strategy.

As previously noted, the boundaries of employment areas were established after extensive review by Regional staff, its consultant, and detained consultation with local municipal planners.

However, the boundaries and amount of designated employment area lands may be updated soon if revised employment forecasts are provided by the Province.

The review of requests for changes to employment area boundaries is ongoing. The appropriate stage to make decisions on these requests is after receiving direction from the Province on revised forecasts and, correspondingly, after the Region has taken further steps with its LNA. Council's endorsement of the Strategy is important to ensure Regional staff have direction to move forward with employment planning in this way.

In terms of municipal requests, the City of Thorold, at its December 17, 2019 meeting, passed the following motion:

Niagara Region staff explore the appropriateness of a potential employment conversion, with respect to 5.46 acres of land located at 1686 Beaverdams Road, for future residential development through the Region's ongoing Municipal Comprehensive Review process...

Subsequently, the Region, City and the landowners have met, individually and collectively, to discuss the request. No determinations have been made as to the appropriateness of a conversion based on the information available. As noted above, this request, along with others, will be further considered as part of the Region's LNA work and new Niagara ROP policy at a later date.

Additionally, the Town of Fort Erie requested an expansion to one of its employment areas. This request is supported by the Town's locally adopted Fort Erie Industrial Land Strategy. The Region and Town have had discussions about its request; further analysis is ongoing as part of the new Niagara ROP policy work.

2.5 Best Practices Review: Understanding Employment Area Characteristics

The Strategy includes a municipal best practices review to understand the role and function of employment areas within municipal planning policy.

The review included a blend of upper- and single-tier municipalities located within the Greater Golden Horseshoe ("GGH"), as well as two that share direct cross-border infrastructure with the United States: the City of Windsor and City of Sarnia.

The review revealed that Niagara is the only upper- or single-tier municipality in the GGH that does not currently identify / map employment areas in its ROP. This deficiency needs to be corrected in order to be competitive with other jurisdictions.

The review also demonstrated that Niagara shares attributes with other GGH employment areas, including direct or close access to major goods movement infrastructure, such as airports, ports, highway interchanges, and active rail corridors.

Additional observations are set out in the Strategy.

2.6 Niagara's Employment Areas Characteristics

The Strategy includes a strengths, weaknesses, opportunities, and challenges ("SWOC") analysis of Niagara's 31 employment areas.

The SWOC analysis found that, similar to GGH municipalities, Niagara's employment areas tend to be located in close proximity to major goods movement facilities and corridors.

Niagara's access and proximity to goods movement assets is unique given its location to the Welland Canal and cross-border trade infrastructure. Niagara's employment areas offer advantageous geographic benefits for inter-regional trade and attracting a range of large-scale traditional employment uses which rely on freight movement and storage.

The SWOC analysis also found that Niagara's employment areas have specific challenges.

For example, many of Niagara's employment areas are generally comprised of small or irregular sized parcels incapable of accommodating large-scale employment uses.

Where larger vacant parcels exist, they often possess encumbrances such as contamination, absence of available connections to municipal servicing infrastructure, or fragmentation caused by natural heritage features increasing development risk.

Additional observations are set out in the Strategy.

2.7 Recommendations and Policy Direction

The Strategy offers recommendations on how employment areas should be incorporated into the new Niagara ROP. Although the Strategy does not recommend specific policy language, it provides direction on matters relating to:

- employment areas;
- employment lands;
- intensified employment uses in employment areas;
- employment-supportive uses in employment areas; and
- future employment areas and PSEZs.

The recommendations are discussed in the Strategy. They also influenced draft materials of ROPA 16 and will be explored further in the OP Paper, as discussed in sections 3 and 4 of this Report.

3. Official Plan Employment Policy Paper

The purpose of the OP Paper is to determine how all employment-related matters, including employment lands and employment areas, will be considered and implemented into the new Niagara ROP.

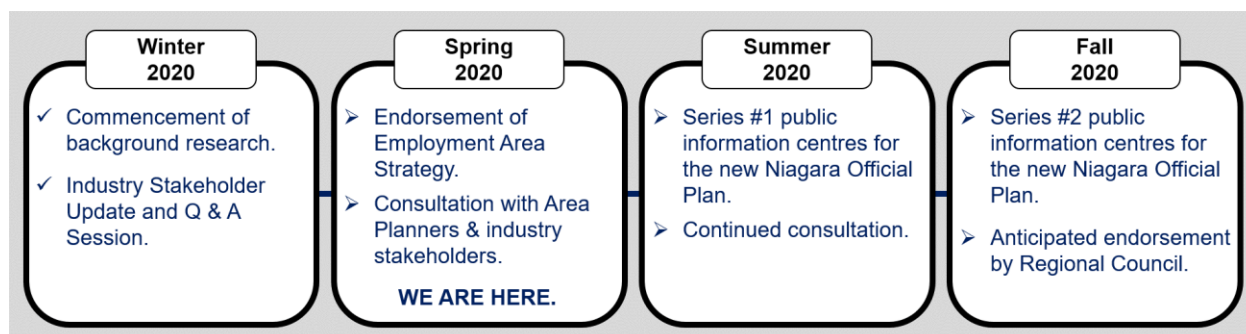
The OP Paper seeks to implement recommendations of the Strategy through incorporation into the new Niagara ROP.

Specifically, the OP Paper will:

- Determine density targets for each of Niagara's identified employment areas.
- Refine employment area boundaries based on the Region's ongoing Land Needs Assessment work and site-specific considerations.
- Establish a consistent approach to identify and implement future employment areas and PSEZs.
- Produce a standardized set of conversion criteria for municipal review.
- Offer direction on how and the extent to which the Region's employment-related incentive programs will be incorporated into policy.

A visual of the OP Paper's timeline is provided in Figure 2. This timeline may change as a result of unforeseen delays caused by the COVID-19 emergency.

Figure 2: A timeline of key milestones associated to the Official Plan Employment Policy Paper.



Regional staff are in the process of drafting the OP Paper and will provide an overview of its status and components during the new Niagara ROP Public Information Centres this summer.

4. Regional Official Plan Amendment 16

ROPA 16 will be the subject of a report planned for Planning and Economic Development Committee this summer.

The Region initiated ROPA 16 to address its existing employment policies which are inadequate and do not conform to Provincial policy.

ROPA 16 amends section 3 “Employment”, section 4 “Managing Growth”, and section 15 “Definitions” of the existing ROP to update matters relating to employment areas, PSEZs, and conversion.

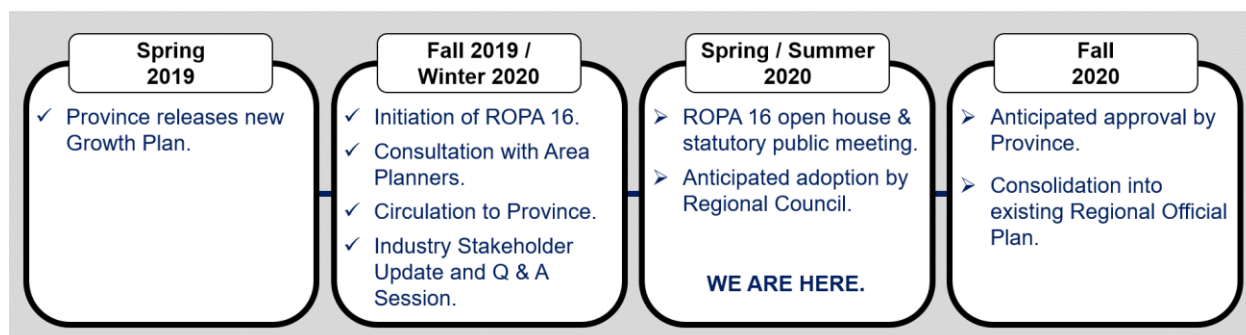
The Amendment also implements a new schedule, Schedule G3 - Employment Areas, that establishes mapping for Niagara’s 31 employment areas as identified through the Strategy.

These changes will bring the existing ROP in to conformity with the *Growth Plan*.

The draft Amendment is available online at: niagararegion.ca/ropa16.

A visual of ROPA 16 timeline is provided in Figure 3. As noted above, this timeline may change as a result of the COVID-19 emergency.

Figure 3: A timeline of key milestones associated to ROPA 16.

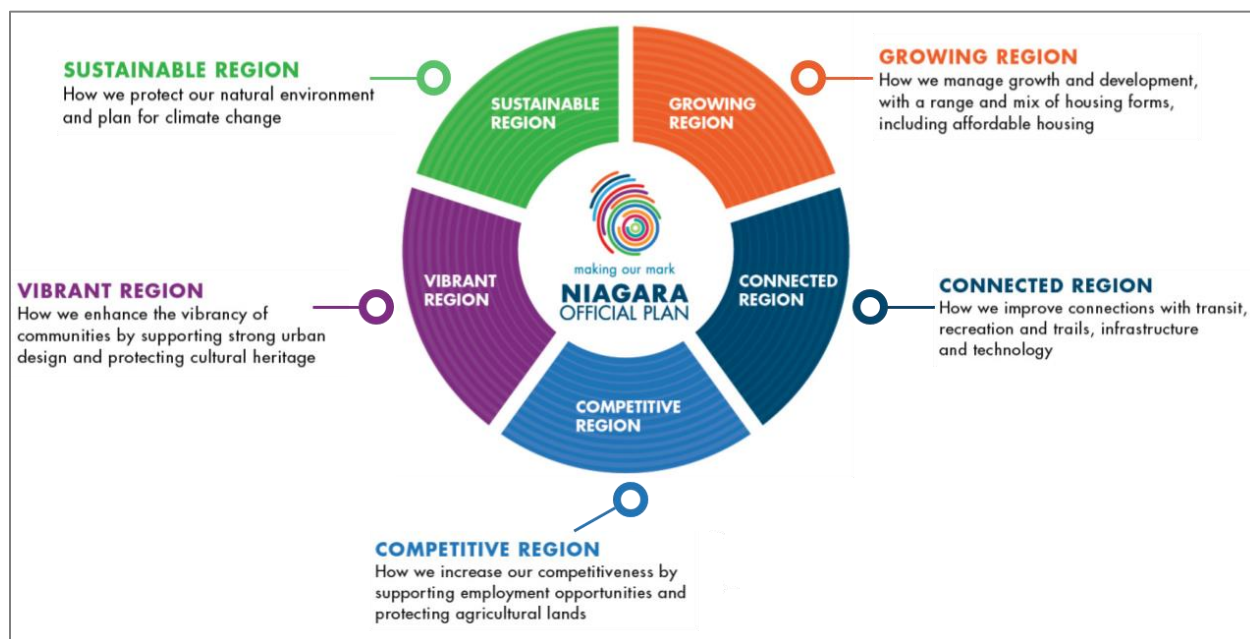


5. New Niagara Official Plan

The Region's Employment Area Strategy, OP Paper, and ROPA 16 will inform the policies of the new Niagara ROP.

A visual of the policy themes for the new Niagara ROP are shown in Figure 4.

Figure 4: Policy themes of the new Niagara Official Plan.



The Region's employment initiatives will predominantly be reflected within the "Competitive Region" policy theme, although there is a relationship to other policy themes.

Alternatives Reviewed

The *Planning Act, 1990*, requires Official Plans to conform to, be consistent with, or not be in conflict with, Provincial policy. The *Growth Plan* requires the Region to designate and protect employment areas for employment uses over the long-term.

This Strategy delineates the boundaries of Niagara's employment areas and sets up the process for ROPA 16 to proceed. Additionally, ROPA 16 will bring the existing ROP into conformity with the *Growth Plan* on matters relating to conversions and PSEZs, amongst other things.

Relationship to Council Strategic Priorities

The Strategy helps to achieve the following Strategic Priorities:

- Business and Economic Growth; and
- Responsible Growth and Infrastructure Planning.

The identification and protection of employment areas helps the Region plan for the long-term growth and supports the viability of traditional employment uses (i.e. industrial, manufacturing) and allows municipalities to make evidence-based decisions to target industrial sectors and plan for capital improvements.

Other Pertinent Reports

PDS 33-2019, Growth Management Program Update for the New Official Plan

PDS 35-2019, Employment Policies Update: Project Initiation Report

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This report was prepared in consultation with Greg Bowie, Planner, Isaiah Banach, Manager of Long Range Planning, and reviewed by Doug Giles, Director of Community and Long Range Planning.

Appendices

Appendix 1 Niagara Region's Employment Area Strategy:
Background Report and Recommendations

Pages 14 - 140



NEW NIAGARA OFFICIAL PLAN

Niagara Region's Employment Area Strategy: Background Report and Recommendations

Niagara Region
March 20, 2020



KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

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COMPETITIVE REGION

EXECUTIVE SUMMARY

Supporting employment areas, both existing and future, is critical to Niagara's economic prosperity. Since December 2018, MHBC and urbanMetrics have worked in collaboration with Niagara Region (the "Region") staff to develop an Employment Area Strategy (the "Strategy") for the Region.

How municipalities plan for employment is guided by several layers of land use planning policy. Employment areas are defined in Provincial policy and are restricted from conversion to non-employment uses unless specific criteria are demonstrated and satisfied during the Region's municipal comprehensive review (MCR) process.

Throughout the Greater Golden Horseshoe (GGH), upper- and single-tier municipalities define and map employment areas, as well as provide policy direction to protect and enhance existing and planned employment uses. With recent amendments to Provincial policies, namely the Growth Plan for the Greater Golden Horseshoe (the "Growth Plan"), the Region must revise its Regional Official Plan (ROP) employment policies to conform to new Provincial policy direction.

Through undertaking this Strategy, the Region, in consultation with its local municipalities and stakeholders, has identified 31 employment areas in Niagara. This Strategy provides a detailed inventory of the physical and socio-economic market characteristics of each employment area and compares their traits to other employment areas in the GGH.

The report findings conclude that the Region's employment areas have diverse traits and characteristics, including: size of parcels; types of existing employment uses; availability of vacant land and municipal servicing; access to major goods movement facilities and corridors; appropriate land use policy and permissions; and, economic output.

The Strategy offers employment area and future employment area policy recommendations that the Region should further consider including:

- recognizing the Region's employment areas within a ROP schedule;
- adding policies for permitted uses and employment-supportive uses within employment areas;
- consulting with the Province and local municipalities to identify appropriate employment areas and employment lands, if any, to receive a provincially significant employment zone (PSEZ) designation;
- managing requests for conversion of employment uses to non-employment uses within employment areas and employment lands;
- supporting the intensification and expansion of employment areas with the required infrastructure; and,
- consideration towards additional employment protection through identifying future employment areas.

The Strategy recommendations should be integrated into the new ROP and be further refined through consultation with local municipalities and stakeholders.

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1.0 INTRODUCTION

1.1 Background

Initiated in 2014, the Region's municipal comprehensive review (the MCR) and broader growth management program had been working towards implementing the direction of the Growth Plan.

As part of this work, the Region undertook a **Phase I Gateway Employment Lands Study** and **Phase II Non-Gateway Employment Lands Study** to identify and protect the Region's employment lands and to identify Strategic Locations for Investment.

These studies contributed background work and analysis to inform section 3 ROP employment policies, as well as employment-related discussion papers, such as the **Economic Discussion of Long-Term Regional Planning Issues in Niagara Region** (Frank A. Clayton and Tom McCormack, June 2016).

1.2 The Employment Area Strategy

In December 2018, the Region in partnership with consultants MHBC and urbanMetrics commenced the Strategy to consolidate, update, and expand upon previous **Phase I Gateway Employment Lands Study** and **Phase II Non-Gateway Employment Lands Study** work.

The Strategy details a comprehensive assessment of the Region's 31 employment areas and compares them to other employment areas identified by upper- and single tier municipalities in the GGH. The assessment also included the City of Windsor and City of Sarnia, as they have direct access to international border crossing(s) with the United States, similar to Niagara.

Further, the Strategy offers recommendations that will help ensure that employment areas are protected and enhanced to support existing and future employment, while offering flexibility to adapt emerging / evolving employment trends.

Recommendations were developed by:

1. Completing an assessment of the Region's previous employment-related background studies.
2. Defining the Region's employment areas and understanding the relationship of employment areas and employment lands within current land use planning frameworks.
3. Reviewing best policy practices to identify common characteristics of employment areas and future employment areas across the GGH and evaluating how the Region's employment areas compare.
4. Refining the Strategy through stakeholder engagement workshops with local municipal planners and industry representatives.

1.3 Approach and methodology

The Strategy involved a two-phased approach.

Phase I involved extensive research into the Region's previous employment-related background studies that were used to develop existing ROP employment policy.

It also involved a cross jurisdictional review of policy and land use approaches used by other upper- and single-tier municipalities across the GGH to define employment areas, strategic employment corridors, and future employment areas, as well as by the Province to identify PSEZs.

The Region's employment areas were assessed based on the findings of the best practices review and existing physical and land use characteristics. A high-level analysis of the Region's strengths, weaknesses, opportunities and challenges is provided in section 6 of this Strategy.

Phase II involved developing policy recommendations based on previous best practice research and employment area assessments. These recommendations were further informed by feedback gathered through stakeholder engagement workshops.

A future Phase III of the Strategy should involve further consideration of whether the Region should identify lands for protection through a future employment area designation, PSEZ designation, or both.

2.0 EMPLOYMENT AREA CHARACTERISTICS

2.1 What are employment areas and what is the Region's role in planning for them?

Employment lands and employment areas are defined in many ways. They are described in terms related to their physical form and function, uses, activities and classifications based on like industries and business clusters. They are also defined by market functions and census tract characteristics for employment types and sectors. Finally, they are defined in Ontario through the policy-led planning framework which categorizes and defines "Employment Areas", lands and uses based on definitions in provincial policy.

Both the Provincial Policy Statement, 2014 (PPS, 2014) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan, 2019) provide a definition of employment that guides the planning framework in Ontario. Both define *Employment Areas* as "areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities" (PPS, 2014; Growth Plan, 2019).

A detailed review of the current Provincial and Regional policies related to "Employment Areas", employment lands and PSEZ's is provided in section 4 of the report. A new PPS [PPS (2020)] becomes effective on May 1, 2020. As discussed in Section 4.1, the PPS (2020) carries forward the existing definition for Employment Areas and contains additional policies aimed at ensuring land use compatibility and protecting existing and planned industrial and manufacturing land uses.

The Region has an important role in defining and protecting its employment areas. Through its land use planning policies, the Region is required to ensure its employment areas are well defined and that goals, objectives and policies are used to sustainably manage the growth of those areas and protect them from the encroachment of sensitive and non-employment land uses that may impact operations and functions. The Region's Strategy and policies for its employment areas needs to ensure the maintenance and enhancement of the areas through supportive infrastructure and investment. Employment areas should be retained for business and economic activities to provide for a stable and productive operating environment to ensure a broad range of jobs and a diverse economic base.

2.2 Physical characteristics of employment areas

From a land use perspective, employment areas can be made up of several individual land parcels that have existing or planned employment uses (i.e. manufacturing or office). Employment areas and lands may be designated for employment in local official plans and/or zoning by-laws and may have single or multiple uses ancillary to the primary employment use.

Niagara Region's employment lands and employment areas are shown in **Appendix A**.

Employment areas often include industrial uses (i.e. heavy industrial or light industrial). Industrial uses generally contain operations and facilities that require distance separation from non-employment uses due to noise, emissions, odour, and other negative impacts. Industrial uses generally include manufacturing, processing, fabrication, warehousing, distribution / logistics, and transportation services.

Employment areas may also contain office, retail, institutional, service commercial, and other ancillary uses to support primary employment uses. These uses can contribute to enhancing the overall function of an employment area.

Generally, the Region's 31 employment areas share similar physical and land use characteristics.

- **Physical geography** - employment areas are typically located on flat to slightly rolling topography, where large tracts of land can be assembled with minimal environmental constraints. Large parcels enable the opportunity to cluster similar sector uses that require large spaces for processing and storage.
- **Parcel orientation and access to transportation networks** - roads within employment areas tend to follow a grid system to optimize accessibility, circulation, and parcel configuration. Parcels are typically square or rectangular in shape to optimize site design and function. Employment areas require access to Provincial and Regional transportation networks. These include major goods movement facilities and corridors (i.e. international border crossings, airports, marine facilities, rail facilities, and intermodal facilities), and on-site infrastructure (i.e. roadways and utilities).
- **Land use and municipal infrastructure** – employment areas require a critical mass of appropriately zoned, vacant, shovel-ready land. The ability to connect to existing or planned municipal servicing infrastructure – both on- and off-site – such as water and waste water systems, utilities, and hydro are highly desired. The availability of this infrastructure varies within each employment area.

These attributes have the ability to significantly influence the viability, risk, and timeliness of employment-related development and redevelopment.

The specific attributes that are required for an employment area to be successful are largely based on the intended function and designations. These attributes are discussed in more detail below, with regard to industrial areas and business parks which are among the most common typologies of employment areas in Southern Ontario. These physical factors are also considered in the assessment of the Region's employment areas to help define the areas' current opportunities and constraints.

2.2.1 Industrial areas

Industrial areas within Southern Ontario offer a mix of heavy, general, and light industrial uses and primarily accommodate employment sectors related to manufacturing, utilities, wholesale trade, distribution and warehousing, transportation, and ancillary commercial service uses to the primary employment use. Industrial areas typically require the following physical attributes:

- **Access** – proximity to controlled access highways is critical for the success of industrial areas that have a significant degree of manufacturing, wholesale trade and warehousing, distribution and/or other industrial uses.
- **Transportation infrastructure** – increased globalization of the industrial economy has elevated the importance on the interdependence of domestic companies and their suppliers. As a result, there is an increasing trend for distribution activities to agglomerate share access to major goods movement facilities and corridors.
- **Critical mass** – large unconstrained parcels of land are attractive to prospective industrial employers. Generally, a minimum of 80 ha (200 acres) is needed to achieve the critical mass for an industrial park to provide reasonable presence, choice and economies of scale. However, there is demand for industrial areas which focus on warehousing and transportation to be larger, sometimes in excess of 200 ha (500 acres).
- **Parcel size** – should vary to accommodate medium- to large-scale, land-extensive warehousing and distribution facilities (i.e. >2 ha). For smaller to mid-size facilities (i.e. <2 ha.), manufacturing / assembly, distribution and retailing are often integrated within facilities.
- **Location** – must provide efficient and effective vehicular access and circulation, particularly for freight movement including heavy truck traffic, with a minimum of two access points to enter / exit the industrial area.
- **Land use compatibility** – separation and buffering of industrial uses are important to ensure public safety through minimizing noise, odour, truck traffic, and air pollution experienced by nearby non-employment and other sensitive land uses.
- **Market choice** – parcel size, configuration, and servicing (i.e. water, wastewater, hydro, internet) must be conducive for a wide range of employment uses, especially for land extensive industrial uses that may require large-volume high-pressure servicing connections.
- **Competitive development / operating costs** – price of land and servicing must be competitive with other municipalities in the GGH. High costs can discourage prospective employers who require large parcels for operation and storage.

2.2.2 *Business parks*

Business parks typically include light industrial and office uses and require the following physical attributes:

- **Access / exposure** – visibility to controlled access highways or major arterial roadways are desired, particularly for office uses.
- **Critical mass** – parcels must be large enough to foster a sense of place and allow for on-site amenities. Unlike industrial areas, business park uses are less likely to require large contiguous parcels for operation and function.
- **Land use compatibility** – appropriately integrating light industrial uses with nearby non-employment and other sensitive land uses with minimal buffering, providing that potential land-use conflicts are addressed.

- **Employment-supportive uses** – are beneficial when clustered at major intersections, gateway locations, or located within transition areas between light industrial and other non-employment uses.
- **Sense of place / character** – through high-quality building design, streetscaping, and landscaping. These elements can be promoted by municipalities through site plan controls, zoning by-laws, and urban design guidelines.

Physical attributes for industrial areas and business parks are useful in identifying similar employment areas across Niagara and understanding how they compare to the GGH and Southern Ontario.

Detailed findings related to physical and socio-economic market conditions of the Region's employment areas are attached as **Appendix B**.¹

¹ Appendix B reflects the most recently available data from the 2019 Niagara Employment Inventory.

3.0 REGIONAL CONTEXT

3.1 Niagara's context and characteristics

Niagara Region is a two-tiered governance structure, comprised of a single upper-tier municipality and twelve lower-tier local municipalities.

Located on the Niagara Peninsula in Southern Ontario between the southern of Lake Ontario and northern shore of Lake Erie, the region makes up the southern end of the GGH and borders the United States along the Niagara River.

Geographically, Niagara is well-positioned to provide unique location-based benefits for employers in terms of access to international trade corridors and major goods movement facilities. In addition to the Welland Canal that provides a strategic trade corridor for freight, the Region is optimally located to facilitate the movement of goods and people for inter and intra-regional trade and tourism.

Niagara is recognized by Federal and Provincial governments for its advantageous geographic location for international goods movement.

The Federal government recognizes the Region in its entirety as a Foreign Trade Zone Point, meaning that employers can utilize a one-window approach to access Federal, Provincial, and Regional programs that support Canada's export development efforts.

The Foreign Trade Zone Point enables employers located within it to be eligible to receive tariff and tax exemptions with respect to the purchase or importation of raw materials, components or finished goods. Such materials and goods can generally be stored, processed or assembled in the Greater Toronto Hamilton Area (the "GTHA") for re-export (in which case taxes and duties generally would not apply) or for entry into the domestic market, at which time taxes and duties would be deferred until the time of entry.

The Province, through the Growth Plan, recognizes a Gateway Economic Zone and Gateway Economic Centre in Niagara. These areas are distinguished for their unique economic importance to the region and Ontario based on proximity to major international border crossings. There are no other areas in the Province that have these designations.

The Region has specifically identified the Gateway Economic Zone and Gateway Economic Centre and how it serves as a regionally significant employment area within section 3 of the ROP.

3.1.1 *Employment trends*

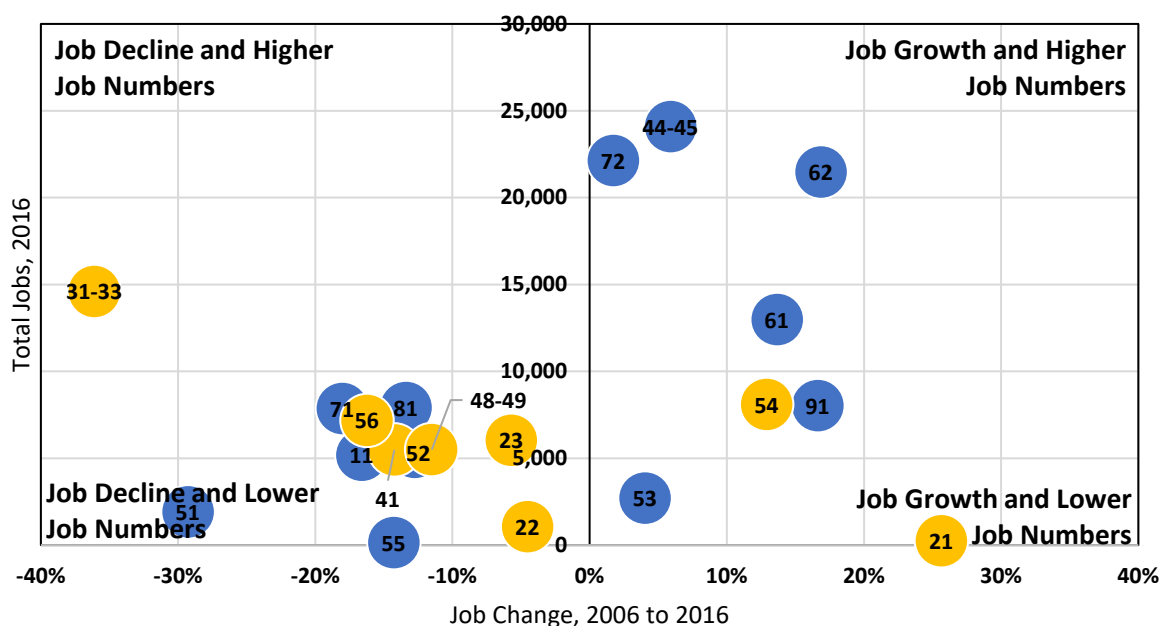
Between 2006 and 2016, Niagara experienced a five percent (5%) decline in total number of jobs. However, not all employment sectors experienced this trend.

Using the North American Industry Classification System (NAICS), pre-defined employment sectors traditionally found in employment lands and employment areas include:

- Mining and oil and gas extraction (21)
- Utilities (22)
- Construction (23)
- Manufacturing (31-33)
- Wholesale trade (41)
- Retail trade (44-45)
- Transportation and warehousing (48-49)
- Professional, scientific and technical services (54)
- Administrative and support, waste management and remediation services (56)
- Health care and social assistance (62)
- Accommodation and food services (72)

Figure 1 illustrates employment sector trends by both the total number of jobs and the change in the number of jobs during the period between 2006 and 2016.

Figure 1: Niagara Region employment in 2016 and employment change from 2006 to 2016 by sector and by place of work.



Source: Statistics Canada, Census of Population, 2006 and 2016.

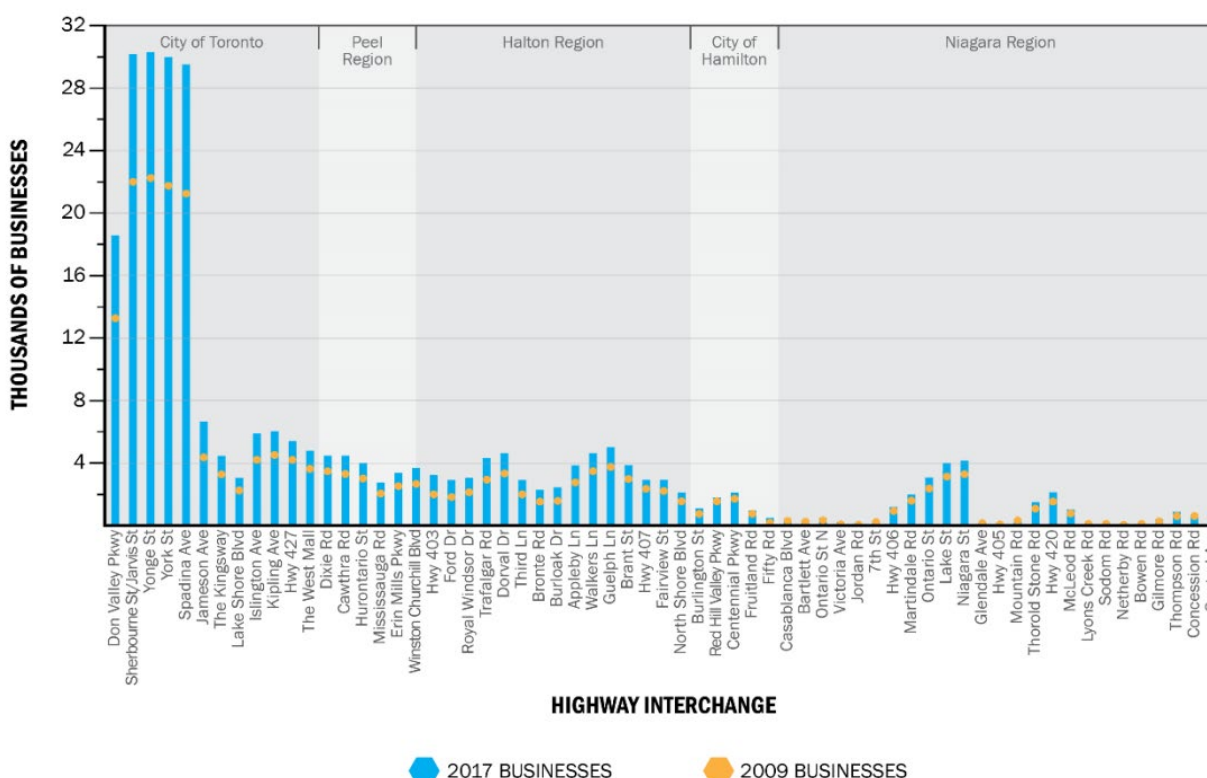
Legend	
11 Agriculture, forestry, fishing and hunting	54 Professional, scientific and technical services*
21 Mining and oil and gas extraction*	55 Management of companies and enterprises
22 Utilities*	56 Administrative and support, waste management and remediation services*
23 Construction*	61 Educational services
31-33 Manufacturing*	62 Health care and social assistance
41 Wholesale trade*	71 Arts, entertainment and recreation
44-45 Retail trade	72 Accommodation and food services
48-49 Transportation and warehousing*	81 Other services (except public administration)
51 Information and cultural industries	91 Public administration
52 Finance and insurance	* Jobs often found on employment lands
53 Real estate and rental and leasing	

3.1.2 Locational characteristics

The Region features efficient transportation links to the GTHA market via major goods movement facilities and corridors, including the QEW, 400 series highways (i.e. Highway 406, Highway 420, Highway 405), higher order transit (i.e. GO Rail service), ports (i.e. Hamilton Harbour, Port Weller), airports (i.e. Hamilton International Airport, Niagara District Airport), and the Welland Canal.

Figure 2 illustrates how proximity to the QEW is linked to employment concentrations in the GTHA.

Figure 2: Business counts for Gardiner/QEW Highway Interchanges within three kilometer radius, 2009 and 2017.



Source: Gregory Spencer, *Economic Clusters in the Greater Toronto and Hamilton Area and Their Relationship with the Region's Transportation Infrastructure*, April 2018, Rotman School of Management, University of Toronto, with data from Dun and Bradstreet.

The Region is also involved in several significant transportation initiatives that would further improve access to the GTHA.

The Region continues to consult with the Province for a Niagara-Hamilton Trade Corridor to be established to improve connections to the GTHA and other Southern Ontario markets, such as London and Windsor.

Further, the Region is working with Metrolinx to ensure the successful implementation of year-round daily GO Rail service. Currently, there are existing stations in St. Catharines and Niagara Falls, with a planned station in Grimsby (Casablanca), and a future potential station in Lincoln (Beamsville). The Region continues to advocate for GO service enhancements that will further integrate Niagara with the GTHA and facilitate improved commuter and non-commuter travel.

3.1.3 Land supply characteristics

In 2019, the Region, in consultation with local municipalities, undertook a detailed inventory of its employment lands with the purpose of identifying its employment areas.

Employment areas were identified as clusters of industrial, manufacturing, and major office uses within the Region. Once delineated, each respective local municipality was consulted to confirm these areas based on existing official plan and zoning by-law land use policy.

The identification of employment areas excluded designated employment lands that:

- are occupied by a non-employment use (i.e. residential or commercial);
- have a single operation and is separated from other employment parcels and uses;
- have become vacant brownfield sites and are surrounded by non-employment uses; and
- contain an operation that requires significant mitigation measures and setbacks from high density employment or non-employment uses.

The complete inventory includes approximately 2,300 designated employment parcels totaling 6,550 ha of land, with an average parcel size of 2.6 ha. Of Region's the total employment land, approximately 5,338 ha (82%) are developable. Of developable employment lands, 3,220 ha (60%) have been developed, while the remaining 2,118 ha (40%) are vacant.

The vast majority of vacant employment lands (87%) are located within Gateway Economic Zone and Gateway Economic Centre municipalities, as shown in **Table 1** below:

Table 1: Vacant employment lands within Niagara Economic Gateway municipalities.

	Niagara Economic Gateway municipality	Vacant employment lands	Total vacant employment lands
Gateway Economic Centre	Thorold	643 ha	1,461 ha
	Port Colborne	427 ha	
	Welland	391 ha	
Gateway Economic Zone	Niagara Falls	242 ha	388 ha
	Fort Erie	146 ha	
			1,849 ha

The following are land supply characteristics of Niagara's designated employment areas:

- 31 total employment areas.
- 3,593.34 ha of total land within employment areas.
- When accounting natural heritage areas and features, 2,982.12 ha of the total land is developable.
- Of the developable land, 1,999.49 ha (67%) has existing development, while 982.63 ha (33%) remain vacant.
- Average employment area density of 23 jobs per hectare.²

² Based on most recent 2019 Niagara Employment Inventory data.

3.2 Overview of Niagara's employment areas

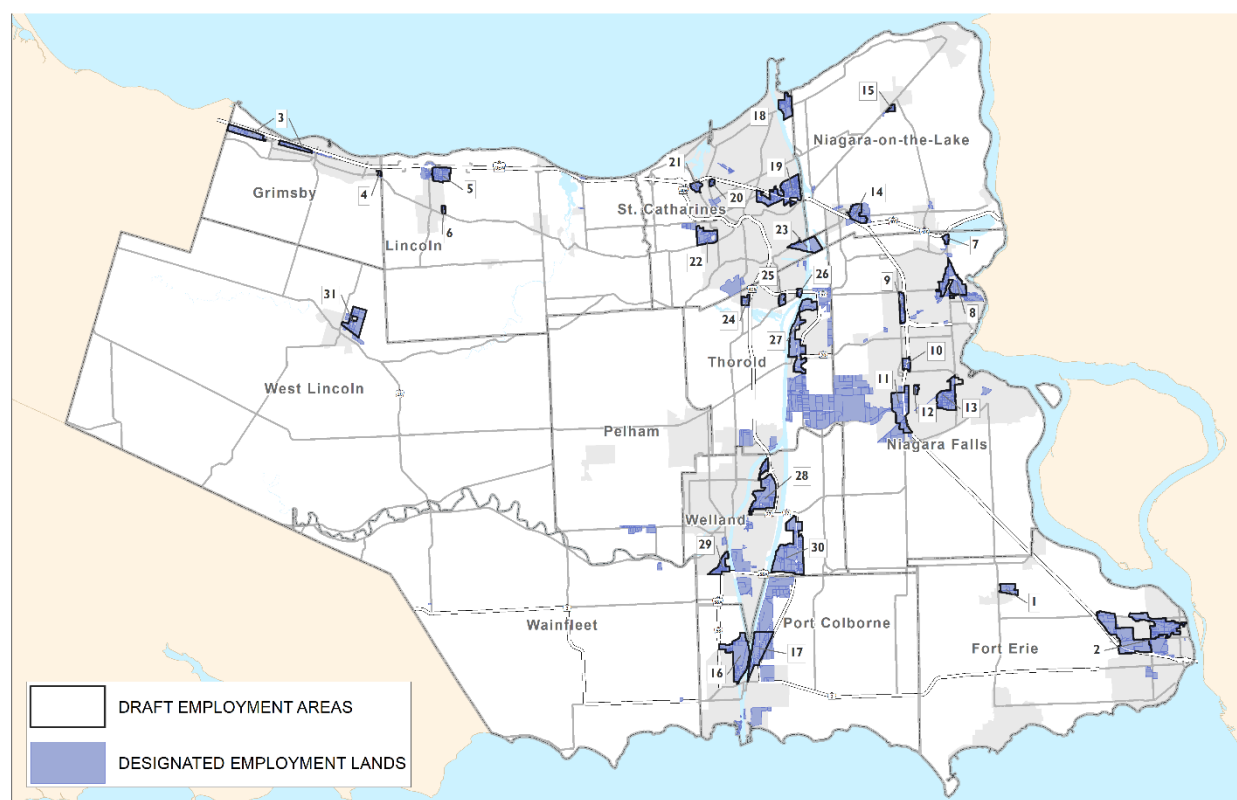
The Region's 31 employment areas vary significantly from one another in terms of physical characteristics (i.e. size, land use, location, age of building stock, built form) and socio-economic market conditions (i.e. vacancies, land value, servicing costs).

The Region's employment areas tend to be located in close proximity to major transportation facilities, particularly major highways including the QEW, Highway 406, Highway 405 and Highway 420. Some employment areas also have direct or potential access to other transportation corridors such as rail corridors and the Welland Canal.

These corridors are attractive to employers that require rail and shipping for inter-regional trade and freight movement. Proximity to these transportation corridors provides enhanced access to the Canada-US border, with nearly all employment areas being located within 70-kilometres from an international border crossing.

A map of the Region's identified employment areas is shown in **Figure 3**. This same visual is shown in **Appendix A**.

Figure 3: Niagara Region's employment lands and employment areas



3.2.1 Land use characteristics

Niagara's employment areas share several commonalities.

- **Transportation and infrastructure** – The majority employment areas are located within 2 kilometres from a Provincial highway that provides direct access to international border crossings

and the rest of the GGH. Several employment areas are located adjacent or in close proximity to border crossings providing opportunities to support transportation and logistics-related employment uses. Employment areas near the Welland Canal have opportunity to support employment uses that rely on shipping and navigation. Several employment areas located in rural settings lack proximate access to major transportation corridors and are serviced solely by Regional and/or local roads (i.e. West Lincoln, Port Colborne, Welland and Thorold).

- **Critical mass** – Employment areas vary from smaller clusters of warehousing and transportation-related uses (approx. 2 ha), to large-scale industrial sites that support major employment generators (up to 300 ha). The majority of employment areas support less than 20 individual parcels; however, there are cases where one large parcel with a single employment use comprises the majority of an employment area (i.e. Jungbunzlaeur site, Port Colborne). The development of larger employment areas is integral to attracting and sustaining industrial and transportation-related employment.
- **Parcel size** – The majority of parcels within employment areas range between 0.2 ha to 2 ha in size. Larger vacant parcels exist however, they are scarce. A parcel's context may influence its viability to certain employers. For example, a parcel may be 2 ha in size, but encumbered by 1 ha of natural heritage features. Therefore, while the parcel is 2 ha in size, only 1 ha can actually be developed. This scenario will arise in several employment areas and presents a challenge when attracting and accommodating future employment uses on smaller parcels due to fragmentation.
- **Land use compatibility** – Many employment areas are surrounded by lands that do not present compatibility issues. In some cases, adjacent major retail and commercial uses provide separation and buffering between the employment area and other sensitive land uses. However, there are instances where employment areas are constrained due to land use compatibility issues. For example, there are employment areas in Fort Erie and Port Colborne that are significantly constrained by natural features including wetlands and woodlots. The presence of natural features can limit the amount of developable employment land and restrict access to major goods movement facilities and corridors.

3.2.2 *Socio-economic market conditions*

An assessment of the Region's employment areas revealed several deliberations that should be further considered:

- **Value proposition** – Niagara continues to gain attention as a relatively affordable and viable alternative for employers—and families—as land values and costs of living in the GTHA increase. More specifically, Niagara is an attractive option to employment sectors that do not require core urban settings and access to a high concentration of professional services to operate / function.
- **Leveraging existing and future transportation infrastructure** – Existing and planned major goods movement facilities and corridors contribute towards offering both existing and new employers with benefiting from improved market access and linkages to supply chains.
- **Technology and employment densities** – Employers are transitioning to emerging technologies (including robotics, automation and high-performance computing) and new process (including rapid prototyping, custom manufacturing and flexibility in output volumes) to develop goods.

Advanced manufacturing presents a challenge when planning for employment lands. Future manufacturing facilities may take up a large amount of space, while requiring fewer jobs with higher wages, as technology displaces production process labour.

- **Prioritization of employment lands** – Recognizing the current over supply of employment lands across the Region and the limited anticipated demand for these types of lands over the short to medium-term planning horizon, it may be prudent to reconsider the nature and mix of uses permitted on these sites. With respect to smaller, more urban and potentially fragmented employment areas, these sites may be desirable locations for a range of more contemporary, high-density employment uses and employment-supportive uses that align with the underlying long-term policy goals and objectives of the Region. This would enable the Region to capitalize on more immediate opportunities for growth and investment as market conditions evolve.
- **Leverage existing industry clusters** – Niagara is well-established as an agricultural hub within Ontario, with existing and prospective agricultural businesses attracted to the area for its existing locational benefits. There is opportunity to continue to build upon this existing employment sector by supporting related industries, such as food-processing, food-related manufacturing (e.g., containers, equipment/machinery) and food sciences (e.g., sustainable crops, food supplements). Similarly, the location of greenhouses and other specialty crops in employment areas present an opportunity to preserve prime agricultural and specialty crop lands.
- **Opportunity for new industry clustering** – Undeveloped employment lands offer flexibility to accommodate new or emerging employment trends. This flexibility is important in responding to evolving market conditions and can be leveraged by the Region through identification in a long-term growth strategy.
- **Investment readiness** – the ease of market entry and the ability for municipalities to respond and accommodate unique requirements of prospective employers is highly valued. Municipalities should focus on equipping employment lands with appropriate land use permissions and ensuring that connections to utilities and municipal servicing are readily available. The Region's significant supply of vacant employment lands can be leveraged as a competitive advantage if these sites are proactively addressed to become shovel-ready for development.

3.3 Relationship to Provincial Land Needs Assessment

Employment areas are based on current designations in local official plans and zoning by-laws and are not based on employment land need requirements to 2041. Rather, the analysis and recommendations from this Strategy will assist in identifying locations that are most suitable for potential employment area conversion or existing area expansion through the land needs assessment.

4.0 POLICY CONTEXT

Ontario's land use planning framework is directed by Provincial policy which guides land use policy documents and instruments at municipal levels.

The following section reviews the applicable policy framework to the Region's employment areas.

4.1 Provincial Policy Statement (2020)

Issued in accordance with section 3(1) of the *Planning Act, 1990*, the Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. The currently in-force PPS is the PPS (2014). New PPS policies will take effect on May 1, 2020 through the new PPS (2020). In accordance with section 3 of the *Planning Act*, all decisions affecting land use planning matters made after this date shall be consistent with the PPS, (2020). Due to the timing of the Employment Area Strategy and its implementation, the PPS (2020) has been assessed herein.

Employment policies of the PPS (2020) require planning authorities to promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional and a broader mixed uses. The PPS (2020) also supports facilitating conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment.

The PPS (2020) recognizes the importance of land use compatibility with respect to major facilities and employment uses that may have adverse impacts on adjacent sensitive land uses. Under Policy 1.2.6.1, the PPS (2020) states that major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures. Where avoidance is not possible, the PPS (2020) emphasizes protecting the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring the planning and development of proposed adjacent sensitive land uses are only permitted subject to criteria and where adverse effects to both employment and sensitive land uses are minimized and mitigated.

The PPS (2020) also contains specific policies related to employment areas.

Policy 1.2.6 addresses land use compatibility and provides for new policies directed at further protecting major industry and industrial uses. These policies now require avoidance of any adverse effects and where not possible, minimization and mitigation of effects from odour, noise and other contaminants to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.

Policy 1.2.6.2 also requires planning authorities to protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and *development* of proposed adjacent *sensitive land uses* are limited.

Policy 1.3.2.1 requires the protection and preservation of employment areas for current and future uses.

Policy 1.3.2.2 permits the assessment of employment areas identified in local official plans during an official plan review or update to ensure that this designation is appropriate. Employment areas planned for industrial or manufacturing are to provide for separation or mitigation from sensitive land uses to maintain operational and economic viability of planned uses and functions.

Policy 1.3.2.3 permits prohibiting residential and other sensitive land uses within employment areas planned for industrial or manufacturing uses to maintain land use compatibility.

Policy 1.3.2.4 permits the conversion of lands within employment areas is through an MCR only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

Policy 1.3.2.5 permits the conversion of lands within existing employment areas to non-employment uses until the next MCR provided the area is not identified as provincially or regionally significant; the land is not required for employment purposes over the long-term; the proposed uses would not adversely affect the overall viability of the employment area; and existing or planned infrastructure and public service facilities are available to accommodate the proposed use.

Policy 1.3.2.6 protects employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.

Policy 1.3.2.7 permits planning authorities to plan beyond the 25-year planning horizon for the long-term protection of employment areas, provided the lands are not designated for employment purposes beyond the 25-year planning horizon.

4.2 Growth Plan for the Greater Golden Horseshoe (2019)

Policy 2.2.5.6 of the Growth Plan directs upper- and single-tier municipalities to designate all employment areas in official plans and protect them for appropriate employment uses over the long-term. For greater certainty, the Growth Plan permits the incorporation of employment areas into upper- and single-tier official plans by amendment at any time in advance of the next MCR.

Policy 2.2.5.7 directs municipalities to plan for all employment areas within settlement areas by prohibiting residential use and prohibiting or limiting other sensitive land uses, and prohibiting or establishing a threshold for major retail uses.

Policy 2.2.5.9 establishes the process for converting lands within employment areas to non-employment uses through a MCR where it is demonstrated that certain criteria are met.

Notwithstanding Policy 2.2.5.9 of the Growth Plan, Policy 2.2.5.10 permits lands within existing employment areas to be considered for conversion to non-employment uses provided that there is a demonstrated need for the conversion, and that the proposed uses would not adversely affect the overall viability of the employment area or achievement of the minimum intensification and density targets. Additionally, the conversion would have to maintain a significant number of jobs on those lands through the establishment of development criteria and would not include any part of an employment area identified as a PSEZ.

Policy 2.2.5.18 of the Growth Plan recognizes a Gateway Economic Zone and Gateway Economic Centre near the Niagara-United States border, which are shown on Schedules 2, 5 and 6 to the Plan.

The Gateway Economic Zone and Gateway Economic Centre are recognized for their importance to cross-border trade with the United States.

The Growth Plan defines the Gateway Economic Zone and Gateway Economic Centre, respectively, and limit their application to settlement areas.

4.2.1 *Provincially significant employment zones*

Recent changes to the Growth Plan introduced the concept of PSEZs and initially identified 29 such areas across the GGH. There are currently no PSEZs identified within Niagara.

In the short-term, a PSEZ protects employment areas from conversion prior to a MCR without a more comprehensive assessment approved by the Province.

In the long-term, it is intended to provide the basis of a Regional Economic Development Strategy as areas that will help drive job growth and prosperity.

The Province identified PSEZs by using one or more of the following criteria to evaluate employment areas:

1. Is a designated employment area inside an existing settlement area boundary;
2. Is vulnerable to conversion or encroachment of non-employment uses;
3. Is attractive to new investment, able to retain existing industries, and support industrial uses;
4. Is located near and has access to major goods movement facilities and corridors;
5. Has a high concentration of employment and/or economic output; and,
6. Are contiguous zones and contain large unconstrained developable parcels (e.g. >10 acres).

4.3 Niagara Region Official Plan (2014 Office Consolidation)

The ROP is the guiding planning document for physical, economic, and social development of Niagara.

Policies related to employment are contained in section 3 of the ROP, while policies on conversion of employment to non-employment uses are contained in section 4.E.

Section 3.A provides the general policy framework of the Niagara Economic Gateway.

The vision for the Niagara Economic Gateway is to attract investment and promote employment growth in Strategic Locations for Investment to transform vacant employment lands into a diversified mix of vibrant, attractively designed, accessible and sustainable employment areas.

Through the Region's Phase I Gateway Employment Lands Study, six Strategic Locations for Investment were identified within the Niagara Economic Gateway. These locations are listed in **Table 2** and are intended to be focused areas for employment growth.

Policies 3.A.3.4 to 3.A.3.9 establish a concept for each of the strategic locations which capitalize on their unique geographic and market conditions along with access to major goods movement facilities and corridors.

Additionally, these policies establish a set of land use planning 'tools' for each employment area to implement their respective concepts and generally include the preparation of a master or secondary plan; preparation of supporting plans for servicing and transportation; preparation of urban design guidelines; preparation of an investment strategy to attract target industries; and updating of relevant local plans and policies.

Table 2: Concepts for areas of strategic investment within the Niagara Economic Gateway

Brock Business Park	The concept for the Brock Business Park Revitalization is to capitalize on market opportunities for research and development and the close proximity to Brock University and Highway 406 by transforming the area into an integrated, mixed use, campus-style setting which caters to incubators, innovator, limited office uses, and related uses.
Highway 406 Economic Gateway	The Concept for the Highway 406 Economic Gateway is to capitalize on proximity and access to Highways 140 and 406 by attracting industries in transportation, logistics, warehousing, food processing, advanced manufacturing and wholesale trade activities and other uses set out in the local official plan.
Welland Canal Green Manufacturing and Assembly Zone	The concept for the Welland Canal Green Manufacturing and Assembly Zone is to capitalize on proximity and access to the Welland Canal and relative proximity to the 400 series highway network and rail lines by identifying a location for large scale green manufacturing and assembly industries and other heavy industries which require specialized transportation modes. Recognizing the servicing constraints, the Region is supportive of a transitional approach to development, which might include dry industrial development as an interim use.
Fort Erie Industrial Park	The concept for the Fort Erie Industrial Park is to capitalize on market opportunities for advanced manufacturing, cross border trade, transportation and warehousing industries.
Niagara Falls Priority Investment Area	The concept for the Niagara Falls Priority Investment Area is to capitalize on market opportunities for cross border trade by identifying a location for secure storage, warehousing and logistics facilities in close proximity to a border crossing. These lands include the areas within the Niagara Falls Community Improvement Plan Pilot Project Area.
Niagara Falls QEW Business Park	The concept for the Niagara Falls QEW Business Park is to capitalize on long-term opportunities for business and services in close proximity to 400 series highways focusing on manufacturing, warehousing and other employment land uses.

Policy 3.A.3.3 recognizes the St. Catharines Urban Growth Centre as the primary location for major office uses. The policy notes that office uses within the Gateway Economic Zone and Gateway Economic Centre are to be limited in size and scope.

The ROP also encourages intensification of employment land through policies 3.A.3.10-11, and sets out policies for Community Improvement Plans, master plans and the development permit system in policies 3.A.3.12-15.

Policy 3.A.3.16 states that a similar strategy is to be prepared for non-gateway employment lands.

Through the Region's **Phase II Non-Gateway Employment Lands Study**, six Strategic Locations for Investment are identified across the non-gateway municipalities of Grimsby, Lincoln, West Lincoln, St. Catharines, Niagara-on-the-Lake, Pelham and Wainfleet and are listed in **Table 3**.

Table 3: Concepts for strategic locations for investment outside of the Niagara Economic Gateway.

Grimsby QEW Corridor Employment Lands	The Grimsby QEW Corridor Employment Lands are established and contain a collection of mixed industrial uses. The concept for the Grimsby QEW Corridor Employment Lands is to promote development and re-development for advanced manufacturing, food processing, research and development, light manufacturing and warehousing uses. The intention is to maintain and support the Town of Grimsby's QEW Corridor Employment Lands, promote intensification, and leverage future redevelopment opportunities associated with Provincial infrastructure investments.
Beamsville Industrial Park	The Beamsville Industrial Park contains a mix of employment uses and is situated close to the QEW. The concept for the Beamsville Industrial Park is to support opportunities for agribusiness which is of an industrial nature, food processing, light industrial development, warehousing and logistics type uses. Over time, depending on the timing of future Provincial transit investments, there may be expanded market opportunities for office and other prestige employment uses.
Glendale Business Park	The Glendale Business Park is one of Niagara's premier prestige business parks. The concept for the Glendale Business Park is to leverage proximity to Niagara College and the QEW corridor by designating lands for business park development. The Glendale Business Park has an approved secondary plan in place that provides the detailed development vision for the area.
The Eastchester Industrial Area	The Eastchester Industrial Area contains several well-established industrial uses and has access to the QEW in St. Catharines. The concept for the Eastchester Industrial Area is to support existing businesses and capitalize on opportunities for transportation, warehousing and logistics, as well as opportunities for light and advanced manufacturing.
West St. Catharines Employment Area	The West St. Catharines Employment Area is generally located in one of the City's last remaining clusters of vacant greenfield land. It is in close proximity to the St. Catharines General Hospital, the CN Rail Corridor, and is relatively

	close to Brock University. The concept for the West St. Catharines Employment Area is to promote development and redevelopment of uses related to research and development, medical and bio-medical manufacturing, bio-sciences and other complementary uses.
Port Weller Industrial Area	The Port Weller Industrial Area is located at the north end of the City of St. Catharines, along the Welland Canal. The area is located near existing residential uses and could also benefit from improved transportation connectivity.

5.0 PLANNING POLICY

MUNICIPAL BEST PRACTICES

5.1 Approaches to employment areas in the GGH

The upper and single-tier municipalities of Durham Region, York Region, Region of Waterloo, Region of Peel, County of Simcoe, City of Hamilton, and City of Toronto were examined to better understand municipal approaches to employment area planning and the identification of strategic employment areas.

Given Niagara's unique location as the only upper- or single-tier municipality within the GGH with direct access to an international border, policy approaches from other Southern Ontario border municipalities (City of Windsor and City of Sarnia) were also examined to better understand the influence of cross-border trade on the identification and protection of employment areas.

Detailed findings of this cross jurisdictional review are in **Appendix C**.

5.1.1 *Halton Region*

Regional Official Plan Amendment (ROPA 38) was the implementing amendment resulting from Halton's last Official Plan Review, "Sustainable Halton", which was undertaken between 2006 and 2012.

As a result of the Sustainable Halton Background Report Urban Structure, Long-Term Growth Areas, 2007, five strategic employment areas were identified for consideration for long-term protection. The Sustainable Halton review process determined that these employment areas were not considered for residential or urban uses. Identified employment areas are located outside of established urban area boundaries and are contiguous to existing employment lands within urban area boundaries.

ROPA 38 also established a "future strategic employment areas" overlay and policy framework for the long-term protection of potential employment areas given their location in relation to major transportation facilities and existing employment areas. These areas are protected beyond a 20-year horizon.

The future strategic employment area overlay is not a land use designation and does not identify permitted uses.

Policies 139.6 and 139.7 of Halton's ROP protect future strategic employment areas from the encroachment of incompatible uses. Policy 137.9(1) prohibits the conversion of lands within these areas to incompatible uses.

5.1.2 *Region of Waterloo*

The Region of Waterloo Official Plan emphasizes the importance of transportation corridors to the development of employment areas.

Policy 4.A.3 encourages area municipalities to designate and preserve lands within the urban area in the vicinity of existing major highway interchanges, rail yards and the Region of Waterloo International Airport as employment areas, where appropriate.

Policy 4.A.2 supports strategic development of employment areas in the vicinity of the Region of Waterloo International Airport and ensuring that these lands are readily available for development upon bringing them into the urban area.

Within the Planned Community Structure of the Region of Waterloo's Official Plan, two strategic employment areas are identified with unique land use designations: The Prime Industrial / Strategic Reserve and Highway 401 / Regional Road 97 Employment Area.

The Prime Industrial / Strategic Reserve identifies prime industrial lands in the vicinity of the Region of Waterloo International Airport. The purpose of this designation is to ensure an adequate supply of industrial land is available for new large-lot manufacturing or business park uses serviced by a municipal drinking-water supply system and a municipal wastewater system. In this designation, lands are intended to be developed as parcels >8 ha in size.

The Highway 401 / Regional Road 97 Employment Area is intended to provide additional opportunities for employment growth and employment within the Township of North Dumfries. Development within this designation is limited to privately serviced logistics and warehousing uses that require close access to the Highway 401 corridor to efficiently move goods into and out of the region.

5.1.3 *Region of Durham*

While no hierarchy of employment lands is explicitly identified, Durham's ROP places emphasis on protecting transportation corridors for employment uses.

In particular, the Highway 401 and Highway 407 and Regional corridors are identified as areas that attract prestige businesses, including major office and manufacturing uses.

Durham's ROP highlights the importance of future major infrastructure, such as the proposed Pickering Airport and Seaton Community that, while currently not built, represent significant employment opportunities in the future.

Durham's ROP policy 8.1.17 establishes employment areas as areas that provide for the development of industries and businesses that require separation from sensitive land uses. Additionally, these areas are set aside for uses that may require access to major goods movement facilities and corridors or benefit from locating close to similar uses.

Permitted uses within employment areas include manufacturing, assembly and processing goods, service industries, research and development facilities, warehousing, offices and business parks, hotels, storage of goods and materials, freight transfer and transportation facilities.

5.1.4 York Region

York Region's Official Plan, 2010 (YROP) identifies and protects "strategic employment lands" consisting of employment lands located in close proximity to existing or planned 400-series highways.

The YROP requires strategic employment lands to be designated for employment uses in local municipal official plans. In total, the YROP identifies seven strategic employment areas.

Four of the York Region's local municipalities (Georgina, Markham, Vaughan and Whitchurch-Stouffville) have existing employment designations that meet the criteria for prime employment areas.

Prime employment areas are characterized by low density employment uses that are in proximity to major goods movement facilities and corridors. The most common uses in prime employment areas are manufacturing, warehousing and logistics.

York Region also undertakes regular inventories of its vacant employment lands. In 2017, the Region had approximately 2,588 net hectares of vacant employment land.

5.1.5 Region of Peel

The Region of Peel identifies employment areas designated in local official plans to be protected and for employment uses. Employment areas include lands designated for office and industrial uses, and in the case of the City of Mississauga, include specific corporate centres.

The Region of Peel's Official Plan also provides direction for employment areas to be located adjacent or in proximity to major goods movement facilities. Specifically, areas in the vicinity of the Toronto Pearson International Airport, major highway interchanges and rail yards shall be protected and supported for future employment areas for manufacturing, warehousing and associated retail, office and ancillary uses.

5.1.6 County of Simcoe

Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2006 introduced policies specific to the County of Simcoe due to the intense development presence resulting in part from the introduction of Growth Plan policies in 2006. The Simcoe Sub-Area is comprised of the County of Simcoe and the cities of Barrie and Orillia. The Simcoe Sub-Area policies establish a framework for sustainable growth in the Simcoe Area to, among other goals, boost job creation in the region. Simcoe Sub-Area policies were retained, with modifications, in the Growth Plan, 2017.

The establishment of strategic employment areas to optimize the Highway 400 corridor and create conditions for investment in manufacturing and related employment uses is identified as a key priority for ensuring sustainable long-term growth. The Growth Plan, 2017 recognizes the Highway 400 corridor as the Simcoe Area's most significant transportation and goods movement corridor and subsequently identified two strategic employment areas along Highway 400 to accommodate clusters of manufacturing and industrial uses that serve major markets.

A clear policy framework is established in the Growth Plan, 2017 and includes criteria for the appropriate size, location, uses and lot sizes within strategic employment areas. Strategic settlement employment areas and economic employment districts are identified as strategic areas for employment growth in the Simcoe Sub-Area.

Strategic settlement employment areas are defined in the Growth Plan, 2017 as *"areas that have been identified by the Minister that are to be planned and protected for employment uses that require large lots of land and depend upon efficient movement of goods and access to Highway 400. These are not settlement areas or prime employment areas. Major retail and residential uses are not permitted."*

Economic employment districts are defined in the Growth Plan, 2017 as *"areas that have been identified by the Minister that are to be planned and protected for locally significant employment uses. These areas are not settlement areas."*

Under Policy 6.4.2, the Minister, in consultation with affected municipalities and stakeholders, determines the location and boundaries of strategic settlement employment areas, and establishes permitted uses and mix of uses, lot sizes and additional policies and definitions that apply to those areas. Local area municipalities are required to delineate strategic settlement employment areas in their official plans and develop official plan policies for their implementation.

The policy framework of the Growth Plan recognizes the need to provide large, continuous, tracts of land in close proximity to major transportation corridors to accommodate specific types of employment uses within the Simcoe Sub-Area, outside of identified settlement areas.

Under policy 6.3.4, the Town of Innisfil, the Town of Bradford West Gwillimbury and the Town of New Tecumseth are to direct a significant portion of population and employment forecasted to the applicable primary settlement areas.

The Simcoe County Official Plan recognizes two strategic settlement employment areas (Lake Simcoe Regional Airport and Rama Road) and two economic employment districts (Innisfil Heights and Bradford West Gwillimbury). Development within these designated areas is to be in accordance with the respective directive issued by the Minister of Infrastructure.

5.1.7 City of Hamilton

The Urban Hamilton Official Plan, 2011 (UHOP) recognizes the importance of older industrial areas and existing and newly developing businesses parks.

The UHOP establishes four employment area designations, each with unique permitted uses and land use policies. The four designations are:

- industrial land;
- business park;
- Airport Employment Growth District (AEGD); and
- shipping and navigation.

These designations recognize a range of employment and provide policy direction on function, permitted uses, and general provisions.

In addition to these employment designations, the UHOP also contains employment area policy goals related to developing new strategic employment areas.

The AEGD Secondary Plan provides for a major business park development which integrates with and complements the existing John C. Munro Hamilton International Airport. The Secondary Plan adds 551 net

developable hectares of employment land to the urban boundary and establishes the following employment area designations:

- airport prestige business;
- airport light industrial;
- airside industrial;
- airport related business; and
- airport reserve.

Designations provide for a wide range of employment, airport-related employment, and limited agricultural uses. Office space is limited within the AEGD to support the Downtown Urban Growth Centre as the pre-eminent centre in Hamilton for commercial and office development.

5.1.8 City of Toronto

The City of Toronto's Official Plan identifies Employment Districts as areas where the employment area land use designations apply.

Parcel and development flexibility is recognized as a key component of employment areas in order to accommodate and respond to changing employment needs of a global economy.

The City's Official Plan promotes a range of parcel and building sizes, locations, and permitted uses, complemented by a mix of supportive accessory retail and services.

Protecting employment areas from adjacent sensitive uses is also a priority. Appropriate buffering and separation is needed to ensure that employment uses can operate and function at full capacity without restriction.

The City's Official Plan also establishes core employment areas and general employment areas.

Core employment areas are geographically located within the interior of employment areas, whereas general employment areas tend to be situated at the periphery of employment areas and along major roads.

Core employment areas are intended to protect core employment uses such as industrial manufacturing, warehousing and transportation facilities from potential limitations caused by encroaching sensitive land uses.

General employment uses, such as retail and service uses, are intended to serve as a gradual transition buffer between core employment areas and non-employment uses.

5.1.9 City of Windsor

The City of Windsor's Official Plan identifies six employment land use designations: Business Park, waterfront port, commercial centre, commercial corridor, future employment area, and industrial.

The primary clusters of employment areas are in close proximity surrounding the Windsor International Airport, the Highway 401 corridor, rail corridors, and waterfront industrial ports.

The City's Official Plan identifies higher order corridors as strategic employment areas. Specifically, section 6.4.2.8 recognizes the Highway 401 corridor for its visibility along an international gateway and requires a high standard of architectural and landscape design for adjacent industrial and business park designations.

The City further identifies future employment areas immediately adjacent to the airport and in proximity to Highway 401 corridor. These areas are to be protected for future employment areas and may not be converted to non-employment uses.

Similar to Niagara, Windsor is also recognized by the Federal government as a Foreign Trade Zone Point. Windsor has a dedicated Economic Development Corporation that provides a one-stop shop for information on Foreign Trade Zone Point policies and programs.

5.1.10 City of Sarnia

The City of Sarnia is located along the Canada-US border, across from Port Huron, Michigan.

The City has a cluster of chemical, petrochemical and refinery-related employers along the St. Clair River, as well as two highway corridor zones — Highway 402 and Highway 40 — identified within the City's Official Plan for employment-related development.

Section 4.7 of the City's Official Plan contains policies related to employment areas and identifies three employment designations:

- heavy industrial;
- light industrial; and
- business park.

The City's Official Plan provides provisions for all employment designations to have access to goods movement facilities.

In particular, policy 4.7.2.4 emphasizes railway access in heavy industrial areas and encourages spur line railway track facilities to expand within this designation. Further, proponents of new development must demonstrate that the development will not preclude future extension and installation of spur lines.

5.2 Criteria for employment areas

A cross jurisdictional review of upper- and single-tier municipalities in Southern Ontario reveals that, in general, employment areas in the GGH are defined by six criteria:

1. CLOSE PROXIMITY TO MAJOR INFRASTRUCTURE

- Located adjacent to or in close proximity to major goods movement facilities and corridors such as airports, provincial highways, rail corridors, higher order transit, ports and border crossings.
- Located in close proximity to key utilities infrastructure such as water, wastewater, hydro, natural gas, and fiber to facilitate quick development and construction of new buildings.

2. ACCESS TO INTER-REGIONAL ECONOMIC MARKETS

- Contain clusters of employment uses that serve a provincial, national or international market.
- Federal and Provincial designations highlight the importance of international trade — specifically the Federally designated Foreign Trade Zone Point and Provincially recognized Gateway Economic Centre and Gateway Economic Zone.

3. LARGE LAND AREAS WITH FLEXIBILITY FOR LAND DEVELOPMENT

- Availability of large, unconstrained, continuous blocks / parcels of land.
- Opportunities to provide a range of sites and uses in terms of size, price, and ownership options.
- Ability to respond to evolving employment needs through flexible functional space.

4. SIGNIFICANT SCALE AND CLUSTER OF EMPLOYMENT ACTIVITY

- Ability to accommodate and support a critical mass of employees, floor space, and total production output.
- Located in close proximity to similar employers, industries, and supply chains.
- Access to skilled trades / labour force.

5. RECOGNITION AND PROTECTION WITHIN LAND USE PLANNING

- Support from municipalities to overcome barriers, facilitate development and investment opportunities, and protect for long-term employment use.
- Protection through official plan policies and zoning by-laws from the encroachment of non-employment and other sensitive land uses.
- Demonstrated need to convert employment to non-employment uses.

6. LOCATIONAL AND FINANCIAL COMPETITIVENESS

- Eligibility for financial incentives (e.g. availability of tax incentives, land contribution).
- Expedited development application processes.
- Amenities and costs of living that contribute to high-quality lifestyles for employees and families.

6.0 ASSESSMENT OF NIAGARA'S EMPLOYMENT AREAS

An assessment of the Region's employment areas, as found in Appendix D, shows both similarities and differences to employment areas identified in other upper- and single-tier municipalities in the GGH. Key observations from the comparative assessment are provided below.

Large supply of vacant employment land

Many GGH municipalities are nearing full build-out of their urban area boundaries and are experiencing growth pressures on designated greenfield areas. This is not the case for Niagara, as the Region has a large supply of vacant residential lands in addition to a significant supply of vacant employment land.

However, the Region's vacant employment land stock does not necessarily mean that employers will develop them. Often, these vacant parcels are constrained by environmental features or lack proper municipal servicing. Parcels can be expensive to service, potentially deterring prospective employers ready to develop.

There is opportunity for the Region to leverage its large supply of vacant employment land by demonstrating investment readiness through removing barriers and risks to development (i.e. equipping parcels with connections to municipal services).

Similar land use permissions

The majority of GGH municipalities share similar employment designations and permissions for industrial areas and business park areas.

Generally, higher concentrations of office uses are directed to core areas, downtowns, and corridors along 400 series highways. This is similar to Niagara — specifically the St. Catharines Urban Growth Centre — where the majority of office-related employment use is directed.

Risk of conversion to non-employment uses

Many GGH municipalities are experiencing a regeneration of employment areas towards mixed-use development. This trend has been a result of increasing land values, residential market demand, and encroaching non-employment uses.

Although Niagara's employment areas have yet to experience these same growth pressures, there are instances where there is risk for conversion of employment uses within employment areas to non-employment uses.

Specifically, this is more likely to occur in Major Transit Station Areas where communities are transitioning from low density residential and traditional employment uses to higher density mixed-use development. For these areas, there is opportunity to intensify and accommodate office and other more-compact employment uses that are more compatible with sensitive land uses.

Opportunity to identify future employment areas

The ROP recognizes the Gateway Economic Zone and Gateway Economic Centre as an important corridor for economic development and international trade with the United States.

There is opportunity to recognize the QEW Corridor as a future employment area capable of supporting employment growth beyond the 2041 planning horizon. This Corridor offers superb access to regional highway infrastructure and direct access to multiple international border crossings in both Niagara Falls and Fort Erie.

This approach would align the Region with other policy approaches across the GGH, as in Halton Region for example, while providing the necessary policy framework to ensure Niagara has an adequate supply of protected employment lands that can support future employment growth and respond to changing market demands and employment typologies.

Several GGH municipalities have employment provisions for lands within and adjacent to airports. Currently, the Region does not identify employment areas for its airports (i.e. Niagara District Airport, Niagara Central Dorothy Rungeling Airport).

There is opportunity for additional Regional policy to protect lands within and adjacent to airports for clusters of economic activities, employment, and associated supportive uses.

Opportunity to designate provincially significant employment zones

The Province currently does not designate any PSEZs in Niagara.

Niagara's unique characteristics including proximity to major goods movement facilities and corridors, direct access to five international border crossings with the United States, a Federally designated Foreign Trade Zone Point, and Provincially recognized Gateway Economic Zone and Gateway Economic Centre should be factored when determining which employment areas may qualify as a PSEZ.

The Region should continue consulting with the Province and its local municipalities to explore the potential of designating certain employment areas as PSEZs.

7.0 STAKEHOLDER ENGAGEMENT

As part of the research for the Strategy, two workshops were held in October 2019 with municipal planners and industry stakeholders.

The purpose of these workshops was to share the preliminary assessment of the Region's employment areas and gather feedback related to employment land planning and development to inform policy recommendations.

Workshop materials are included in **Appendix E**, with summaries of feedback received during both workshops included in **Appendix F**.

Discussed below are general feedback themes considered during the formulation of the Strategy.

Niagara has advantageous locational and infrastructure amenities that are attractive to employers

Participants indicated that Niagara offers excellent amenities that make it an attractive area for employment. Connections to major goods movement facilities and corridors such as the Provincial highways, Canada-United States border crossings, and the Welland Canal were identified as strategic opportunities to leverage economic development.

Future employment areas need to have a strong vision and promote best planning practices

Participants emphasized the importance of having vision for the future of employment lands and the need to harmonize employment with affordable and transit-supportive housing, and low impact development practices for climate resiliency.

Additionally, participants noted that during the identification of future employment areas, these areas should not have to meet all employment area criteria. For example, the area may not be serviced yet; however, has the potential to be serviced.

Municipal processing and timelines for employment-related development applications is burdensome

Participants highlighted that the processing and timelines associated to employment-related development applications is longer and more burdensome than to non-employment applications.

Currently, lengthy employment development processes result in increased development costs and uncertainty with attracting tenants. Concern was also expressed in regards to whether a PSEZ designation would influence the development application process.

The importance of protecting employment from conversion to non-employment uses was also highlighted to ensure the Region's economic well-being and viability for both new and existing employers.

Servicing and infrastructure constraints were also identified as barriers to employment-related development. Some of the Region's employment areas are not municipally serviced, impeding the development process and limiting viability of employment lands. Feedback recommended that the Region create a clear short- and long-term vision for its employment areas.

Employment areas must be flexible to accommodate evolving employment trends and practices

Participants highlighted the changing nature of employment towards more flexible work arrangements.

This trend relates to the increasing number of small and medium-sized firms engaged in innovation and development in the Region, who have a specific set of workplace needs.

Participants suggested that the Region's approach to employment area planning should incorporate elements of flexibility, where appropriate, and recognize that in certain cases non-employment uses can exist in harmony with employment uses.

The introduction of employment-supportive uses should be context-sensitive to ensure compatibility with existing and planned employment uses.

Institutional infrastructure should be permitted within employment areas

Participants identified opportunity for the Region to expand its human capital of young professionals and educated population with knowledge-based jobs.

Participant feedback suggested that knowledge-based employment should be located close to residential communities in order to attract and retain growth.

Further, it was suggested that the Region explore expanding its permitted uses in employment areas to include institutional infrastructure, such as post-secondary institutions, health care centres, and government facilities. These types of facilities offer knowledge-based job opportunities and can be developed with transit-supportive densities.

Participants encouraged the Region to continue working with local municipal partners to improve population-services such as public transit, social, and community amenities to maintain Niagara as a great place to live and work.

Access to a diverse human capital is critical to attracting employers

Human capital (i.e. skilled labour force) was highlighted as a large contributing factor to the attractiveness of Niagara as a place for prospective employers. Further, permitting and supporting institutional infrastructure such as post-secondary institutions and health care centres was recommended for inclusion into employment areas.

Parcels within employment areas must be shovel-ready

Participants expressed a desire for municipalities to identify and remove encumbrances to employment parcels.

Parcels should be equipped with municipal servicing connections and have accurate mapping of on-site constraints, including natural heritage features and soil conditions.

Participants recommended that municipalities reduce the risks of development as much as possible to enable a rapid response to prospective employers and changes in market demand.

Municipal employment conversion criteria should distinguish clear eligibilities and protections

Participants noted that municipal development conversion criteria should differentiate significance between Provincial, Regional, and local employment uses.

Some recommended that criteria should contain stronger restrictions to convert within PSEZs and future employment areas, with lesser restrictions for employment areas and employment lands.

It was also suggested that the ability to convert employment parcels within employment areas be relative to the site-specific considerations used for their inclusion within the area.

8.0 DRAFT

RECOMMENDATIONS AND STRATEGIC POLICY DIRECTION

The following section outlines a draft policy framework based on the study analysis and findings for consideration to be integrated into the Region's ROP.

These recommendations are based on:

- The assessment of the Region's current employment areas;
- A review of municipal planning practices across the GGH, including the development of identification criteria for strategic employment areas and corridors;
- Municipal staff and industry stakeholder input; and,
- Recent approved and proposed Provincial land use policy changes and the current Provincial and Regional planning framework.

Employment areas

Employment areas should be identified and protected for large employment generators and land-extensive employment uses. These areas are intended to support large-scale industrial uses and prestige businesses including major business headquarters and offices.

Access to major goods movement facilities and corridors should be prioritized, along with proximity and access to international border crossings and inter-regional trade corridors.

Employment areas should be incorporated into the ROP by way of a Schedule that identifies the boundaries of each area.

Supportive policy language should also be provided to highlight the goals and objectives for these areas, as well as how they are to be addressed in advance of or during the Region's next MCR.

Employment lands

Employment lands are intended to support smaller employment uses and clusters. Employment lands outside of employment areas will predominantly continue as local employment centres or single parcels that possess a particular employment use (e.g. automobile-related services).

The Region should continue to collaborate with local municipalities to refine employment land policies for lands outside of employment areas.

Permitting employment-supportive uses in employment areas

The Region should consider including provisions within the new ROP for employment land and employment area policies that permit for employment-supportive uses in certain areas.

The intent is to permit clusters of employment-supportive uses at intersections, gateway locations, or transitional areas to enhance the locational attributes and competitiveness of mixed-use urban employment areas.

Consider identifying and protecting future employment areas

In planning beyond the 2041 horizon, it is important that the Region also proactively identify and protect future employment areas through the ROP. Future employment areas protect lands that can accommodate future employment uses in strategic locations based on the “criteria for employment areas” listed in section 5.2 of this Strategy.

Based on the common characteristics of employment areas within the GGH, it is recommended that a future employment area(s) be identified within municipalities that have an airport or have the Provincial Gateway Economic Zone and Gateway Economic Centre designation, as these represent the greatest opportunities for long-term employment growth and investment.

Future employment areas policies in the new ROP should:

- Prohibit the conversion of employment lands within future employment areas to non-employment uses.
- Direct local municipalities to include provisions in official plans and zoning by-laws that protect employment land within future employment areas.
- Require any identified potential future employment areas be considered through the Region’s MCR process.

The identification of a future employment area should require the delineation of exact boundaries and creation of a concept plan for the area.

Concept plans should contain analysis that examines environmental systems and features, existing and planned municipal servicing, and transportation infrastructure that will affect future employment-related development within the strategic employment area.

Future employment areas should be continuously assessed and monitored to determine whether they need to be protected for future employment uses.

Opportunity to plan for intensified employment uses

There is opportunity to grow office and knowledge-based employment in Niagara.

The Region should consider identifying locations for higher employment densities in the form of major office developments with permitted employment-supportive uses. Locations should be in close proximity to higher order transit and retrofit existing building stock where possible.

While it may take a significant amount of time before higher density employment materializes, the Region and its local municipalities should protect opportunities for higher density employment from lower density uses.

The Region's new ROP should specify employment targets for each identified employment area, excluding future employment areas.

Establish minimum density targets for employment areas

The Region, in consultation with local municipalities, are required to establish minimum density targets for each Employment Area. Densities are to reflect the current and anticipated type and scale of employment that characterizes the employment area to which the target applies.

Identification of minimum densities targets will assist in directing employment growth and development to locations most suitable based on employment type.

Opportunity to identify provincially significant employment zones

The Region, in consultation with local municipalities, should continue to consult with the Province to identify PSEZs in Niagara, if any.

The PSEZ designation provides the strongest restrictions in regards to converting employment to non-employment uses.

The Region and its local municipalities should work together to create criteria that clearly distinguishes eligibility for all lands – regardless of their designation for employment or non-employment uses – that would qualify for consideration towards becoming recognized as a PSEZ.

Availability of connections to servicing and infrastructure

Prospective employers seek sites that offer a predictable, low-risk development application approvals process and can be developed in a timely manner.

Available connections to municipal servicing and infrastructure should improve the overall marketability of vacant employment area parcels.

The Region and its local municipalities must work together to prioritize efforts to ensure that employment areas are equipped with municipal servicing, utilities, and convenient access to major goods movement facilities and infrastructure.

These efforts should enhance investor confidence through offering a degree of certainty in regards to expectations of when existing un-serviced vacant parcels can be developed.

9.0 CONCLUSIONS

This Strategy provides the context, supporting background information and analysis to develop objectives and a policy framework for Niagara's new ROP.

Recommendations in this Strategy are based upon a comprehensive assessment of the Region's employment areas in respect of existing physical characteristics and socio-economic market conditions that define employment areas across the GGH, as well as municipal and stakeholder input

In reviewing the Region's employment areas, it was revealed that a large diversity exists with respect to employment area location, size, configuration and economic output.

Overall, the Region's employment areas are easily accessible to major goods movement facilities and corridors. Further, the Region's close proximity to the Canada-United States border, Federal designation as a Foreign Trade Zone Point, and Provincial recognized Gateway Economic Zone and Gateway Economic Centre enhances its competitive edge to attract prospective employers.

However, several of the Region's employment areas are constrained by barriers to development. These constraints include parcels that are small, irregular in size; parcel fragmentation due to the presence of natural environmental features; an absence of municipal servicing / utility connections; and, existing land use compatibility issues with adjacent non-employment uses.

Using the common criteria of employment areas in the GGH, assessment of the Region's employment areas and recommendations of this Strategy, employment areas will be further refined (conversions and expansions) for input into the new ROP.

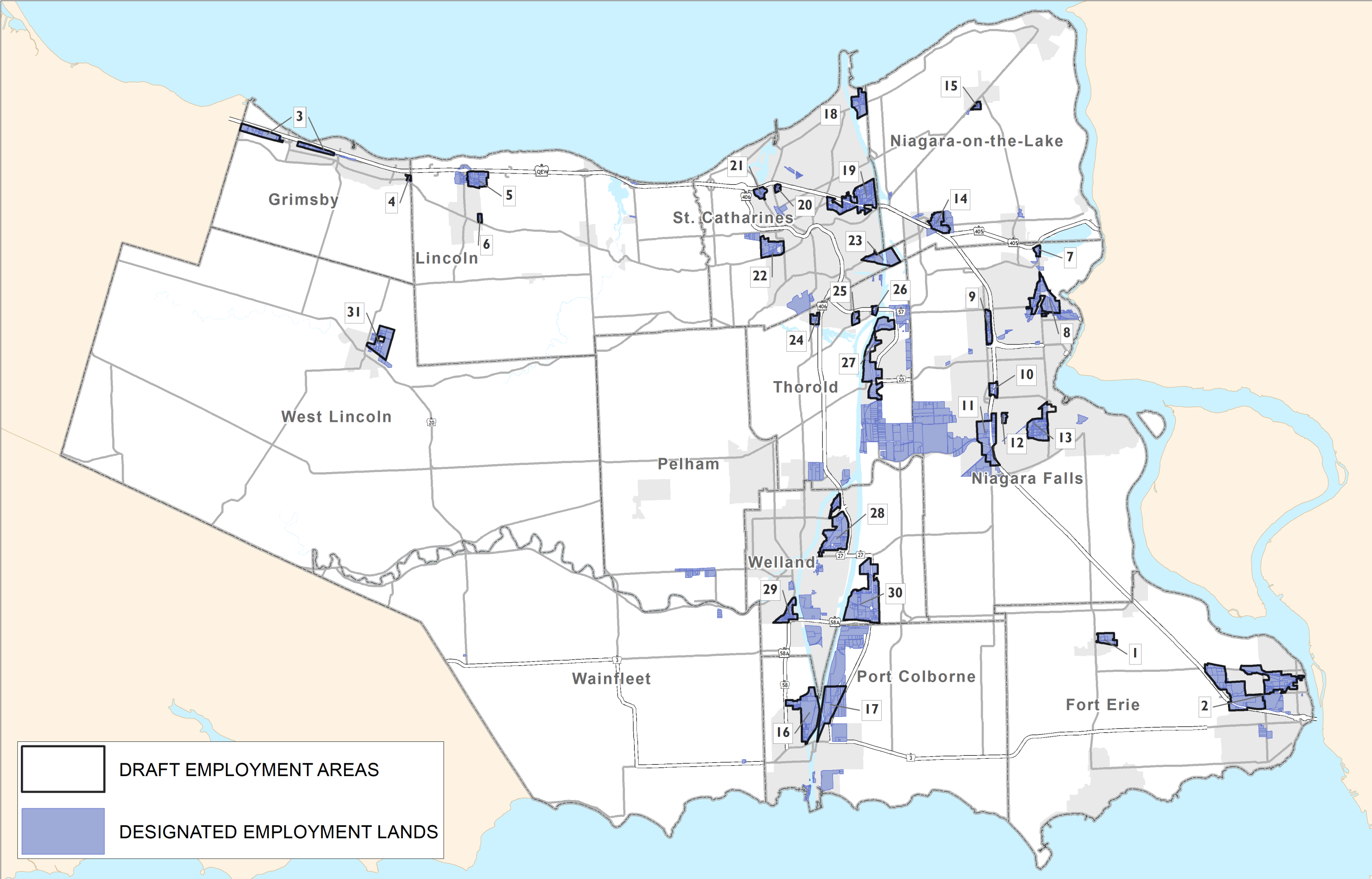
Draft recommendations of this Strategy include general policy direction that the Region should consider when drafting employment area policies for the new ROP.

The recommendations of this Strategy should be further refined through consultation between the Region and its local municipalities.

Appendix A

Niagara Region employment lands and employment areas

Appendix A: Niagara Region's employment lands and employment areas



Appendix B

Physical and market review of Niagara Region's employment areas

Appendix B: Physical and market review of Niagara’s employment areas (refer to Appendix A for employment area mapping)

Identification		Physical Context				Policy Context and Classification				Qualitative Assessment	
Map # / Code	Employment Area	Location and Gross Developable Area (GDA)	Physical Characteristics	Building/Development Characteristics	Access and Infrastructure	Policy Classification	Industrial Area Attributes	Business Park Attributes	Other Attributes	Strengths/Opportunities	Weaknesses/Constraints
			Lot sizes Topography Environmental Constraints	Building stock, sizes, age of buildings, employment density	Serviced Highway Access Other access (rail, water, airport); Planned capital projects	Land Use Designation in Local Area Official Plan	Access Transportation and Infrastructure Critical mass Parcel size Land use compatibility Market choices	Access Critical mass Minimal buffers Land use compatibility Employment supportive uses Concentration of like industries/sectors	Access to labour, transit, institutions, mix of uses, financial incentives		
(1) Fort Erie	Stevensville Industrial Park	<ul style="list-style-type: none">Close proximity to Stevensville Road (Regional Road)42.49 ha GDA	<ul style="list-style-type: none">Range of parcel sizes from 1-16 hectares to accommodate different employment usesRelatively small employment area with <10 parcels available for developmentSignificant environmental constraints northwestern portion	<ul style="list-style-type: none"><10 buildings located within employment areaRange in building footprint from approx. 500 m² to 13,500m²Employment density of 12 jobs per hectare	<ul style="list-style-type: none">Employment area is servicedRail corridor located to south of employment areaLocated approx. 3 kilometres from closest highway interchange (Netherby Road and QEW)	<ul style="list-style-type: none">Industrial	<ul style="list-style-type: none">Transportation and Infrastructure (rail and regional roads)Parcel size (small and large-scale facilities)Location (2 access points from adjacent roads)Market choice (small and large parcels)Land use compatibility	<ul style="list-style-type: none">Access (QEW)	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Potential for rail access along southern portion of employment area	<ul style="list-style-type: none">Entire employment area lacks direct access/exposure to QEW (approx. 3 kilometres to Netherby Road interchange)Relatively isolated from other amenities and urban areasSmall size of employment area cannot accommodate significant scale of employment uses
(2) Fort Erie	Fort Erie Industrial Park	<ul style="list-style-type: none">Close proximity to Canada/US border crossing at Peace Bridge332.00 GDA	<ul style="list-style-type: none">Significant environmental constraints (designated as environmental conservation/ protection) located throughout employment areaSensitive land uses such as urban residential in close proximity to northern and portions of employment areaParcels are fragmented and/or irregularly shapedAverage parcel size of approx. 3.1 hectares	<ul style="list-style-type: none">Variety of land sizes/parcel sizesSignificant portions of vacant employment, especially in the northern portion (approx. 190 hectares)Employment density of 9 jobs per hectareCompetitive land prices	<ul style="list-style-type: none">Close proximity to Peace Bridge international border crossing (approx. 3 kilometres)Direct access/exposure to QEW (Gilmore, Thompson, Bowen interchanges)Direct access/potential for expanded rail access along northern portion of employment areaEmployment Area fully or partially serviced; no upgrades to Regional water/sanitary services anticipated	<ul style="list-style-type: none">Industrial	<ul style="list-style-type: none">Access (QEW)Transportation and Infrastructure (highway, rail)Critical mass (~300 ha)Parcel size (small and large-scale facilities)Location (multiple access points from regional/provincial highways)Market choice (small and large parcels)	<ul style="list-style-type: none">Access (QEW)Critical mass	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Very close proximity to Canada/US border (less than 5 km) presents opportunities for cross-border tradeWell connected by transportation infrastructure; opportunities for enhanced connectivity with local road improvements; allows for specialized transportation needsCapitalizes on opportunity for advanced manufacturing, transportation/warehouse using, logistics industries	<ul style="list-style-type: none">Fragmented nature of parcels may limit potential of employment uses/create difficulty in attracting desired end usersEmployment lands within the Employment Area are separated from one another by wetlands/significant woodlots
(3) Grimsby	Grimsby West QEW Employment Area	<ul style="list-style-type: none">Location in western portion of Niagara Region provides closest proximity to GGH/rest of OntarioClose proximity to Provincially Significant Employment Zone #25 (Hamilton Portlands)109.10 ha GDA	<ul style="list-style-type: none">Large range in parcel size from 0.3-29 hectares able to accommodate range of employment usesRelatively high employment density of 31 jobs per hectare	<ul style="list-style-type: none">Building stock construction year rages from 1972 to 2015; median 1988Median rentable building area: 47,577 m² (western portion); 21,580 m² (eastern portion)Built form is generally low-rise, 1-2 storeys; warehouse-style buildings; typical range in building footprints from 900 m² to 33,000 m²Relatively high employment density of 43 jobs per hectare	<ul style="list-style-type: none">Fully serviced land; majority of vacant land is serviced by municipal infrastructureDirect access and exposure to QEW (direct exposure to highway corridor along South Service Road)Several capital projects/infrastructure improvements planned in the area including major and minor streetscape improvements along South Service Road and Industrial Drive	<ul style="list-style-type: none">Employment AreaEmployment Area – Office (Grimsby GO Secondary Plan)	<ul style="list-style-type: none">Access (QEW)Transportation and infrastructure (highway, rail)Parcel size (small and large-scale facilities)Location (multiple access points from local roads/provincial highways)	<ul style="list-style-type: none">Access (QEW)Minimal land use buffersCharacter (streetscapes, landscaping)	<ul style="list-style-type: none">Close proximity to planned Grimsby GO stationAccess to labour forces from both Niagara Region and Hamilton/Halton Region	<ul style="list-style-type: none">Direct access/high visibility along QEW and close location to the GTHA is unique feature amongst other Employment Areas; opportunity to capitalize on close proximity to GTHAClose proximity to proposed Grimsby GO station, with major street/public realm improvements planned along South Service Road; opportunity to attract prestige businesses to the area	<ul style="list-style-type: none">Parcels are limited by hard boundaries including QEW to the north and rail corridor to the south; employment area is relatively narrow and has an average width of approx. 150 metresSurrounding non-compatible land uses (e.g. residential/commercial) constrain expansion of Employment Area and may limit full viability of certain employment usesLimited land supply presents challenge for future intensification
(4) Grimsby	Grimsby East QEW Employment Area	<ul style="list-style-type: none">Located in close proximity to QEW (within 2-3 kilometres)Location in western portion of Niagara Region provides closer	<ul style="list-style-type: none">Minimal environmental constraints/limitationsGenerally flat topographyAbutted by agricultural, residential (low/medium density),	<ul style="list-style-type: none">Relatively high employment density of 51 jobs per hectareMajority of parcels are vacant and open for development	<ul style="list-style-type: none">Fully serviced land; majority of vacant land is serviced by municipal infrastructureDirect access and exposure to QEW (direct exposure to highway	<ul style="list-style-type: none">Employment Area	<ul style="list-style-type: none">Access (QEW)	<ul style="list-style-type: none">Access (QEW)Minimal land use buffersEmployment-supportive uses (transition between	<ul style="list-style-type: none">Access to labour forces from both Niagara Region and Hamilton/Halton Region	<ul style="list-style-type: none">Direct access/high visibility along QEW and close location to the GTHA is unique feature amongst other Employment Areas; opportunity to	<ul style="list-style-type: none">Relatively small employment area with approx. 10 parcels available for development

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			Lot sizes Topography Environmental Constraints	Building stock, sizes, age of buildings, employment density	Serviced Highway Access Other access (rail, water, airport); Planned capital projects	Land Use Designation in Local Area Official Plan	Access Transportation and Infrastructure Critical mass Parcel size Land use compatibility Market choices	Access Critical mass Minimal buffers Land use compatibility Employment supportive uses Concentration of like industries/sectors	Access to labour, transit, institutions, mix of uses, financial incentives		
		proximity to GGH/rest of Ontario <ul style="list-style-type: none">6.22 ha GDA	commercial and institutional land uses (Niagara West YMCA)	<ul style="list-style-type: none">Building footprint average approx. 900 m²	corridor along South Service Road) <ul style="list-style-type: none">Rail corridor bi-sects Employment Area; opportunity for access/expanded access to corridor			commercial/residential uses)		capitalize on close proximity to GTHA	<ul style="list-style-type: none">Limited exposure/visibility from highwayIn close proximity to sensitive land uses to the south and west (residential uses/institutional uses such as Niagara West YMCA)
(5) Lincoln	Beamsville QEW Industrial Park	<ul style="list-style-type: none">Close proximity to Ontario Street (regional road)Strategic location as a "gateway" to Town of Lincoln from the QEW74.78 ha GDA	<ul style="list-style-type: none">Number of environmental constraints located along eastern portion of Employment Area and throughout interior (e.g. significant woodlots)Range in parcel sizes and layout from 0.3-4 hectares, but parcels are still relatively small	<ul style="list-style-type: none">Relatively high employment density at 29 jobs per hectareApprox. 45% of parcels are vacant and available for developmentRange in building footprint sizes from 400 m² to 23,000 m²Built form typically low-rise, 1-storey warehousing buildings with significant portions of outdoor storage	<ul style="list-style-type: none">Features direct access from QEW (via Ontario Street interchange)Number of properties along south portion of QEW have direct exposure/significant highway visibilityClose proximity to rail corridor/opportunities for expanded access to railMajority of vacant parcels are serviced (approx. 72%)	<ul style="list-style-type: none">IndustrialBeamsville GO Transit Station Secondary Plan	<ul style="list-style-type: none">Access (QEW)Location (3 access points)Critical massLand use compatibilityParcel sizes (small and mid-size facilities)Market choice (range in parcel sizes)	<ul style="list-style-type: none">Access (QEW)Land use compatibilityEmployment-supportive uses (agricultural uses)	<ul style="list-style-type: none">Located east of a future potential GO Station site	<ul style="list-style-type: none">Direct access/exposure to QEWPotential for rail access along southern portion of employment areaClose proximity to proposed Grimsby Go StationClose proximity to existing agricultural uses presents opportunities to support value added/ancillary uses in agri-business and food processing sectors	<ul style="list-style-type: none">Portions of employment area limited by environmental constraintsLimited supply of available land presents challenge for large-scale development/employment uses
(6) Lincoln	Lincoln King Street/Bartlett Road Employment Area	<ul style="list-style-type: none">Relatively small employment area (<10 employment parcels available for development)9.06 ha GDA	<ul style="list-style-type: none">Relatively small parcel sizes ranging from 0.3-2.5 hectaresNo major environmental constraints identified within Employment Area; stream and wooded area located along western edge of Employment Area	<ul style="list-style-type: none">Employment density of 8 jobs per hectareBuilt form characterized by low-rise, 1 storey warehouse-type buildingsBuilding footprints range from approx. 700 m² to 2,500 m²	<ul style="list-style-type: none">Located along regional road (Bartlett Avenue)Located approx. 3.5 kilometres south of nearest highway interchange (Ontario Street); no direct access via regional road	<ul style="list-style-type: none">Industrial	<ul style="list-style-type: none">Parcel size (small and mid-size facilities)	<ul style="list-style-type: none">Minimal land use buffers	<ul style="list-style-type: none">n/a	<ul style="list-style-type: none">Close proximity to Beamsville urban centre provides additional amenities to employment usesProximity to agricultural-related uses presents opportunity to capitalize on agri-business, food processing and culinary related employment uses	<ul style="list-style-type: none">No direct access to QEW (approx. 3.5 kilometres to closest interchange at Ontario Street)Non-compatible land uses to north, west and south (residential, environmental, institutional) may limit viability of certain employment usesSmall size of Employment Area/limited number of parcels limits opportunity to sustain critical mass of employment
(7) Niagara Falls	Niagara Falls Highway 405 Employment Area	<ul style="list-style-type: none">Located along urban boundary – expansion may require 2-3 years through MCR processLocated near Queenston/Lewiston border crossing914.67 ha GDA	<ul style="list-style-type: none">Range in parcel size from 0.5 - 7.5 hectares (although still relatively small parcel sizes overall)	<ul style="list-style-type: none">Relatively low employment density 8 jobs per hectare)Building typology defined by low-rise, 1 storey warehousing buildings; significant presence of outdoor storage facilities	<ul style="list-style-type: none">Close proximity to Highway 405 via Stanley Avenue (but relatively poor exposure/visibility)Fully serviced Employment AreaVery close proximity to Queenston international border crossing (approx. 3.5 kilometres)	<ul style="list-style-type: none">Industrial	<ul style="list-style-type: none">Access (Hwy 405)Transportation and infrastructureParcel size (small to large scale facilities)Land use compatibilityMarket choice (small and large parcels)	<ul style="list-style-type: none">Access (Hwy 405)	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Close proximity to Queenston international border crossing (approx. 3.5 kilometres) presents opportunity to capitalize on cross-border trade/logistics employment usesGood connectivity via 400-series highway is an attractive attribute to a range of employment uses	<ul style="list-style-type: none">Located along urban boundary – expansion may require 2-3 years through MCR processRelatively small size of Employment Area limits potential to support critical mass of employment uses

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			Lot sizes Topography Environmental Constraints	Building stock, sizes, age of buildings, employment density	Serviced Highway Access Other access (rail, water, airport); Planned capital projects	Land Use Designation in Local Area Official Plan	Access Transportation and Infrastructure Critical mass Parcel size Land use compatibility Market choices	Access Critical mass Minimal buffers Land use compatibility Employment supportive uses Concentration of like industries/sectors	Access to labour, transit, institutions, mix of uses, financial incentives		
(8) Niagara Falls	North Niagara Falls Secure Storage Employment Area	<ul style="list-style-type: none">Located in close proximity to Whirlpool Bridge border crossing172.89 ha GDA	<ul style="list-style-type: none">Range in parcel sizes from 0.4 to 15.5 hectaresLimited environmental constraints	<ul style="list-style-type: none">Competitive land pricesEmployment density of approx. 11 jobs per hectareSignificant portions of vacant employment land (esp. within eastern portion of Employment Area)	<ul style="list-style-type: none">Close proximity to international rail crossing at Whirlpool rail bridgeClose proximity to Queenston (approx. 6 kilometres) and Rainbow International Bridge (approx. 4.5 kilometres)Potential for rail access throughout Employment AreaAccess to 400 series highwayAccess to full municipal servicesSeveral capital infrastructure improvements planned in the immediate area	<ul style="list-style-type: none">Industrial with portions under Special Policy Area 62Industrial with portions under Special Policy Area 62	<ul style="list-style-type: none">Transportation and infrastructure (international rail crossings)Parcel sizes (small to large scale facilities)Market choice (range in size and shape of parcels)Critical massLocation (multiple access points)	<ul style="list-style-type: none">n/a	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Close proximity to Whirlpool international border crossing (approx. 3.5 kilometres) presents opportunity to capitalize on cross-border trade/logistics employment usesProximity to border crossing and rail access presents opportunity for specialized employment uses including secure storage of cross-border goods; Whirlpool bridge limited to rail traffic and NEXUS cardholders; opportunity for development of rail-based goods storage facilities	<ul style="list-style-type: none">Fragmented/irregular land patterns and shape of parcels may present issues in attracting certain employment uses/optimizing employment lands
(9) Niagara Falls	Niagara Falls QEW/420 Employment Area	<ul style="list-style-type: none">Centrally located in City of Niagara Falls, in close proximity to both QEW and Highway 42053.28 ha GDA	<ul style="list-style-type: none">Surrounded by sensitive land uses in close proximity to the west of employment area (residential)Range in lot sizes from 0.2 to 3.5 hectares	<ul style="list-style-type: none">Built form characterized by low-rise 1-storey warehousing buildingsSignificant portions of outdoor storage throughout Employment AreaEmployment density of approx. 25 jobs per hectare	<ul style="list-style-type: none">Direct access/exposure to QEW; close proximity to Highway 420Close proximity to Rainbow international bridgePotential for rail access along southern portion of employment area	<ul style="list-style-type: none">Industrial	<ul style="list-style-type: none">Access (QEW)Parcel sizes (supports small to mid-size facilities)Market choice (range in parcel sizes)	<ul style="list-style-type: none">Access (QEW)Minimal land use buffers	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Close proximity to international border crossings presents opportunity to capitalize on cross-border trade/logistics employment usesAdequate buffering from sensitive land uses (e.g. residential) presents opportunity to support employment uses that require more stringent land use compatibility	<ul style="list-style-type: none">Limited size of Employment Area/constraints of adjacent non-compatible land uses limits ability to support critical mass of employment uses
(10) Niagara Falls	Niagara Falls QEW Centre Employment Area	<ul style="list-style-type: none">Centrally located in City of Niagara Falls, in close proximity to QEW24.56 ha GDA	<ul style="list-style-type: none">Range in lot sizes from 0.2 to 2.7 hectares	<ul style="list-style-type: none">Supports relatively high employment density (51 jobs per hectare)Built form characterized by low-rise 1-2 storey warehousing and storage buildings, office/industrial buildings	<ul style="list-style-type: none">Direct access/exposure to QEWClose proximity to international border crossings	<ul style="list-style-type: none">Industrial	<ul style="list-style-type: none">Access (QEW)Land use compatibilityLocation (dedicated access points separated from non-employment uses)Parcel sizes (supports small to mid-size facilities)Market choice (rectangular lots to support range of uses)	<ul style="list-style-type: none">Access (QEW)	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Close proximity to international border crossings presents opportunity to capitalize on cross-border trade/logistics employment uses	<ul style="list-style-type: none">Relatively small employment area (bounded by Hydro Canal to the east and Kinsman Court to the west (only one parcel deep on either side of highway, approx. depth of 150 metres); limited potential to support critical mass of employment usesMany non-compatible uses (e.g. retirement centre, recreational uses) located throughout Employment Area limited viability of employment operations
(11) Niagara Falls	Niagara Falls QEW South Employment Area (Grassy Brook Business Park)	<ul style="list-style-type: none">Centrally located in City of Niagara Falls, in close proximity to QEW	<ul style="list-style-type: none">Employment lands located to west of QEW/north and south of Grassy Brook Road	<ul style="list-style-type: none">Built form generally characterized by low-rise 1-2 storey warehousing buildings	<ul style="list-style-type: none">Direct access/exposure to QEW	<ul style="list-style-type: none">Industrial with portions within the Garner South Secondary Plan	<ul style="list-style-type: none">Access (QEW)Critical mass	<ul style="list-style-type: none">Access (QEW)Employment-supportive uses (large retail pads to north of	<ul style="list-style-type: none">Adjacent to future Niagara South Hospital siteLocated in strategic location for	<ul style="list-style-type: none">Direct access to QEW/close proximity to international border crossings and central Niagara Falls	<ul style="list-style-type: none">Significant portions of employment area limited by environmental constraints along

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(11) Niagara Falls		<ul style="list-style-type: none">147.80 ha GDA	are largely undeveloped	<ul style="list-style-type: none">Supports employment density of 17 jobs per hectare	<ul style="list-style-type: none">Close proximity to international border crossings		<ul style="list-style-type: none">Land use compatibilityParcel size (supports small to large-scale facilities)Market choice (range in parcel size)	site; future hospital to south)	investment (Gateway CIP)	<ul style="list-style-type: none">presents location-based opportunities for businessesClose proximity to cluster of tourism-related uses in Niagara FallsOpportunities for office-based tourism activities (e.g. professional office, services, business services); opportunity for large, campus-style developmentProximity to future hospital site provides opportunities to support ancillary health care/medical related employment uses	western/central portion of employment area)
(12) Niagara Falls	Niagara Falls Dorchester Road Employment Area	<ul style="list-style-type: none">Located along Dorchester Road in South Niagara Falls; approx. 2.5 kilometres from closest highway interchange (McLeod Avenue and QEW)10.32 ha GDA	<ul style="list-style-type: none">Bounded by Welland Canal/Hydro River and Significant woodlot/wetlandsTwo parcels are partially covered by wetlandsLot sizes range from 0.3-3.1 hectares	<ul style="list-style-type: none">Built form characterized by low rise 1-2 storey warehouse buildingsSignificant portions of outdoor storage throughout Employment AreaRange in building footprints from approx. 250 m² to 5,900 m²Supports employment density of 43 jobs per hectare	<ul style="list-style-type: none">Potential for rail access along eastern edge of Employment Area	<ul style="list-style-type: none">Industrial	<ul style="list-style-type: none">Land use compatibilityMarket choice (building typology conducive to adaptive reuse)	<ul style="list-style-type: none">Land use compatibility	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Close proximity to multiple international border crossings (Rainbow International Bridge and Peace Bridge) presents opportunity to attract	<ul style="list-style-type: none">Relatively small employment area; <7 parcels available for development/redevelopment; presents challenge in supporting critical mass of employment usesNo direct access/exposure to 400-series highway; relatively isolated from major transportation corridors limits viability to attract higher order employment uses
(13) Niagara Falls	Niagara Falls Stanley Avenue Business Park	<ul style="list-style-type: none">Located in South Niagara Falls, bounded by Chippawa Parkway to the south and Stanley Avenue to the east116.07 ha GDA	<ul style="list-style-type: none">Significant portions of interior of Employment Land covered by Niagara Falls Slough Forest Wetland ComplexLot sizes range from 0.4 to 8.3 hectares in sizeMajority of lots are rectangular in shape; land division pattern throughout Employment Area is attractive for businesses (ability to optimize employment lands)	<ul style="list-style-type: none">Supports employment density of 17 jobs per hectare	<ul style="list-style-type: none">Access to regional road, Stanley Avenue	<ul style="list-style-type: none">Industrial	<ul style="list-style-type: none">Critical massLand use compatibilityParcel size (supports small to large scale facilities)Market choice (parcel configuration supportive of range of employment uses)Location (multiple access points off of Stanley Avenue)	<ul style="list-style-type: none">Land use compatibility (adjacent tourism facilities)	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Approaching significant scale/cluster of employment and uses comparable to other significant employment areas in the GGHAdequately buffered from surrounding sensitive land usesLocated in close proximity to several tourism-related industries in South Niagara Falls; opportunity to support tourism-related business servicesClose proximity to international border crossings (Rainbow International Bridge and Peace Bridge) provides	<ul style="list-style-type: none">Fragmented land parcels along Ramsey Road (very narrow lots with average area of 0.4 hectares)No direct access/exposure to 400-series highway; Area is relative isolated from 400-series highwaysPortions of employment area (especially in the centre and to the northwest) are limited by environmental constraintsAdjacent golf course to be redeveloped for residential uses—may present land use compatibility issues in the future

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										opportunities for cross-border trade	
(14) Niagara-On-The-Lake	Niagara-on-the-Lake Glendale Business Park	<ul style="list-style-type: none">Located in southern NOTL, in close proximity to QEW and district airportLocated adjacent to major retail and commercial uses73.36 ha GDA	<ul style="list-style-type: none">Range in employment land parcel size and size from 0.45 to 13 hectaresRelatively buffered from adjacent sensitive land uses (mainly agricultural uses, open space)Mix of vacant and occupied parcels; approx. 40 hectares of vacant, serviced employment landOnly Employment Area with designated Prestige Industrial land	<ul style="list-style-type: none">Mix of campus style business park buildings ranging from 1-3 storeys and low-rise 1 storey warehouse buildings with open storageSupports employment density of 26 jobs per hectare	<ul style="list-style-type: none">Direct access/exposure to QEW; close proximity to Highway 405Close proximity to Niagara District AirportClose proximity to international border crossings at Queenston, Niagara Falls and Fort ErieContains one of largest amounts of serviced employment land	<ul style="list-style-type: none">Prestige Industrial	<ul style="list-style-type: none">Access (QEW)Parcel sizes (supports medium to large scale employment facilities)Critical massLocation (multiple access points)	<ul style="list-style-type: none">Access (QEW)Transportation and infrastructure (highway and airport)Critical massLand use compatibility (adjacent major retail outlets)	<ul style="list-style-type: none">Proximity to Niagara College	<ul style="list-style-type: none">Opportunity to leverage close proximity to airport for related employment uses; opportunity to attract specialized high-tech/light industrial employment usesStrategic location as gateway node for Town of Niagara-on-the-Lake	<ul style="list-style-type: none">Environmental constraints along western portion of Westwood Court
(15) Niagara-On-The-Lake	Niagara-on-the-Lake Virgil Employment Area	<ul style="list-style-type: none">Located in close proximity to urban centre of Virgil; located within urban area12.83 ha GDA	<ul style="list-style-type: none">Parcel sizes range from 880 m² to 5,100 m² (largest parcel in Employment Area has limited access to Niagara Stone Road)Few vacant employment lands; Employment Area mostly occupied	<ul style="list-style-type: none">Built form characterized by warehousing/manuf acturing building and office buildings with ancillary retailSupports employment density of 31 jobs per hectare	<ul style="list-style-type: none">No existing services on vacant employment land parcelAccess to regional road via Niagara Stone RoadRelatively isolated from 400-series highway (approx. 9.5 kilometres from closest highway interchange)	<ul style="list-style-type: none">General Industrial	<ul style="list-style-type: none">Market choice (parcel configuration supportive of range of small and mid-size uses)	<ul style="list-style-type: none">Minimal land use buffers	<ul style="list-style-type: none">n/a	<ul style="list-style-type: none">Standardized land division pattern (average of 0.3 hectares in size), mostly rectangular/square parcels	<ul style="list-style-type: none">Lack of range of parcel sizes (largest parcel with 5.1 hectares in area has limited access to Niagara Stone Road)Limited access to 400-series highway (located approximately 8 kilometres to closest interchange with QEW at Glendale Avenue)
(16) Port Colborne	Port Colborne West Port Colborne Employment Area	<ul style="list-style-type: none">Located in close proximity to Welland Canal; located west of Canal193.05 ha GDA	<ul style="list-style-type: none">Parcel sizes range from approx. 3600 m² to 892,500 m² (89 ha)Generally topographically uniformMud Lake Conservation Area located to north of Employment Area	<ul style="list-style-type: none">Supports employment density of 8 jobs per hectareBuilt form typically characterized by large building footprints; large warehousing and logistics/storage facilitiesPresence of a major international industrial facilities	<ul style="list-style-type: none">Potential for access to Welland CanalPotential for rail access throughout Employment AreaAccess to provincial highway via Highway 58A	<ul style="list-style-type: none">Industrial and Employment Area	<ul style="list-style-type: none">Access (Highway 58A)Transportation and infrastructure (highway, rail facilities, canal)Critical MassLand use compatibilityParcel size (large range in sizes/ configurations)	<ul style="list-style-type: none">Access (Highway 58A)	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Addition of port infrastructure and facilities along the Canal to facilitate loading/unloading of goods and materialsAccess to international markets (e.g. Jungbunzlauer Canada Inc.); Significant scale of employment uses	<ul style="list-style-type: none">No direct access/exposure to 400-series highway (approx. 15 kilometres south of Highway 406 terminus)Environmental constraints along Canal may limit potential for Canal access
(17) Port Colborne	Port Colborne East Port Colborne Employment Area	<ul style="list-style-type: none">Located in close proximity to Welland Canal; located east of Canal152.96 ha GDA	<ul style="list-style-type: none">Significant number of vacant lots with parcel size greater than 10 ha; also contains mix of vacant lots ranging from 1-6 haLarge parcel sizes greater than 10 hectares throughout Employment Area	<ul style="list-style-type: none">Majority of Employment Area is vacant and not developedSupports employment density of 8 jobs per hectare	<ul style="list-style-type: none">Access to Provincial Highway via Highway 140Access to Welland Canal; opportunity to expand access in the futurePotential rail access throughout Employment AreaLocated within 10-25 kilometres of border crossing	<ul style="list-style-type: none">Gateway Economic Centre	<ul style="list-style-type: none">Access (Highway 140)Transportation and infrastructure (highway, rail facilities, canal)Critical massLand use compatibilityParcel size (large range in sizes)Market choice (range of employment uses supported)	<ul style="list-style-type: none">Access (Highway 140)	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Access to other provincial highway (Highway 140)Significant portions of undeveloped land— vacant land supply able to attract new businesses (permitted uses ranging from dry industrial, light industrial and general industrial)Opportunity to expand employment area northward along the canal to connect to employment areas	<ul style="list-style-type: none">No direct access/exposure to 400-series highway (approx. 12 kilometres south of Highway 406 terminus); Relatively located further from the US-border (10-25 kilometres) than other employment areasMajority of vacant parcels not currently municipally serviced

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			Lot sizes Topography Environmental Constraints	Building stock, sizes, age of buildings, employment density	Serviced Highway Access Other access (rail, water, airport); Planned capital projects	Land Use Designation in Local Area Official Plan	Access Transportation and Infrastructure Critical mass Parcel size Land use compatibility Market choices	Access Critical mass Minimal buffers Land use compatibility Employment supportive uses Concentration of like industries/sectors	Access to labour, transit, institutions, mix of uses, financial incentives		
(17) Port Colborne										<div>in Welland (this portion of land currently designated rural industrial)</div> <ul style="list-style-type: none">Potential for access to Welland Canal; addition of port infrastructure and facilities along the Canal to facilitate loading/unloading of goods and materials; leverage employment intensification along Canal in light of Hamilton Harbour reaching capacityOpportunity to expand and link with Employment Area located to the north in Welland; securing further access to Canal	
(18) St. Catharines	St. Catharines Port Weller Employment Area	<ul style="list-style-type: none">Located within urban area of St. Catharines77.91 ha GDA	<ul style="list-style-type: none">Approx. 75 ha of vacant employment land; 25 ha of which are servicedRange in parcel sizes from 0.5 to 7.5 hectaresVacant employment parcels range in size from 6 ha to greater than 10 haSurrounded by non-compatible land uses including residential uses	<ul style="list-style-type: none">Historical character of employment area – age of building stock dates to 1930sBuilding stock includes range of newer and older buildings; includes 1-2 storey prestige and light industrial uses, business commercial usesMajority of ands designated industrial with potential to support a wide range of heavy and light industrial usesSupports employment density of 32 jobs per hectare	<ul style="list-style-type: none">Close proximity to Welland Canal/only active port along CanalAccess to regional road via Regional Road 87Fully serviced by municipal services; Vacant employment parcels fully serviced	<ul style="list-style-type: none">General Employment	<ul style="list-style-type: none">Transportation and infrastructure (proximity to canal)Critical massParcel size (supports small to large scale uses)Land use compatibility (towards southern portion)	<ul style="list-style-type: none">Character (streetscaping; landscaping)Minimal land use buffers (towards northern portion)	<ul style="list-style-type: none">n/a	<ul style="list-style-type: none">Significant government land holdings may provide opportunity to attract strategic investment from multiple levels of governmentClose proximity/direct access to the only active port along the Welland Canal presents opportunity to attract marine-related employment usesProximity to agricultural/wine producing uses may present opportunity to support agriculture-related employment uses including horticulture, food processing, etc.	<ul style="list-style-type: none">No direct access to 400-series highway (approx. 8-10 kilometres to QEW) may present challenges to attracting logistics-based employment usesAdjacent sensitive land use (residential) may present land use compatibility issues/limit expansion opportunitiesHistorical contamination has created requirements for brownfield redevelopment/remediation; may present challenges to future development costs
(19) St. Catharines	St. Catharines Eastchester Industrial Area	<ul style="list-style-type: none">Located in central-eastern portion of City of St. CatharinesOne of the largest employment areas in Niagara Region217.22 ha GDA	<ul style="list-style-type: none">Vacant employment land parcels range from <1 ha to 3-6 haApprox. 12 ha of vacant serviced employment land	<ul style="list-style-type: none">Supports employment density of 35 jobs per hectareBuilt form characterized by 1-3 storey buildings; consisting of business commercial plazas, warehousing and outdoor storage, light and general industrial buildingsMedian rental building area of 15,061 m² (from	<ul style="list-style-type: none">Access to multiple major regional transportation routes including. QEW (running through Employment Area) and Highway 406 (located immediately south)Employment parcels are fully serviced	<ul style="list-style-type: none">General Employment and Business Commercial Employment	<ul style="list-style-type: none">Access (QEW)Critical massLocation (multiple access points)Parcel size (range from small to large sizes)Land use compatibilityMarket choice (mix of vacant large parcels)	<ul style="list-style-type: none">Access (QEW)Critical massEmployment-supportive uses	<ul style="list-style-type: none">Close proximity to Niagara District AirportClose proximity to Brock University and Niagara CollegeMix of commercial/retail uses throughout Employment Area	<ul style="list-style-type: none">Approaching size and scale of significant employment area comparable to other areas across the GGH (approx. 275 hectares)Supports largest employment base in the Region (approx.. 10,000 full time jobs)Direct access/exposure to QEWPossibility for expanded access to	<ul style="list-style-type: none">Sensitive land uses (e.g. residential) to the north and west of employment area may limit some industrial/manufacturing uses

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				sample size of 213 buildings) <ul style="list-style-type: none">Building stock age range from 1912 to 2013 (median age of 1976)						<ul style="list-style-type: none">Welland Canal (small minority of parcels)Located in close proximity to St. Catharines Urban Growth Centre; potential for transit expansion	
(20) St. Catharines	St. Catharines QEW Centre Employment Area	<ul style="list-style-type: none">Centrally located in the City of St. Catharines10.28 ha GDA	<ul style="list-style-type: none">Lot sizes range from 0.1 to 0.6 hectaresMinimal environmental constraints; however, surrounded by non-compatible residential uses to the east	<ul style="list-style-type: none">Building stock age ranges from 1957 to 1989, with a median age of 1972 (based on a sample size of 24 buildings)Building stock characterized by low rise 1-2 storey warehousing and business commercial buildingsSupports high employment density (approx. 95 jobs per hectare)	<ul style="list-style-type: none">Direct access/exposure to QEW via Ontario Street interchangeFully serviced by municipal services	<ul style="list-style-type: none">Business Commercial Employment	<ul style="list-style-type: none">Access (QEW)Parcel size (supports small and medium scale facilities)	<ul style="list-style-type: none">Access (QEW)Minimal land use buffers	<ul style="list-style-type: none">Close proximity to transit hub at Fairview Mall	<ul style="list-style-type: none">Direct access/exposure to QEW; centrally located in St. Catharines	<ul style="list-style-type: none">Surrounded by sensitive land uses (residential) to the east
(21) St. Catharines	St. Catharines QEW West Employment Area	<ul style="list-style-type: none">Located in western portion of City of St. Catharines23.90 ha GDA	<ul style="list-style-type: none">Lot sizes range from 0.6 to 3.5 hectaresLocated adjacent to wetlands/marsh and Twelve Mile Creek to east of Employment Area	<ul style="list-style-type: none">Building stock characterized by mix of office buildings and low rise warehousing buildings, employment plazasPresence of campus-style office buildings towards northern portion of Employment Area (range from 1-4 storeysAge of building stock ranges from 1946 to 2014, with a median age of 2000 (based on sample size of 12 buildings)Supports high employment density (149 jobs per hectare)	<ul style="list-style-type: none">Direct access/exposure to QEWClose proximity to Highway 406Fully serviced by municipal services	<ul style="list-style-type: none">Business Commercial Employment	<ul style="list-style-type: none">Access (QEW)Critical massParcel size (supports range of small and medium scale uses)Land use compatibility	<ul style="list-style-type: none">Access (QEW)Critical massLand use compatibilityCharacter (streetscaping and landscaping)	<ul style="list-style-type: none">n/a	<ul style="list-style-type: none">Close proximity/direct access/exposure to QEWPresence of multi-storey campus-style office buildings unique asset or Niagara Region to attract prestige businesses in the futureBuffering from adjacent residential uses to the west of the employment area provided by forested area/natural features	<ul style="list-style-type: none">Environmental constraints and Twelve Mile Creek limit expansion opportunities to the east; limited opportunities to expand employment area
(22) St. Catharines	St. Catharines Louth Employment Area	<ul style="list-style-type: none">Located in western St. Catharines85.57 ha GDA	<ul style="list-style-type: none">Lot sizes range considerably from 2,483 to 118,595 m²Median parcel size of 6,649 m²Lots are generally regularly shaped/typical lotting pattern	<ul style="list-style-type: none">Building stock characterized by low-rise built form, warehouse typologyBuilding stock tends to be relatively more recent (within past 20-30 years)Mix of standalone establishments and plaza typologiesSupports employment density of 40 jobs per hectare	<ul style="list-style-type: none">Close access to Highway 406Potential for rail accessFully serviced by municipal services	<ul style="list-style-type: none">General EmploymentSt. Catharines GO Transit Station Secondary Plan	<ul style="list-style-type: none">Access (QEW)Critical massParcel size (supports range of small and medium scale uses)Land use compatibility	<ul style="list-style-type: none">Access (QEW)Critical massLand use compatibility	<ul style="list-style-type: none">Access to inter-regional labour (St. Catharines GO Station)Close proximity to major public service facilities (Niagara Health Network St Catharines Site)	<ul style="list-style-type: none">Close proximity to Highway 406Close proximity to St. Catharines GO Station provides opportunities for attracting inter-regional labour forceOP permits development up to 6 storeys which may be conducive to future office/business park developmentAdjacent land uses are supportive and provide buffer to residential	<ul style="list-style-type: none">Existing residential lots along St. Paul Street West may create compatibility issues

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										communities (e.g. hospital and major retail to the north/west)	
(23) St. Catharines	St. Catharines Welland Canal Employment Area	<ul style="list-style-type: none">Located in eastern St. Catharines along the Welland Canal91.13 ha GDA	<ul style="list-style-type: none">Employment land lots range in size from approx. 0.8 ha to 50 ha	<ul style="list-style-type: none">Building stock varies significantly in terms of footprint areasPresence of 1 large-scale product assembly buildings with large footprints (15 ha)Building stock tends to be low-rise with 1-2 storeyBuilding stock tends to be relatively older (50-60 years old)Supports employment density of 28 jobs per hectare	<ul style="list-style-type: none">Fully serviced by municipal servicesPotential for expanded access to	<ul style="list-style-type: none">General Employment	<ul style="list-style-type: none">AccessTransportation and infrastructureParcel SizeLand use compatibilityMarket choice	<ul style="list-style-type: none">AccessCritical massLand use compatibility	<ul style="list-style-type: none">Access to regional-scale labour through GM plant	<ul style="list-style-type: none">GM assembly plant represents key employment generatorAccess for expanded rail access	<ul style="list-style-type: none">Transportation linkages somewhat limited by Welland Canal (e.g. Glendale Bridge)
(24) Thorold	Thorold Brock Park Employment Area	<ul style="list-style-type: none">Centrally located in Thorold, in close proximity to Brock UniversityLocated within Urban Area of ThoroldLocated in close proximity to Brock University, Regional Headquarters24.45 ha GDA	<ul style="list-style-type: none">Range in size of parcel sizes from <1-2 hectares; consistent size and shape of parcels (mostly rectangular lots)	<ul style="list-style-type: none">Building stock characterized by low rise institutional and office buildings; recent construction ofBuilding footprints contain a median rental floor area of 27,171 m²Age of building stock ranges from 1991 and 1988 (based on sample size of 2 buildings)Supports employment density of 73 jobs per hectare	<ul style="list-style-type: none">Located in close proximity to Highway 406Full municipal services	<ul style="list-style-type: none">Brock Business Park EmploymentBrock Business Park Secondary Plan	<ul style="list-style-type: none">Access (Highway 406)Parcel sizes (support medium and large scale uses)	<ul style="list-style-type: none">Access (Highway 406)Land use compatibilityEmployment-supportive usesCharacter (campus-style)	<ul style="list-style-type: none">Close proximity to Brock University, Regional HeadquartersMix of institutional and residential uses throughout Employment AreaLocated in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Ability to accommodate range of office and research/development land uses; campus style settingClose proximity to Brock University and Niagara Regional Headquarters—capitalizes on market opportunity for research and development and technology employment uses; capitalizes on market opportunity for research/development/technology	<ul style="list-style-type: none">Environmental constraints along southern boundary of employment area
(25) Thorold	Thorold McCleary Drive Employment Area	<ul style="list-style-type: none">Entirety of employment area located within urban area22.25 ha GDA	<ul style="list-style-type: none">Range in parcel sizes from <1 to >5 hectares	<ul style="list-style-type: none">Ability to accommodate range of general industrial land usesSupports employment density of 49 jobs per hectare	<ul style="list-style-type: none">Fully serviced; availability of pre-serviced lots in business park settingPotential for rail access along southern portion of employment areaAccess to other provincial highway (Highway 58)	<ul style="list-style-type: none">General Industrial	<ul style="list-style-type: none">Access (Highway 406 and 58)Land use compatibilityMarket choice (employment area mostly vacant)	<ul style="list-style-type: none">Access (Highway 406 and 58)	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Majority of parcels are vacant; represents opportunity to attract general industrial uses in the future	<ul style="list-style-type: none">Relatively small employment area (approx. 25 hectares in total); limited opportunities to expand beyond current boundaries and support a critical mass of employment uses
(26) Thorold	Thorold Highway 58 Employment Area	<ul style="list-style-type: none">Located approx. 700 m south of downtown ThoroldBordered to the east by Welland CanalHighway 58 runs underneath employment area as	<ul style="list-style-type: none">Range in parcel sizes from 0.2 to 2.1 hectares to support range of employment usesFew environmental encumbrances identified on Regional mapping	<ul style="list-style-type: none">Building stock characterized by low rise warehousing and automobile-related buildings; significant portions of outdoor storage	<ul style="list-style-type: none">Close proximity to other provincial highway (Highway 58)Potential for rail access throughout employment areaPotential for Canal access along eastern	<ul style="list-style-type: none">General Industrial	<ul style="list-style-type: none">Access (Highway 58)Location (multiple access points)Land use compatibility	<ul style="list-style-type: none">Access (Highway 58)	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Existing employment uses include automobile-related facilities and truck rentals; opportunity to support auto-focuses employment area	<ul style="list-style-type: none">Surrounded by sensitive land uses (e.g. residential and commercial uses) that may limit viability/expansion of certain employment usesRelatively small employment area




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			Lot sizes Topography Environmental Constraints	Building stock, sizes, age of buildings, employment density	Serviced Highway Access Other access (rail, water, airport); Planned capital projects	Land Use Designation in Local Area Official Plan	Access Transportation and Infrastructure Critical mass Parcel size Land use compatibility Market choices	Access Critical mass Minimal buffers Land use compatibility Employment supportive uses Concentration of like industries/sectors	Access to labour, transit, institutions, mix of uses, financial incentives		
(26) Thorold		it crosses Welland Canal <ul style="list-style-type: none">9.27 ha GDA		<ul style="list-style-type: none">Building footprints range from 110 m² to 1,400 m²Supports employment density of 40 jobs per hectare	portion of employment area		<ul style="list-style-type: none">Parcel size (range from small to medium scale uses)				(approx. 12 hectares) with limited opportunities for expansion <ul style="list-style-type: none">No direct access to Highway 58 (must be accessed via Pine Street approx. 400 metres to the west); poor visibility from Highway 58 due to grade separation
(27) Thorold	Thorold Welland Canal Employment Area	<ul style="list-style-type: none">Significant portions of vacant/ undeveloped parcels towards the southern portion of employment area along the Welland Canal210.08 ha GDA	<ul style="list-style-type: none">Range in size and location of parcels from <1 to >10 hectaresSome very large parcel sizes with areas greater than 54 ha in area	<ul style="list-style-type: none">Supports employment density of 4 jobs per hectare	<ul style="list-style-type: none">Potential for expanded access to Welland CanalOpportunities for expanded rail access throughout the employment areaAccess to Highway 58	<ul style="list-style-type: none">General Employment	<ul style="list-style-type: none">Access (Highway 58)Location (multiple access points)Transportation and Infrastructure (rail facilities and canal)Critical massLand use compatibilityParcel size (medium to large scale uses)Market choice (large, vacant lots; supports range of employment uses)	<ul style="list-style-type: none">Access (Highway 58)Critical mass	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Currently supports significant scale/cluster of pulp and paper and energy-related employment usesSignificant portions of vacant/undeveloped parcels towards the southern portion of employment area along the Canal; represents opportunity to attract additional employment uses	<ul style="list-style-type: none">No direct access/exposure to 400-series highwayBounded by sensitive land uses (residential) to the east that may limit viability/expansion of certain employment uses
(28) Welland	Welland North Employment Area	<ul style="list-style-type: none">Located within urban boundary of WellandLocated south of major retail facility197.30 ha GDA	<ul style="list-style-type: none">Range in employment land parcel size from <1 to >10 hectares; overall large lots with space for outdoor storage and expansion potential	<ul style="list-style-type: none">Supports employment density of 7 jobs per hectare	<ul style="list-style-type: none">Direct access/exposure to Highway 406Employment area fully servicedPotential for rail access throughout employment area	<ul style="list-style-type: none">General Industrial	<ul style="list-style-type: none">Access (Highway 406)Transportation and Infrastructure (rail facilities)Critical massParcel size (medium to large scale uses)Land use compatibility	<ul style="list-style-type: none">Access (Highway 406)Critical massEmployment supportive usesLand use compatibility	<ul style="list-style-type: none">Close proximity to Niagara College Welland CampusLocated in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Significant portions of vacant employment land available for development/redevelopmentOpportunity to capitalize on advanced manufacturing/specialized transportation and warehousing employment usesIntermodal opportunities for multiple transportation modes (ship, rail, truck)	<ul style="list-style-type: none">Sensitive land uses (residential) immediately south of employment areaPossible remediation necessary to redevelopment certain parcels
(29) Welland	Welland West Employment Area	<ul style="list-style-type: none">Located within urban boundary of Welland, along the peripheryBounded by Feeder Road, rail corridor and Welland Canal59.30 ha GDA	<ul style="list-style-type: none">Range in lot size from 0.2 ha to 5.6 ha	<ul style="list-style-type: none">Supports Employment Density of 22 jobs per hectare	<ul style="list-style-type: none">Access to other provincial highway (Highway 140)Potential for rail accessPotential for access to Welland Canal along southwestern portion of employment area	<ul style="list-style-type: none">Light Industrial	<ul style="list-style-type: none">Access (Highway 58A)Approaching critical massLand use compatibilityParcel size (supports small and medium scale uses)	<ul style="list-style-type: none">Access (Highway 58A)Approaching critical mass	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Approaching significant size and scale of employment uses (approx. 340 hectares in size)Supports multiple largescale employment uses (research and technology; steel processing; mining and metals)	<ul style="list-style-type: none">Significant portions of environmental constraints in the southern portion of employment area
(30) Welland	Welland East Employment Area	<ul style="list-style-type: none">Located within urban boundary of Welland; Employment Area bounded by periphery of urban boundary	<ul style="list-style-type: none">Large lot sizes (e.g. 30, 33, 42 ha in size)Lot sizes range from 0.15 ha to over 40 ha	<ul style="list-style-type: none">Built form across Employment Area is diverse and includes major industrial and research/development facilities (e.g. GE Brilliant Factory,	<ul style="list-style-type: none">Direct access to provincial highway (Highway 58A)Potential for rail access along	<ul style="list-style-type: none">Light Industrial and General Industrial	<ul style="list-style-type: none">Access (Highway 27, Highway 140, Highway 58A)	<ul style="list-style-type: none">Access (Highway 27, Highway 140, Highway 58A)Critical mass	<ul style="list-style-type: none">Located in strategic location for investment (Gateway CIP)	<ul style="list-style-type: none">Direct access to provincial highway (Highway 58A)Potential for rail access along	<ul style="list-style-type: none">Some parcels are not serviced or only partially serviced

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			Lot sizes Topography Environmental Constraints	Building stock, sizes, age of buildings, employment density	Serviced Highway Access Other access (rail, water, airport); Planned capital projects	Land Use Designation in Local Area Official Plan	Access Transportation and Infrastructure Critical mass Parcel size Land use compatibility Market choices	Access Critical mass Minimal buffers Land use compatibility Employment supportive uses Concentration of like industries/sectors	Access to labour, transit, institutions, mix of uses, financial incentives		
(30) Welland		<ul style="list-style-type: none">295.37 ha GDA		<p>Welded Tube Welland facility,)</p> <ul style="list-style-type: none">Building footprint range from 41,500 m²Supports employment density of 6 jobs per hectare	southern portion of employment area		<ul style="list-style-type: none">Transportation and infrastructure (rail facilities, canal access)Critical massParcel size (supports medium and large facilities)Land use compatibilityMarket choice (availability of large, vacant parcels)			<p>southern portion of employment area</p> <ul style="list-style-type: none">Recent opening of GE Brilliant Facility represents opportunity for future expansion of technology-based employment uses	
(31) West Lincoln	West Lincoln Employment Area	<ul style="list-style-type: none">Located wholly within the urban area of West LincolnPartially located within built boundary —portions designated for Urban Boundary Expansion – Employment)112.65 ha GDA	<ul style="list-style-type: none">Large diversity in parcel sizes; Lot sizes range from approx. 5200 m² to over 4 haEnvironmental constraints located adjacent to and within the Employment Area (e.g. significant woodlots)	<ul style="list-style-type: none">Built form characterized by low rise warehousing and light industrial buildings with significant portions of outdoor storageBuilding footprints range from 300 m² to 4,700 m²Supports employment density of 16 jobs per hectare	<ul style="list-style-type: none">Potential for rail access along southern portion of employment areaNo direct access to 400-series highway or regional road	<ul style="list-style-type: none">Employment Area and Institutional	<ul style="list-style-type: none">Transportation and infrastructure (potential rail access)Parcel size (supports small to medium facilities)Location (multiple access points off of regional roads)	<ul style="list-style-type: none">Parcel sizes (range in size; supports small to medium scale uses)Market choice (availability of large, vacant lots)	<ul style="list-style-type: none">n/a	<ul style="list-style-type: none">Significant scale of utility-related employment uses present throughout Employment Area; presents opportunities to specialize Employment Area to meet specific needs	<ul style="list-style-type: none">No direct access to 400-series or other provincial highway (approx.. 12 kilometres south of the QEW)Relatively farther distance to international border crossings (approx. 80 kilometres to Peace Bridge crossing)Portions of employment area not serviced

Appendix C

Cross-jurisdictional scan of GGH employment areas and corridors

Appendix C: Cross jurisdictional review of GGH employment areas and corridors

Region of Durham						
Major Employment Areas	Hierarchy of Employment Lands	Access to Transportation Infrastructure	Access to Inter-Regional Economic Markets	Significant Scale and Cluster of Economic Output	Flexibility of Land Use Patterns	Recognition and Protection within Land Use Planning
  	<ul style="list-style-type: none"> No defined hierarchy in ROP Distinction between urban and rural employment areas Identification of corridors (esp. 400-series highways) for protection for future employment uses Three employment zones along Highway 401 identified as provincially significant¹ Durham South (Pickering-Ajax) Durham South (Oshawa-Whitby) Durham South (Oshawa East-Clarington) 	<ul style="list-style-type: none"> Employment Major employment areas located within 1-3 kilometres of a 400-series highway Highway 401 Highway 407 Highway 412 Highway 418 Highway 115 CP Rail corridor CN Rail corridor 	<ul style="list-style-type: none"> Direct access to Windsor-Quebec corridor via Highway 401 Direct access to GTHA and Southern Ontario markets via Highways 401 and 407 Opportunities for access to North American-wide rail system Close proximity to Quebec and US markets (approx. 180 kilometres to US border, or 2-hour drive) Implementation of Pegasus Project (related to autonomous vehicles) focusing on attracting investment and jobs from Germany to Durham Region Durham Region actively involved in developing relationships and business opportunities in Brazil, China, India and Japan to bring investment and jobs to the region Durham Economic Development Office (DEDO) involved with forging relationships with US Site Selectors and other intermediaries 	<ul style="list-style-type: none"> Major cluster of manufacturing related employment uses along Highway 401 corridor characterized by the automotive, metal fabrication, environmental, biological and life sciences and aerospace sectors, as well as IT and engineered assembly systems General Motors Oshawa Assembly plant is one of the largest employers; significant scale and clustering of automobile-related industries Significant clustering of logistics and freight related industries along Highway 401 corridor Pickering Nuclear Generating Station and Darlington Nuclear Generating Station; significant scale of energy-related industries along Lake Ontario waterfront Durham College, UOIT significant post-secondary institutions that contribute to highly educated workforce 	<ul style="list-style-type: none"> Total Designated Employment Area (urban only) of 7,311 ha (2017) Net Developable Employment Area of 5,611 ha (2017)² 57% of employment areas vacant³ 25% of employment areas developed 1,262 vacant parcels of employment land (2017) representing Range in employment land parcel size from small to large size lots Emerging development opportunities in new non-residential growth areas in the Seaton employment lands in Pickering and the soon to be serviced employment lands along Highway 407 in Whitby and Oshawa represent significant assets for the region for attracting investment and jobs 	<ul style="list-style-type: none"> Yes—identification within Regional Official Plan; employment areas are to be protected for current and future employment uses; additionally, corridors along Highways 401 and 407 corridors are to be protected for employment uses⁴ Strategic employment areas such as the Seaton Employment Lands adjacent to Highway 407 specifically identified^{5 6}

¹ Ministry of Municipal Affairs and Housing. 2019. Proposed Provincially Significant Employment Zones: <http://www.mah.gov.on.ca/Page20928.aspx>


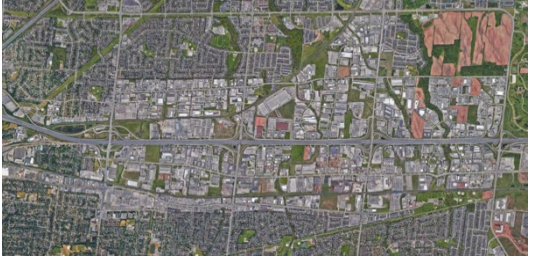


² Durham Region. 2017. Employment Lands Inventory, 2017: <https://www.durham.ca/en/living-here/planning-for-growth.aspx>

³ Durham Region. 2017. Map 1 – Region of Durham Employment Lands: https://www.durham.ca/en/living-here/resources/Documents/EnvironmentalStability/EAServicing_Durham.pdf

⁴ Durham Region. 2017. Durham Region Economic Development Strategy: <https://www.durham.ca/en/doing-business/resources/Documents/EconomicDevelopment/EconomicDevelopmentStrategy2017-2021.pdf>

⁵ Durham Region. 2017. Durham Regional Official Plan (May 2017 Consolidation): <https://www.durham.ca/en/doing-business/resources/Documents/PlanningandDevelopment/Official-Plan/2017-Durham-Regional-Official-Plan-Consolidation.pdf>

⁶ Hemson Consulting. 2015. Seaton Employment Lands Economic Development Study Update: https://www.pickering.ca/en/city-hall/resources/Seaton_March2015_EconomicDevelopmentStudyUpdate.pdf

Region of Halton						
Major Employment Areas	Hierarchy of Employment Lands	Access to Transportation Infrastructure	Access to Inter-Regional Economic Markets	Significant Scale and Cluster of Economic Output	Flexibility of Land Use Patterns	Recognition and Protection within Land Use Planning
   	<ul style="list-style-type: none"> • Future Strategic Employment Areas identified as Overlay in ROP • Distinction between rural and urban employment areas • Fourteen existing and seven planned employment areas throughout the region • Derry Green Corporate Business Park • Premier Gateway Employment Area (Halton Hills) • North Oakville (East and West) Employment District (Oakville) • Three employment zones along Highway 401 identified as provincially significant⁷ • 401-407 (Meadowvale) • Milton • Oakville (Oakville East) • Oakville (QEW) 	<ul style="list-style-type: none"> • Within ROP, Employment Areas are identified to be located in the vicinity of existing major highway interchanges and rail yards, where appropriate, within the Urban Area • Pattern of linear development of employment areas along 400-series highways throughout the region; majority of designated employment areas are within 1-4 kilometres of a 400-series highway • Halton's employment lands are well suited geographically with close access to multiple 400-series highways, rail, intermodal facilities, and proximity to Pearson airport • Highway 401 • Highway 403 • Highway 407 • Queen Elizabeth Way • CP Rail Corridors • CN Rail Corridors 	<ul style="list-style-type: none"> • Direct access to Windsor-Quebec corridor via Highway 401 • Direct access to GTHA and Southern Ontario markets via Highways 401 and 407 • Opportunities for access to North American-wide rail system • Close proximity to Quebec and US markets (approx. 180 kilometres to US border, or 2-hour drive) • Close proximity to Southern Ontario and US markets (approx. 90 kilometres to US border, or 1-hour drive) 	<ul style="list-style-type: none"> • Halton has strong employment concentrations in many of the GGH's mature economic sectors including production technology, aerospace, automotive, and processed foods; employment lands in the Region are importance because they primarily accommodate export-oriented employment uses; major export-oriented employment clusters in Halton include locally and regionally significant sectors such as: <ul style="list-style-type: none"> ○ Professional, scientific and technical services; ○ Value-added manufacturing; ○ Financial services; ○ Information and communications technology⁸ • Halton's designated employment lands have higher than average concentrations of employment in distribution services, plastics, and metal manufacturing relative to the rest of the GGH⁹ • Significant scale and clustering of logistics-related employment uses in Milton located along Highway 401 corridor (e.g. Lowes distribution centre, Amazon Fulfilment Centre along James Snow Parkway North) • Major automobile production facility and related employment uses located in proximity to Oakville Assemble Complex, Ford Motor Company of Canada 	<ul style="list-style-type: none"> • Range in size of parcels in employment areas from 1-10 hectares; larger parcel sizes of up to 20 hectares located in Halton Hills Premier Gateway Business Park and Milton 401 Industrial Park¹⁰ • Overall, Halton has moderate supply of vacant employment land; Premier Gateway Business Park in Halton Hills has largest supply of vacant designated employment land, approximately 450 net ha; Burlington QEW West (170 net ha); Milton 401 Industrial Business Park (130 net ha) • Range of employment designations provide flexibility for potential businesses located throughout Halton 	<ul style="list-style-type: none"> • Objective of Urban Area to provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs; to direct where employment uses should be located and to protect areas designated for such uses¹¹ • Identification of employment lands within the proposed expansion area that should be designated and protected for the long-term due to their proximity to major transportation facilities and <i>infrastructure</i>.¹² • Protect employment lands for economic development during the current planning period to 2031 • Prohibit the re-designation of lands within the Future Strategic Employment Areas to uses that are incompatible with employment uses in the long term, especially non-farm uses such as institutional and recreational uses. • Future Strategic Employment Areas are to be Considered for inclusion into the Urban Area

⁷ Ministry of Municipal Affairs and Housing. 2019. Proposed Provincially Significant Employment Zones: <http://www.mah.gov.on.ca/Page20928.aspx>





⁸ Halton Region. 2011. Regional Municipality of Halton: Economic Development Strategic Directions Report: <http://www.halton.ca/repository/Economic-Development-Strategic-Directions-Report>

⁹ Ibid.




¹⁰ Halton Region. 2017. The Regional Municipality of Halton 2016 Competitiveness Study: <https://www.halton.ca/repository/Halton-Competitiveness-Study-2016>

¹¹ Halton Region. 2011. Strategic Implementation Plan: <http://www.halton.ca/repository/Strategic-Implementation-Plan-Economic-Developme>

¹² Halton Region. 2017. Regional Official Plan: <http://www.halton.ca/repository/Halton-Region-Economic-Review-2017>




Region of Peel						
Major Employment Areas	Hierarchy of Employment Lands	Access to Transportation Infrastructure	Access to Inter-Regional Economic Markets	Significant Scale and Cluster of Economic Output	Flexibility of Land Use Patterns	Recognition and Protection within Land Use Planning
   	<ul style="list-style-type: none"> Hierarchy of employment areas identified in ROP—specific policies/emphasis related to employment areas in vicinity of Pearson Airport; rail yards, highway interchanges Definition of Employment areas—based on local municipality OP designations (e.g. Industrial, Corporate Centres, Employment Areas) Four PSEZs recognized in Proposed Amendment 1 of Growth Plan 401 407 (Meadowvale) 427 QEW Pearson Airport Hub (Airport) Pearson Airport Hub (Airport Hwy 50) Mavis and Burnhamthorpe 	<ul style="list-style-type: none"> Very high connectivity to range of major goods movement facilities including: <ul style="list-style-type: none"> Highway 401; Highway 403; Highway 407; Highway 409; QEW; CP Rail Corridor; CN Rail Corridor; Pearson International Airport <ul style="list-style-type: none"> Airport identified as key part goods movement system—objective to optimize economic potential of the airport (and Brampton Flying Club) CP Brampton intermodal facility (Canada’s largest intermodal facility; handles 60% of CP’s intermodal traffic)¹³ CP Vaughan intermodal facility 	<ul style="list-style-type: none"> Regional access to GGH and US markets through rail and highway network Airport identified as significant international transportation linkage—businesses in proximity to airport have access to international market via air travel/cargo Direct access to Windsor-Quebec corridor via Highway 401 Direct access to GTHA and Southern Ontario markets via Highways 401 and 407 Opportunities for access to North American-wide rail system Close proximity to Quebec and US markets 	<ul style="list-style-type: none"> Yes – Large clusters of employment uses surrounding Pearson International Airport – multiple “mega clusters” Major cluster of logistics and transportation-related businesses Major hub for head office locations/prestige office parks 	<ul style="list-style-type: none"> Peel 2041 Growth Management ROPA— Employment Land Employment: Municipalities should encourage a range of parcel sizes, locations, and timing/levels of servicing of employment lands, in order to be responsive to occupier and developer requirements. Having an adequate supply of serviced lands can act to suppress land price inflation, by ensuring choice in the marketplace, and enabling multiple market participants (not one dominant land owner/investor). Recommended planning tools to broaden the variety of employment lands: <ul style="list-style-type: none"> Designating additional lands Acquiring land – owning lands and creating a municipal business park (to have influence over the size of parcels, timing of development, and future ownership). Development incentives – (e.g. subdividing lots to support smaller/larger scale uses as market demand dictates) Peel’s office inventory approximately 30 million sq. ft. in 2017; represents 34% of overall GTA suburban office stock 	<ul style="list-style-type: none"> ROP definition: areas that are designated in area municipal official plans for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities. Employment areas are designated in area municipal official plans as described in Section 5.6.2.6. Peel Region identifies specific employment areas identified in local official plans that are to be protected and for employment uses. Regional Official Plan also sets out that employment areas shall be located adjacent or in proximity to major goods movement facilities. Specifically, areas in the vicinity of the Toronto Pearson International Airport, major highway interchanges and rail yards shall be protected and supported for future employment areas for manufacturing, warehousing and associated retail, office and ancillary uses.

¹³ Peel Region. 2017. Goods Movement Strategic Plan 2017-2021: <https://www.peelregion.ca/pw/transportation/goodsmovement/pdf/goods-movement-strategic-plan-2017-2021.pdf>

Region of Waterloo						
Major Employment Areas	Hierarchy of Employment Lands	Access to Transportation Infrastructure	Access to Inter-Regional Economic Markets	Significant Scale and Cluster of Economic Output	Flexibility of Land Use Patterns	Recognition and Protection within Land Use Planning
  	<p>ROP identifies employment areas with specific policies related to Waterloo Regional Airport: The Region will continue to support the strategic development of employment areas in the vicinity of the Region of Waterloo International Airport to ensure these lands are readily available for development upon justification being established to bring them into the Urban Area.¹⁴</p> <ul style="list-style-type: none"> • ROP emphasizes hierarchy of employment lands in proximity to highways, airport, rail, other goods movement corridors • ROP also identifies “Prime Industrial/Strategic Reserve” employment lands • Three PSEZs identified in Proposed Amendment 1 to the Growth Plan: • Waterloo; • Cambridge West; • Cambridge East 	<ul style="list-style-type: none"> • Highlights employment areas in vicinity of existing major highway interchanges, rail yards, or the Region of Waterloo International Airport as employment areas, where appropriate. • Policy 4.B.4: The Region will continue to advocate for improvements to the Provincial Highway system to support more effective movement of people and goods within and beyond Waterloo Region. • Policy 4.B.1: Region of Waterloo International Airport to be planned, managed, promoted as integral element in moving people and goods to and from Waterloo Region • Policy 4.B.3: Region to continue to advocate for provision of high-speed rail on Windsor-Quebec City Corridor • Clustering of large employment areas along 400-series/major highway corridors throughout the Region; majority of employment areas located within 2 kilometres of highway • Highway 401; • Highway 85; • Highway 8; • Multiple rail corridors 	<ul style="list-style-type: none"> • In the past, active engagement between the Region and Canada’s Technology Triangle Inc.; Region will provide information, research, financial and in-kind support as appropriate to assist in marketing Waterloo Region to the world. • Waterloo Region situated along Highway 401 corridor; direct access to Windsor-Quebec City corridor with access to US and Canadian markets 	<ul style="list-style-type: none"> • Strong emphasis in employment areas on advanced manufacturing, information and technology industries • Significant scale of related industries surrounding Toyota manufacturing plant (automobile-related industries) • High growth sectors include high tech software, communications technologies, advanced manufacturing; these areas are given priority/attention in municipal economic development policies¹⁵ 	<ul style="list-style-type: none"> • Large size of parcels in employment areas • Establishment of minimum parcel size of 8 hectares in order to accommodate range of industrial uses 	<ul style="list-style-type: none"> • ROP Policy 4.A.3: Area Municipalities are encouraged to designate and preserve lands within the Urban Area and Township Urban Areas in the vicinity of existing major highway interchanges, rail yards, or the Region of Waterloo International Airport as employment areas, where appropriate. • ROP Policy 4.A.4: The Region and Area Municipalities will collaborate with the Province as required to identify provincially strategic employment areas to help maintain and enhance the Greater Golden Horseshoe’s position in the global economy • ROPA 2 – July 2018; designate 14.49 hectares of land as Prime Industrial/Strategic Reserve in northern part of City of Cambridge

¹⁴ Region of Waterloo. 2019. ROP: https://www.regionofwaterloo.ca/en/resources/Regional-Official-Plan/7_-_chapter_4_consolidated_rop_2015---access.pdf




¹⁵ Region of Waterloo. 2017. Waterloo Region Economic Development Strategy: <https://www.regionofwaterloo.ca/en/resources/waterloo-region-economic-development-strategy-access.pdf>

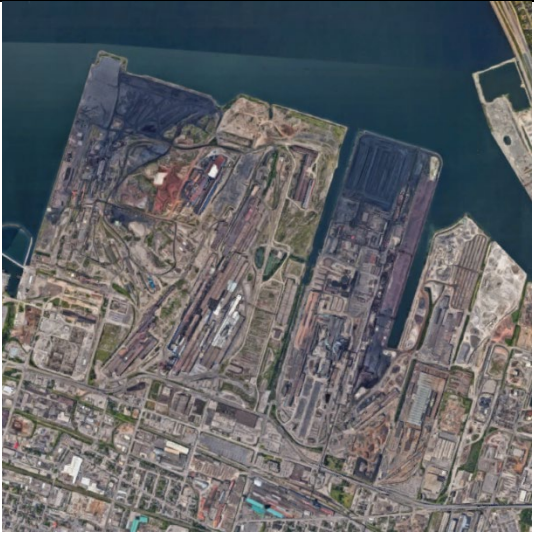


Region of York						
Major Employment Areas	Hierarchy of Employment Lands	Access to Transportation Infrastructure	Access to Inter-Regional Economic Markets	Significant Scale and Cluster of Economic Output	Flexibility of Land Use Patterns	Recognition and Protection within Land Use Planning
  	<ul style="list-style-type: none"> ROP identifies Future Strategic Employment Areas— 7 conceptual areas Policy 4.3.6: To protect strategic employment lands, including lands identified in Figure 2. These lands are identified based on their proximity to existing or planned 400-series highways and shall be designated for employment land uses in local municipal official plans.^{16 17} Policy 4.3.7: To require local municipalities to give priority to the strategic employment lands identified in Figure 2 when considering additional employment land designations. Total of 5 PSEZs identified: 404 407 (Markham) 400 407 (400 Corridor) 400 407 (Vaughan North) 400 407 (Keele Dufferin) Pearson Airport Hub (Airport Highway 50) 	<ul style="list-style-type: none"> Yes— all employment areas located adjacent to major transportation infrastructure/goods movement facilities Highway 407; Highway 400; Highway 427; Highway 404; Rail corridors; Major rail hubs/yards including McMillan Yard in Vaughan 	<ul style="list-style-type: none"> Regional access to GGH and US markets through rail and highway network Airport identified as significant international transportation linkage—businesses in proximity to airport have access to international market via air travel/cargo Direct access to Windsor-Quebec corridor via Highway 401 Direct access to GTHA and Southern Ontario markets via Highways 401 and 407 Opportunities for access to North American-wide rail system Close proximity to Quebec and US markets 	<ul style="list-style-type: none"> Identified as one of the fastest growing areas in the GGH in terms of employment land employment Major cluster of logistics and transportation-related businesses Major hub for head office locations/prestige office parks 	<ul style="list-style-type: none"> Pull information from York Region Vacant Employment Land Inventory¹⁸ 2588 hectares of vacant employment lands as of 2017 Proximity to major goods movement facilities and corridors Low density uses – existing and/or planned Manufacturing, warehousing and logistics Nearly 84% of vacant employment land, amounting to over 2,183 net hectares of land, is within 5 km of a 400-series highway. 60% of vacant employment parcels amounting to approximately 928 net hectares of vacant employment land are within 500 metres of a transit stop. 	<ul style="list-style-type: none"> Recognition of Strategic Employment Areas with 7 conceptual areas identified in the York ROP At the local level, there are 24 different employment designations across the Region Policies in the ROP identifying protection for employment areas

¹⁶ York Region. 2010. ROP Chapter 4, Economic Vitality: <https://www.york.ca/wps/wcm/connect/yorkpublic/63bb3c1c-2edd-4014-aad0-8eab881f4452/yropConsolidation2016AccessibleMay42016Ch4.pdf?MOD=AJPERES>



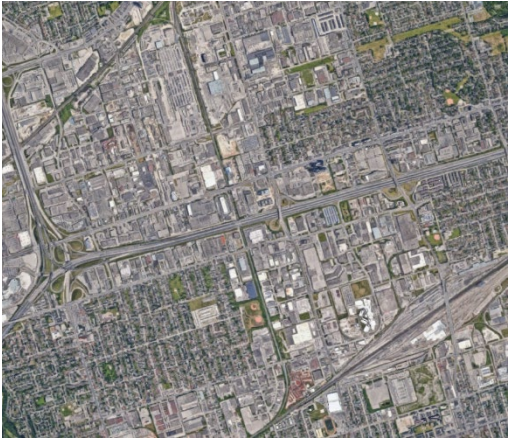
¹⁷ Figure 2 of ROP: Strategic Employment Lands: <https://www.york.ca/wps/wcm/connect/yorkpublic/3593534d-0b45-4d74-91c1-01913fe0201c/yropOfficeConsolidationFigure2Accessible.pdf?MOD=AJPERES>

¹⁸ York Region Vacant Employment Land Inventory: <https://www.york.ca/wps/wcm/connect/yorkpublic/faa33468-b3c9-464a-9676-10be05613f20/mar+22+vacant+ex.pdf?MOD=AJPERES>

County of Simcoe						
Major Employment Areas	Hierarchy of Employment Lands	Access to Transportation Infrastructure	Access to Inter-Regional Economic Markets	Significant Scale and Cluster of Economic Output	Flexibility of Land Use Patterns	Recognition and Protection within Land Use Planning
  	<ul style="list-style-type: none"> Yes—hierarchy of employment lands identified in Amendment to the Growth Plan in 2013 through the introduction of the Simcoe Sub-Area policies Growth Plan identifies and prioritizes Strategic Settlement Employment Areas and Economic Employment Districts Employment areas identified in the Growth Plan: <ul style="list-style-type: none"> <i>Bradford West Gwillimbury strategic settlement employment area</i> <i>Innisfil Heights strategic settlement employment area</i> <i>Lake Simcoe Regional Airport economic employment district</i> <i>Rama Road economic employment district</i> One employment area identified as Provincially significant <ul style="list-style-type: none"> Aliston Employment Area (Honda Manufacturing) 	<ul style="list-style-type: none"> Yes—Strategic location along Highway 400, between GTHA and northern Ontario/link to western Canada Multiple rail corridors serve various major employment areas Direct rail access to major manufacturing facilities/employment areas Close proximity to Pearson International Airport Highway 400 CP/CN rail corridors 	<ul style="list-style-type: none"> Honda Manufacturing Plant (identified as PSEZ) serves Canada-wide market for automobiles/engine manufacturing Major highways and railways connected to continent wide networks 	<ul style="list-style-type: none"> Honda Assembly Plant – supports significant scale of employment and other employment uses/businesses 	<ul style="list-style-type: none"> Majority of major employment areas greater than 80 hectares in size Parcel sizes are large, range from 1.5 to >10 hectares in size Various zoning and OP designations which permit range of industrial/manufacturing and office uses Some employment areas (particularly strategic employment areas identified in the Growth Plan) are largely vacant – represent greenfield opportunities to support future employment growth over the planning horizon of the Plan Employment areas are located away/buffered from sensitive land uses (e.g. residential uses) and are relatively not impact by environmental constraints 	<p>Section 3.9 Strategic Employment Areas and Economic Employment Areas</p> <p>Specialized employment opportunities are provided for in the Strategic Settlement Employment Areas and Economic Employment Districts.</p> <p>Plan recognizes two strategic settlement employment areas and two economic employment districts within the County:</p> <ul style="list-style-type: none"> Lake Simcoe Regional Airport Economic Employment District; and Rama Road Economic Employment District Innisfil Heights Strategic Settlement Employment Area; and Bradford West Gwillimbury Strategic Settlement Employment Area <p>3.9.5 In the directive issued by the Minister of Infrastructure, the boundaries and appropriate uses permitted in the strategic settlement employment areas and the economic employment districts are detailed and may be reviewed and amended from time to time or at the request of the local municipalities.</p> <p>3.9.6 The strategic settlement employment areas and the economic employment districts are identified on Schedule 5.1.2 to this Plan and the boundaries as determined by the Minister of Infrastructure are shown on Schedule 5.1. The local municipalities in which they are located will delineate the location and boundaries in their official plans and develop official plan policies to implement the matters detailed in the directive issued by the Minister of Infrastructure including but not limited to permitted uses.</p> <p>3.9.7 Lands within the strategic settlement employment areas and economic employment districts are considered designated Greenfield area and subject to the density target of the respective local municipality.</p> <p>3.9.8 The local municipalities shall identify and protect the natural heritage systems, natural features and functions within the strategic settlement employment areas and economic employment districts.</p>



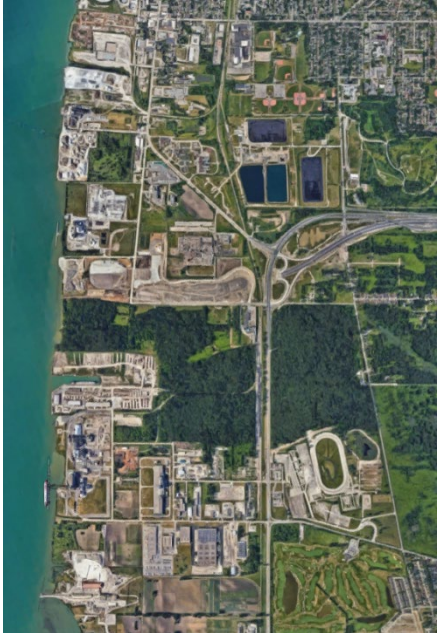
City of Hamilton						
Major Employment Areas	Hierarchy of Employment Lands	Access to Transportation Infrastructure	Access to Inter-Regional Economic Markets	Significant Scale and Cluster of Economic Output	Flexibility of Land Use Patterns	Recognition and Protection within Land Use Planning
  	<ul style="list-style-type: none">• Yes—specific employment areas identified in Urban Hamilton Official Plan (UHOP)• Secondary Plans/specific policies contained in UHOP for West Hamilton Innovation District and Airport Economic Growth District (AEGD); identified as significant and of higher significance than other employment areas• Total of three employment areas identified as provincially significant:<ul style="list-style-type: none">◦ Hamilton Centre◦ Hamilton Port/QEW◦ Hamilton Airport	<ul style="list-style-type: none">• Yes—nearly all major employment areas in Hamilton have direct access to either a major highway, railway corridor or shipping port; major transportation facilities are listed below:<ul style="list-style-type: none">• Port of Hamilton• Access to multiple rail corridors• Highway 403• QEW Highway• Hamilton International Airport	<ul style="list-style-type: none">• Regional access to GGH and US markets through rail and highway network• Airport identified as significant international transportation linkage—businesses in proximity to airport have access to international market via air travel/cargo• Direct access to GTHA, Southern Ontario and US markets via Highways 403 and QEW• Opportunities for access to North American-wide rail system• International harbour/port focal point of central employment lands• Close proximity to Quebec and US markets	<ul style="list-style-type: none">• Yes – major hub and cluster of steel producing plants and ancillary employment uses along Port of Hamilton• Significant scale and cluster of shipping and navigation-related employment uses along Port of Hamilton	<ul style="list-style-type: none">• Yes – employment lands are of significant size of accommodate range of employment uses and adequately buffer from surrounding sensitive land uses• Parcel sizes are of a significant size to provide flexibility for employment uses; regular lotting pattern; provides a mix of parcel sizes and employment are types (e.g. business parks vs. industrial areas)• For example, lands in Hamilton Innovation District range from 0.1 to 6 hectares in size¹⁹• Lands surrounding Hamilton Airport largely vacant and planned for development through comprehensive secondary plan to ensure viability of employment lands and land use compatibility with surrounding areas	<p>Multiple employment area designations</p> <p>Industrial Land Designation</p> <ul style="list-style-type: none">• full range of manufacturing uses, warehousing, repair service, building or contracting supply establishments, building and lumber supply establishments, transport terminals, research and development, communication establishment, private power generation, dry cleaning plants, salvage/storage yards, and motor vehicle repair and wrecking; <p>Business Park Designation</p> <ul style="list-style-type: none">• manufacturing, warehousing, repair service, building or contracting supply establishments, building and lumber supply establishments, transportation terminals, research and development, office, communication establishment, and private power generation. Salvage yards and other uses which are unsightly or otherwise incompatible with the design policies and image for business parks shall be prohibited; <p>Airport Employment Growth District (AEGD)</p> <ul style="list-style-type: none">• is designed to provide for a major business park development which: effectively integrates with and complements the existing John C. Munro Hamilton International Airport; integrates with the residential development abutting Garner Road / Twenty Road; recognizes and permits certain existing land uses to continue until they are redeveloped; and respects and enhances prominent natural areas. The planned development includes 97 net developable hectares in the existing airport business park (within the current urban boundary).

¹⁹ <https://www.investinhamilton.ca/wp-content/uploads/2016/08/WHID-BusPark.pdf>

City of Toronto						
Major Employment Areas	Hierarchy of Employment Lands	Access to Transportation Infrastructure	Access to Inter-Regional Economic Markets	Significant Scale and Cluster of Economic Output	Flexibility of Land Use Patterns	Recognition and Protection within Land Use Planning
  	<ul style="list-style-type: none"> • Yes—identifies different scales/significance of employment areas through incorporation of “General” and “Core” employment areas (OPA 231 – still under appeal) • Core employment areas support traditional employment uses (i.e. manufacturing, warehousing, industrial) • General employment areas support broader mix of employment including offices, mix of retail/commercial ancillary uses • Total of 10 PSEZs identified: <ul style="list-style-type: none"> ○ 427 QEW ○ Pearson Airport Hub (Airport) ○ 400 407 (Highway 400 Corridor) ○ 400 407 (Keele Dufferin) ○ Toronto (Unilever Eastern) ○ 404 407 (Markham, Richmond Hill and Toronto) ○ Canadian Pacific (North) ○ Canadian Pacific (South) ○ 404 407 (Milliken) ○ Pearson Airport Hub (Hwy 50 Corridor) 	<ul style="list-style-type: none"> • Yes—City centrally located within GGH; • all major employment areas in Toronto have direct access to either a major highway or railway corridor • Close proximity to international airport; multimodal facilities; port lands; 400-series highways • major transportation facilities are listed below: <ul style="list-style-type: none"> • Highway 404 • Highway 400 • Highway 401 • Highway 427 • Gardiner Expressway • Don Valley Parkway • Multiple CP/CN rail corridors and rail yards • Toronto Port/Portands 	<ul style="list-style-type: none"> • Direct access to Windsor-Quebec corridor via Highway 401 • Direct access to GTHA and Southern Ontario markets via Highways 401, Gardiner Expressway, DVP/Hwy 404, Hwy 400 and 407 • Opportunities for access to North American-wide rail system • Close proximity to Quebec and US markets (approx. 110 kilometres to US border, or 1.5 hour drive) 	<ul style="list-style-type: none"> • As of 2015, 337,701 full time jobs are located in the City's Employment Areas²⁰ • Employment areas support regional and international market demands; several world/regional headquarters are located throughout the City's employment areas (e.g. food and beverage manufacturing) • Employment areas support significant share of manufacturing sector employment, comprising approximately a third of Employment Area employment; manufacturing makes up only 1% of employment in the rest of the city 	<ul style="list-style-type: none"> • Approximately 8,000 hectares of land designated for employment area use City-wide²¹ • Broadening range of permitted uses in Core and General Employment Areas; particularly around major transit station areas with the opportunity to attract more office employment uses • General employment area serves as buffer for core employment area – added protection for manufacturing uses and mitigates compatibility issues 	<ul style="list-style-type: none"> • Yes—OPA 231 defines Employment Areas, which are comprised of both Core Employment Areas and General Employment Areas. • Employment Areas are areas designated in this Plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities; areas will be used exclusively for business and economic activities in order to: <ul style="list-style-type: none"> ○ retain sufficient availability of lands, for both current and future needs, for industrial functions such as manufacturing and warehousing which are permitted only within Employment Areas and Regeneration Areas; ○ protect and preserve Employment Areas for current and future business and economic activities.



²⁰ <https://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-107360.pdf>

²¹ <https://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-107360.pdf>

City of Windsor						
Major Employment Areas	Hierarchy of Employment Lands	Access to Transportation Infrastructure	Access to Inter-Regional Economic Markets	Significant Scale and Cluster of Economic Output	Flexibility of Land Use Patterns	Recognition and Protection within Land Use Planning
  	<ul style="list-style-type: none"> • Yes – Official Plan recognizes employment lands through industrial and Business Park designations • Official Plan also recognizes “Future Employment Area” under Section 6.13 • The Future Employment Area designation is intended to accommodate future Industrial and Business Park designations • The Official Plan also requires a high standard of architectural and landscape design for Industrial and Business Park designations adjacent to the Highway 401 corridor given its visibility along an international gateway 	<ul style="list-style-type: none"> • Yes – employment lands well-connected to regional transportation networks • Majority of employment lands are located within close proximity (approx. 2 km) of a range of major highway, rail, harbour and air transportation networks including those with direct international connections to the United States • major transportation facilities are listed below: <ul style="list-style-type: none"> • Highway 401 • E.C. Row Expressway • Windsor International Airport • CN rail corridors • Windsor Port Authority Lands • Michigan Central Rail Tunnel • Detroit-Windsor Bridge 	<ul style="list-style-type: none"> • Direct access to Windsor-Quebec corridor via Highway 401 • Direct access to GTHA and Southern Ontario markets via Highways 401, 402 and 403 • Relatively isolated to the rest of Ontario/Canada compared to other Southern Ontario Municipalities • Conversely, Windsor has one of the closest proximities to a large international market with the United States with various highway, tunnel and rail connections to the City of Detroit • Windsor strategically located within 4.5 hour drive to numerous large North American cities including Chicago, Detroit, Toronto, Columbus, Pittsburgh, Buffalo, etc. 	<ul style="list-style-type: none"> • Strong growth of employment-related investment with approx. \$94-million of new investment in the region, through both public and private investment streams (2018)²² • Employment areas support regional and international market demands; employment areas are key to supporting cross-border trade with the United States 	<ul style="list-style-type: none"> • Significant supply of vacant employment lands in Windsor, including the new supply of business parks and future employment lands in the Sandwich South Area of Windsor designated in OPA No. 60 provides of employment lands to accommodate projected employment growth for the 20 year planning period • Most recently available data shows the overall average employees per hectare factor for employment lands is approximately 22.6²³ • Range in employment land parcel size throughout the City including larger industrial parcels (10-15 ha) and smaller business/office-oriented parcels located in proximity to the airport (0.5-2 ha) 	<ul style="list-style-type: none"> • Yes—Employment lands identified under Section 6.4 of the City’s Official Plan: <i>Employment lands provide the main locations for business and industrial activities. In order to strengthen Windsor’s economy, meet the land and infrastructure needs of employment activities and address concerns over compatibility, employment land uses are provided under two designations on Schedule D as either Industrial or Business Park.</i> • Future Employment Areas are protected from redesignation under Section 6.13 of the Official Plan, stating “<i>redesignation or development of Future Employment Areas shall require completion of Secondary Plans and other appropriate studies relating to physical servicing, transportation, Class Environmental Assessment or others as required by this Official Plan</i>”

²² http://choosewindsorsex.com/sites/default/files/files/AnnualReport_2018_WEB.pdf

²³ <https://www.citywindsor.ca/residents/planning/Plans-and-Community-Information/Official-Plan-Review/Documents/OPR%202020-Year%20Employment%20Projections%20and%20Employment%20Land%20Needs%20Analysis.pdf>

City of Sarnia						
Major Employment Areas	Hierarchy of Employment Lands	Access to Transportation Infrastructure	Access to Inter-Regional Economic Markets	Significant Scale and Cluster of Economic Output	Flexibility of Land Use Patterns	Recognition and Protection within Land Use Planning
 	<ul style="list-style-type: none"> • Yes—Sarnia's Official Plan identifies the "Petrochemical Complex" as a significant employment area that is distinctive from other employment areas • The Petrochemical Complex is recognized as an internationally important cultural heritage landscape rooted in petro-chemical production and innovation. The City of Sarnia encourages the preservation and adaptive reuse of culturally significant elements of the industrial landscape, including Horton Spheres, administration and research buildings, and power plants 	<ul style="list-style-type: none"> • Yes – employment lands well-connected to regional transportation networks • Majority of employment lands are located within close proximity (approx. 2 km) of a range of major highway, rail, harbour and air transportation networks including those with direct international connections to the United States • major transportation facilities are listed below: <ul style="list-style-type: none"> • Highway 402 • E.C. Row Expressway • Windsor International Airport • CN rail corridors • Windsor Port Authority Lands • Michigan Central Rail Tunnel • Detroit-Windsor Bridge 	<ul style="list-style-type: none"> • Direct access to Windsor-Quebec corridor via Highways 402 and 401 • Direct access to GTHA and Southern Ontario markets via Highways 401, 402 and 403 • Relatively isolated to the rest of Ontario/Canada compared to other Southern Ontario Municipalities • Similar to Windsor, Sarnia has one of the closest proximities to a large international market with the United States with various highway, tunnel and rail connections to Port Huron, Michigan 	<ul style="list-style-type: none"> • Sarnia's Petrochemical and Refining Complex is the second largest cluster of companies in the petrochemical and refining sector²⁴ • Today, the Complex includes three refineries and more than thirty-five interrelated chemical facilities with various processes utilized across the industry • Employment areas support regional and international market demands; employment areas are key to supporting cross-border trade with the United States 	<ul style="list-style-type: none"> • Employment areas provide a land base for a wide range of non-retail business and economic activities, and ancillary uses. Employment areas shall be protected in order to meet current and future employment growth needs • The airport provides a secure land base for the municipal airport and airport-related employment uses of various sizes and scales 	<ul style="list-style-type: none"> • Yes—Official Plan recognizes employment areas under section 4.7: <p><i>Employment areas shall be protected, maintained and improved for non-retail employment functions over the long term. Uses that support this direction consist of manufacturing, offices, warehousing, distribution, research and development facilities, utilities and retail outlets ancillary to the preceding uses.</i></p> <p><i>The City favours the development of eco-industrial development where occupants seek to minimize or eliminate waste generation, energy use, and other environmental impacts through symbiotic arrangements with other facilities.</i></p> <p><i>Within employment areas, restaurants and small-scale shops and services that mainly serve area businesses and workers may locate on Arterial and Collector roads only</i></p>

²⁴ <https://33sgq1wqdn71n18qv11fgblh-wpengine.netdna-ssl.com/wp-content/uploads/2019/11/SLEP-Petrochemical-and-Refining-Complex-Booklet.pdf>

Appendix D

Assessment of Niagara Region's employment areas

Appendix D: Assessment of Niagara Region’s Employment Areas (please refer to the attached map for Employment Area references)

Map # - (Code) Municipality	Employment Area	Designated for Employment Uses	Access to Transportation Infrastructure	Access to Inter-Regional Economic Markets	Significant Scale of Economic Output	Flexibility of Land Use Patterns
		Identified and protected within Local Area Official Plans	Close proximity (within 2 km) of 400-series highway, airport, access to rail corridor and/or canal	Serves regional/ international market needs; source of inter-regional trade	Supports range of employment uses; significant employment generator	Adequately buffered from residential /environmental constraints; large, rectangular lots
(1) Fort Erie	Stevensville Industrial Park	✓	✓	✗	✗	✗
(2) Fort Erie	Fort Erie Industrial Park	✓	✓	✓	✓	✓
(3) Grimsby	Grimsby West Employment Area	✓	✓	✓	✗	✓
(4) Grimsby	Grimsby East Employment Area (D)	✓	✗	✗	✗	✗
(5) Lincoln	Beamsville Industrial Park	✓	✓	✓	✗	✓
(6) Lincoln	Lincoln King Street/Bartlett Road Employment Area	✓	✗	✗	✗	✗
(7) Niagara Falls	Niagara Falls Highway 405 Employment Area	✓	✓	✓	✗	✗
(8) Niagara Falls	North Niagara Falls Secure Storage Employment Area	✓	✓	✓	✗	✗
(9) Niagara Falls	Niagara Falls QEW/420 Employment Area	✓	✓	✗	✗	✓
(10) Niagara Falls	Niagara Falls QEW Centre Employment Area	✓	✓	✗	✗	✗
(11) Niagara Falls	South Niagara Falls Employment Area	✓	✓	✓	✓	✓
(12) Niagara Falls	Niagara Falls Dorchester Road Employment Area	✓	✗	✗	✗	✗
(13) Niagara Falls	Niagara Falls Stanley Avenue and Chippawa Parkway Employment Area	✓	✗	✗	✓	✓
(14) Niagara-on-the-Lake	Glendale Employment Area	✓	✓	✓	✓	✓
(15) Niagara-on-the-Lake	Niagara-on-the-Lake Virgil Employment Area	✓	✗	✗	✗	✓
(16) Port Colborne	West Port Colborne Employment Area	✓	✓	✓	✓	✓
(17) Port Colborne	East Port Colborne Employment Area	✓	✓	✓	✓	✓
(18) St. Catharines	St. Catharines Port Weller Employment Area	✓	✗	✓	✗	✓
(19) St. Catharines	Eastchester Employment Area	✓	✓	✓	✓	✓
(20) St. Catharines	St. Catharines QEW Centre Employment Area	✓	✓	✗	✗	✓

Map # - (Code) Municipality	Employment Area	Designated for Employment Uses	Access to Transportation Infrastructure	Access to Inter-Regional Economic Markets	Significant Scale of Economic Output	Flexibility of Land Use Patterns
		Identified and protected within Local Area Official Plans	Close proximity (within 2 km) of 400-series highway, airport, access to rail corridor and/or canal	Serves regional/ international market needs; source of inter- regional trade	Supports range of employment uses; significant employment generator	Adequately buffered from residential /environmental constraints; large, rectangular lots
(21) St. Catharines	St. Catharines QEW West Employment Area	✓	✓	✓	✗	✗
(22) St. Catharines	St. Catharines Louth Employment Area	✓	✓	✗	✓	✓
(23) St. Catharines	St. Catharines Welland Canal Employment	✓	✓	✓	✓	✓
(24) Thorold	Thorold Brock Park Employment Area	✓	✓	✓	✗	✓
(25) Thorold	Thorold McCleary Drive Employment Area	✓	✓	✗	✗	✗
(26) Thorold	Thorold Highway 58 Employment Area	✓	✓	✗	✗	✗
(27) Thorold	Thorold Welland Canal Employment Area	✓	✓	✓	✓	✓
(28) Welland	Welland 406 Employment Area	✓	✓	✓	✓	✓
(29) Welland	West Welland Employment Area	✓	✓	✓	✓	✓
(30) Welland	East Welland Employment Area	✓	✓	✓	✗	✗
(31) West Lincoln	West Lincoln Employment Area	✓	✗	✗	✗	✗

Appendix E

Workshop presentations and workbooks

Region of Niagara

EMPLOYMENT AREA STRATEGY INDUSTRY STAKEHOLDERS WORKSHOP

MHBC Planning
White Oaks Resort and Spa, NiagaraOn-The-Lake
Thursday, October 10, 2019



Workshop Agenda and Timeline

What we'll be covering and what we hope to achieve



A photograph of a large steel arch bridge spanning a body of water. A semi-truck with a white trailer is crossing the bridge. The bridge has multiple arches and is supported by concrete piers. The background shows a city skyline and some industrial buildings. The entire image is overlaid with a semi-transparent green filter.

1. Work plan and background

Purpose of the Strategy

Identifying, planning for and protecting Niagara's employment areas

Developing a comprehensive policy framework is crucial to the Region's long-term economic health and vitality. The goal of the Strategy is to align the Region with new Provincial policy while leveraging strategic benefits such as location, transportation and trade to support future employment uses in a rapidly changing environment.

The Strategy sets out to achieve four key goals:

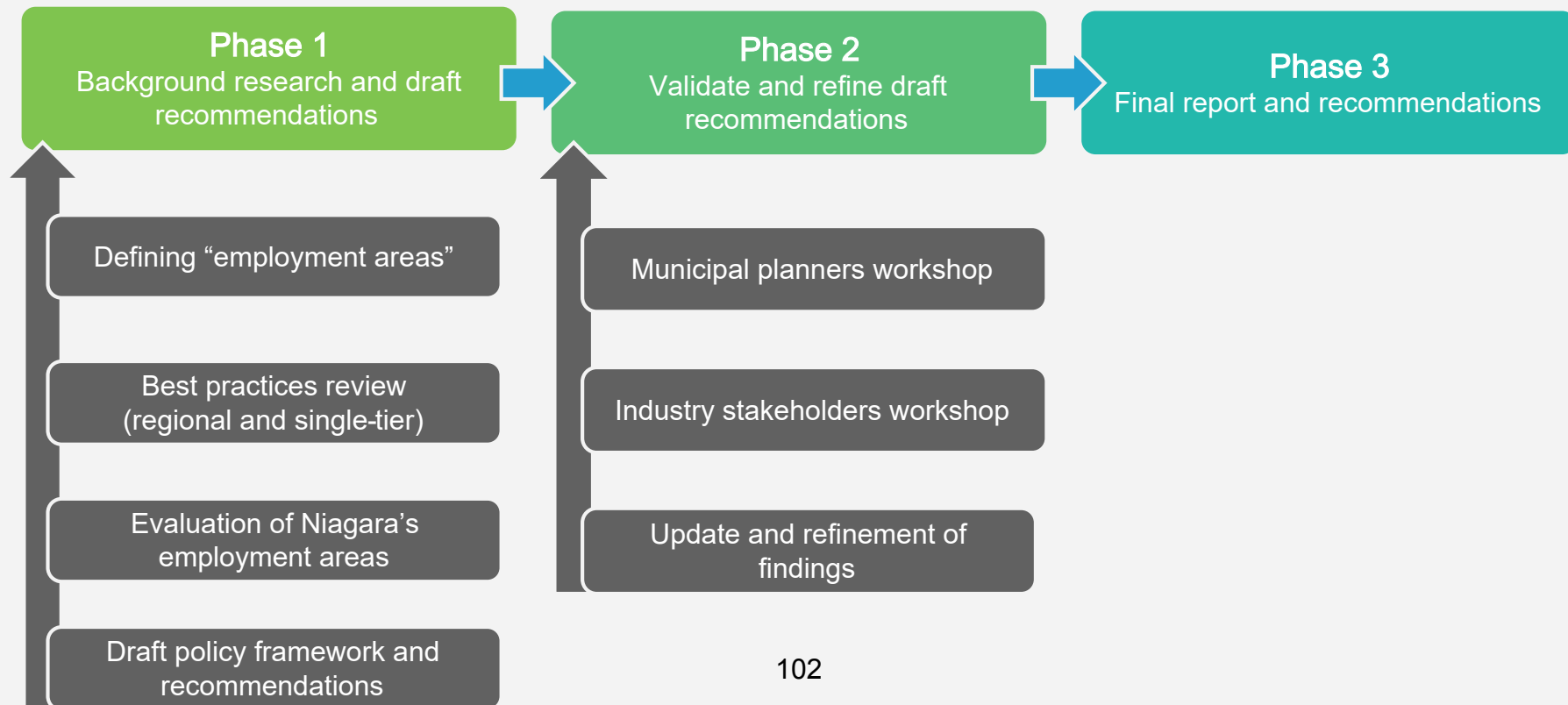
1.
Define
Employment
Areas

2.
Identify
Common
Characteristics

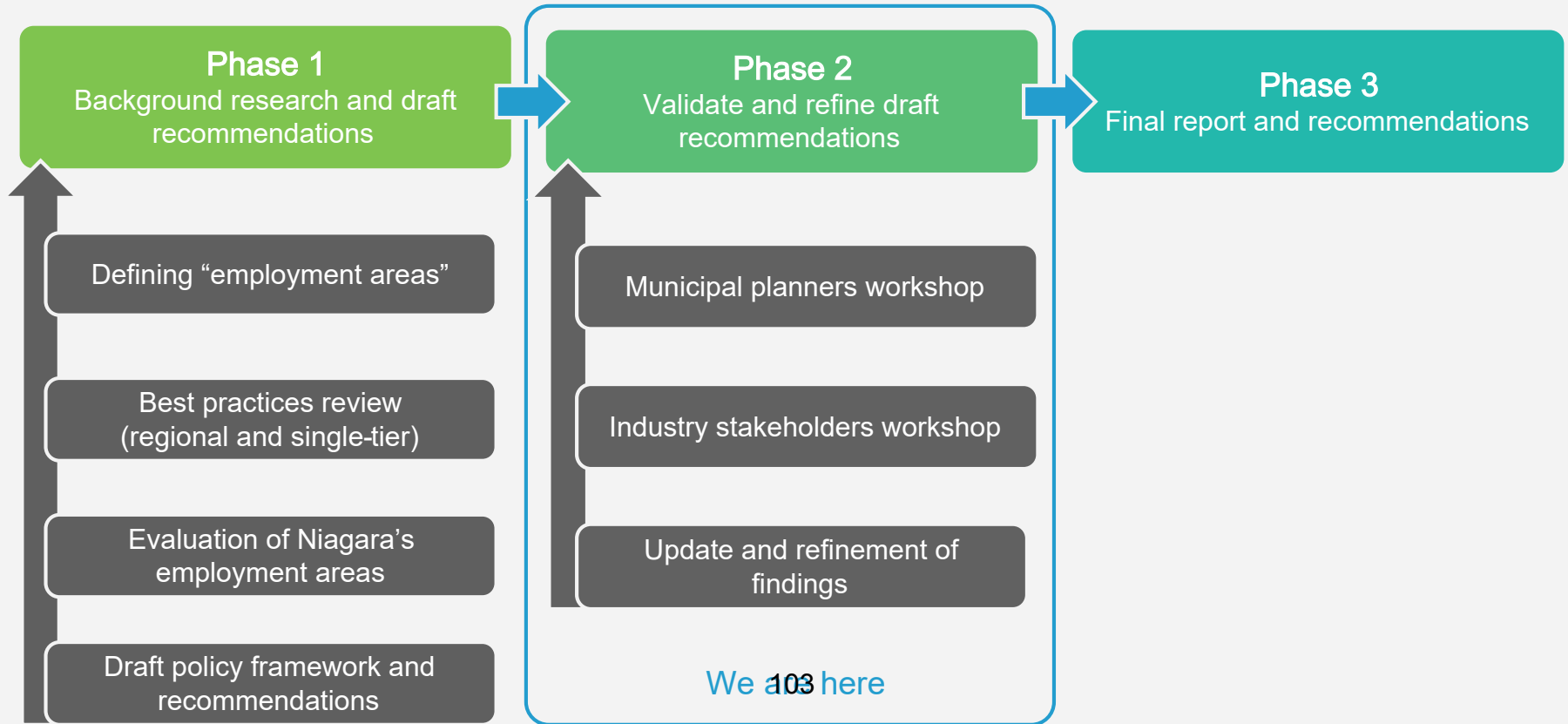
3.
Evaluate
Niagara's
Employment
Areas

4.
Provide Strategic
Policy Direction

Our Work Plan



Our Work Plan – Where We Area



Timeline of Previous Work

Taking a look at a changing policy landscape and how we got here



**PROVINCIAL
POLICY CHANGES**



**REGIONAL
PROCESSES**



**REGIONAL STUDIES
AND REPORTS**



**STAKEHOLDER
COLLABORATION**

An aerial photograph of an industrial site, possibly a construction or manufacturing area. A large, long building with a corrugated metal roof is the central focus. To the left of the building is a smaller, dark-colored structure. The ground around the buildings is covered with various materials, including what appears to be gravel, dirt, and some debris. The entire image is overlaid with a semi-transparent green filter.

2. What are employment areas?

What are Employment Areas?

On the Ground

- Need to recognize current employment land and jobs within different categories
- Distinction between “traditional” employment (e.g. manufacturing/warehousing, major offices and corporate headquarters) and “population-based” employment (hospitals, universities, service and retail)

Policy Framework

- Recognize that “employment areas” are treated differently in policy
- In Ontario, there is a specific process for how employment areas are identified, what types changes can occur (i.e. conversion), and how changes can occur (i.e. MCR)

Industrial Areas



Business and Office Parks

PDS 14-2020
Appendix 1
May 13, 2020
Page 94



Commercial/Retail, Mixed -use Institutional Areas

PDS 14-2020

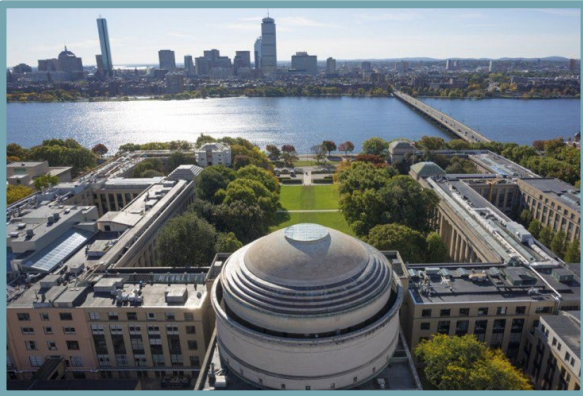
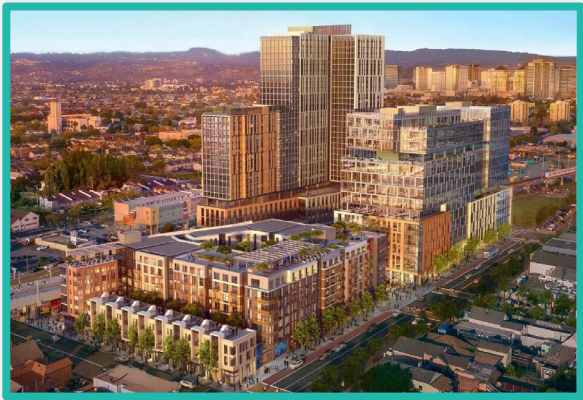
Appendix 1

May 13, 2020

Page 95



Innovation Districts



The Policy Context

The framework surrounding planning for employment areas



The Provincial Policy Context

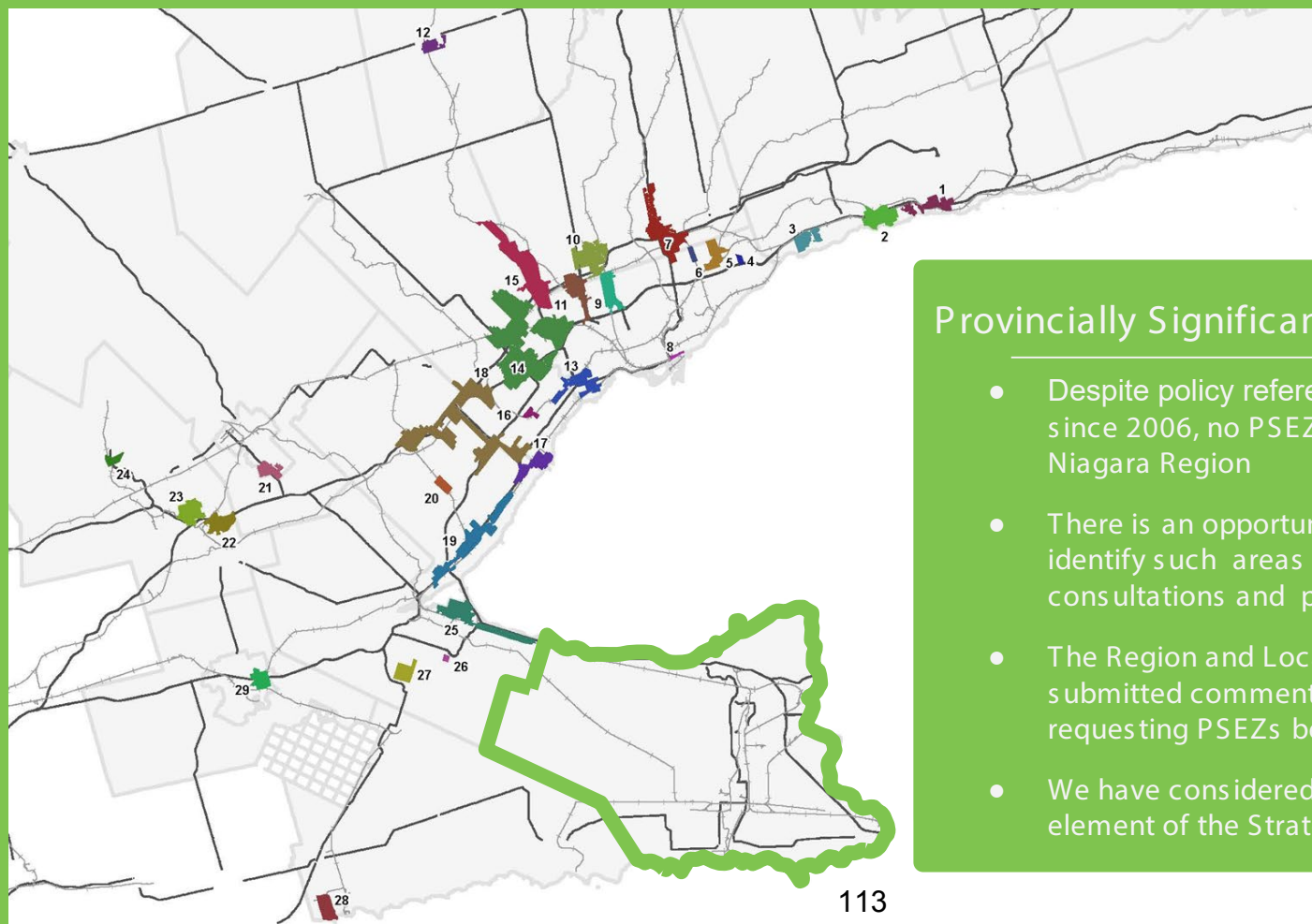
The framework surrounding planning for employment areas



Provincial

PPS/Growth Plan

- Defined as *"those areas designated in an official plan for clusters of business and economic activities including, but limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities"*
- Employment forecasts/land supply
- Growth targets
- Land use compatibility
- Conversions

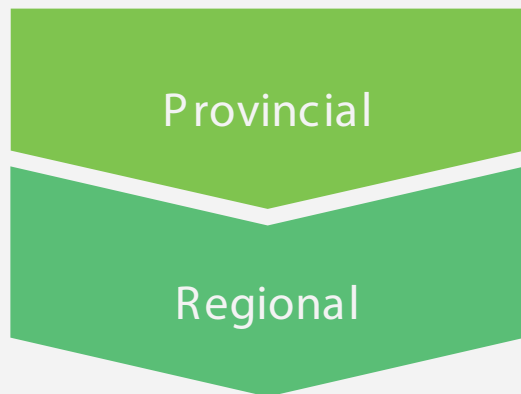


Provincially Significant Employment Zones

- Despite policy references in the Growth Plan since 2006, no PSEZ are currently identified in Niagara Region
- There is an opportunity for the Region to identify such areas through future consultations and processes with the Province
- The Region and Local Municipalities have submitted comments to the Province requesting PSEZs be recognized in Niagara
- We have considered this framework as a core element of the Strategy

The Regional Policy Context

The framework surrounding planning for employment areas



Regional Official Plan (ROP)

- Applies across all 12 municipalities in Niagara
- Currently designates Economic Gateway, Employment Lands, Rural Employment Lands
- Informed by previous Gateway and Non-Gateway employment lands studies

The Local Policy Context

The framework surrounding planning for employment areas



Local Official Plans; Secondary Plans; Zoning By-laws

- Guiding land use documents for each of Niagara's 12 Local Area Municipalities
- Variation in terms of designation and specific policies related to employment areas/lands

An aerial photograph of a city, likely Chicago, showing a large highway interchange with multiple lanes and overpasses. The surrounding area includes various buildings, parking lots, and green spaces. The image is overlaid with a semi-transparent teal color.

3. Best practices research

Best Practices Research

How other municipalities across Southern Ontario approach employment areas



Scope

Upper-tier municipalities (Simcoe, York, Durham, Halton, Peel, and Waterloo)

Single-tier municipalities (Hamilton and Toronto)

Border municipalities beyond the GGH (Windsor and Sarnia)

Purpose

Comparative review of policy approaches as well as the physical/land use characteristics of other employment areas in other regions

Better understand how Niagara's employment areas compare within a broader regional context

Methodology

Review of Regional and Local Official Plans, Employment Area/Lands Strategies and other economic development strategies

Physical review of these municipalities' identified employment areas in terms of location, size, output etc.

Key Findings

Identify key policy approaches that other municipalities take

Identify key physical and land use characteristics that define strategic employment areas in Southern Ontario

Best Practices Research

How other municipalities across Southern Ontario approach employment areas

Recognize certain employment areas as strategic and/or significant

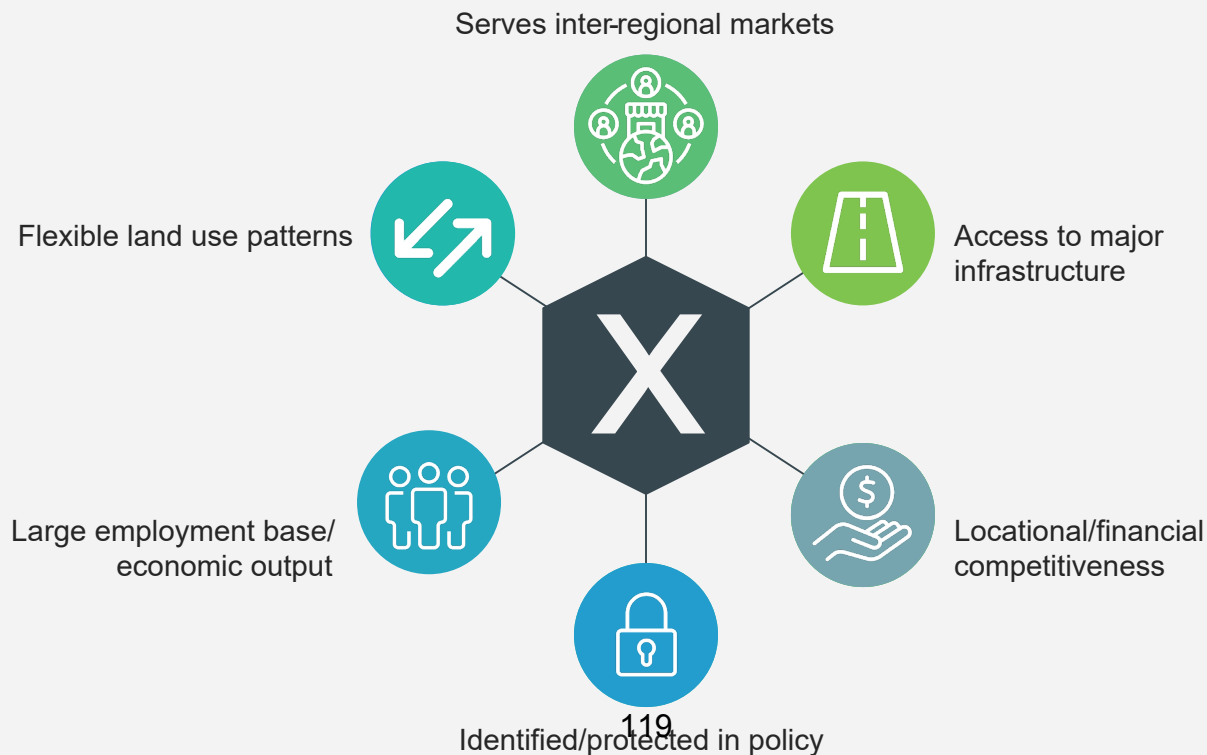
- Certain areas are strategic or have unique benefits due to location, size, employment base, type of employment, etc.
- Provide supportive policy framework for these areas with area-specific objectives/policies
- E.g. Airport Employment Growth District (Hamilton)

Identify and protect future strategic employment areas

- Employment areas that are designated but yet to be planned
- May be located outside of the built boundary, typically located adjacent to major transportation facilities
- Intended to accommodate employment area growth beyond 2041
- E.g. Future Strategic Employment Area overlay (Region of Halton)

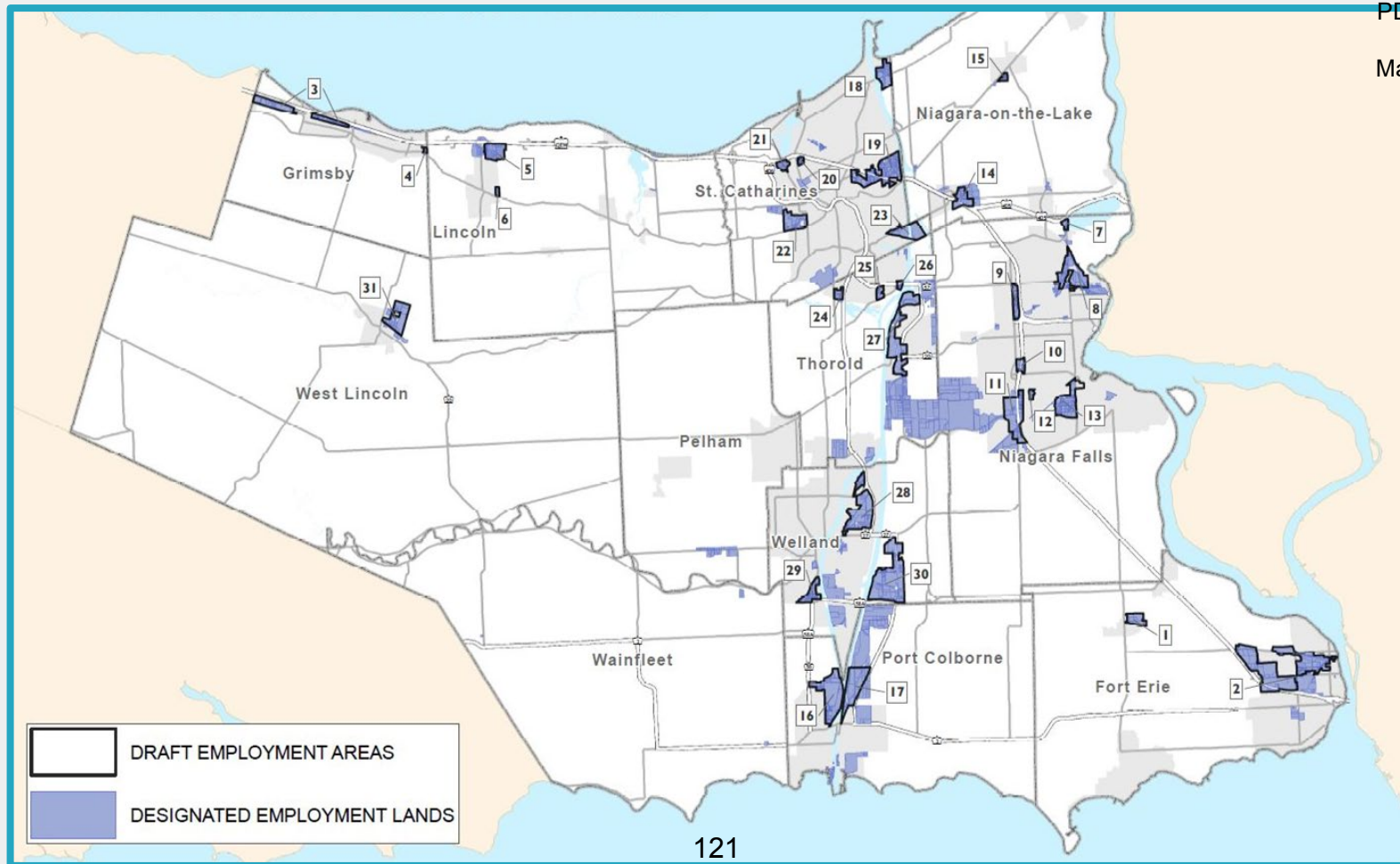
Criteria for Employment Areas

Based on a cross-jurisdictional review





4. Niagara's employment areas



Map of Niagara's Employment Areas

Assessing Niagara's Employment Areas

Our Work Process/Approach



Assessing Niagara's Employment Areas

Physical overview of existing conditions

- Total of 31 areas representing **3,587 hectares**
- Approx. **2,983 hectares** developable
- 68% are developed with **32% vacant**
- Average employment density of **21 jobs per hectare**
- Average building age of **30 years**
- 80% within **40 km** of a border crossing
- 80% within **2 km** of a highway interchange

Assessing Niagara's Employment Areas

S.W.O.T. analysis

- Excellent transportation access
- Proximity to border crossings
- Recognition of the "Gateway Corridor" in the Growth Plan
- Growth in manufacturing sector

S

- Relatively small and fragmented parcel sizes
- Many environmental constraints
- Building stock tends to be older
- Lack of major office spaces

W

- Vacant land available for expansion
- Expanded rail and canal access
- Planned infrastructure improvements and expansions

O

T

- No PSEZs currently identified in Niagara
- Existing residential uses within industrial/manufacturing areas

Applying Common Criteria

How do Niagara's employment areas compare?



Challenges for Employment Area Planning

- Adapting to a changing economy
- Urbanization
- Unserved land
- Conversion pressure
- Compatibility
- Others?



5. DISCUSSION SESSION

Question 1



What are the biggest challenges you face in relation to employment land planning and policies?

Question 2

Considering the 31 identified Employment Areas:

- Are there areas that are missing?
- Are there areas that should be modified?

Question 3

In defining “Employment Areas” as part of the Region’s Employment Area Strategy:

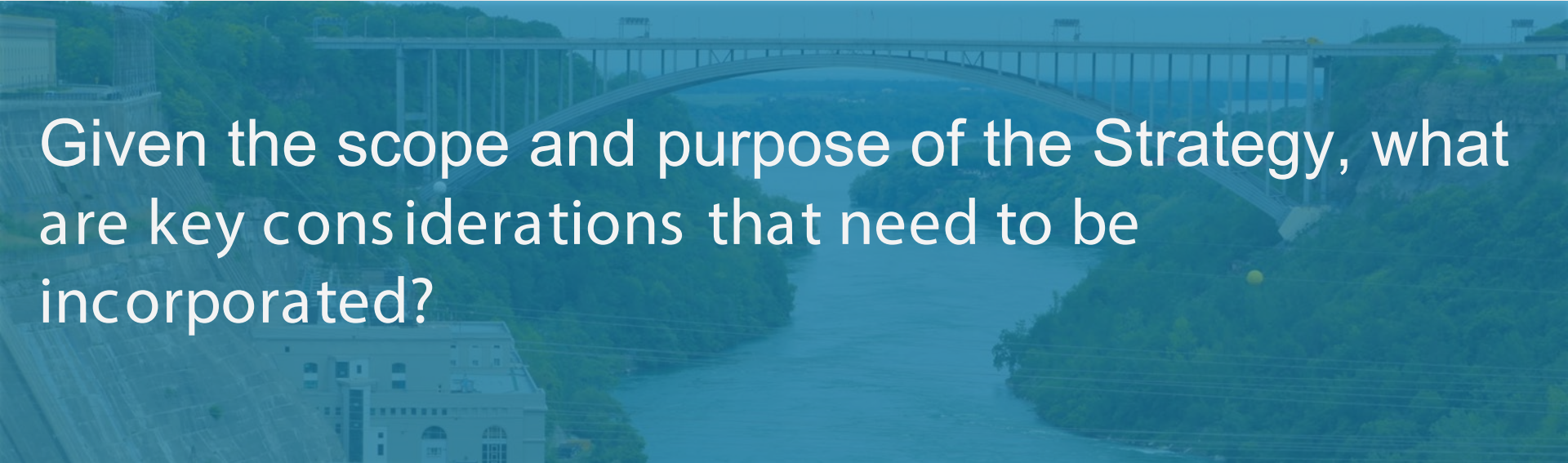
- Are the criteria useful?
- Are there other criteria that should be used?
- Should future strategic employment lands be included as employment areas assuming they meet criteria?

Question 4

How flexible or prescriptive should Employment Area policies be?

- What uses should be included as permitted uses that support employment?
- Should conversions require a regional review through an Official Plan Review process? Or, should a land use change be sufficient?

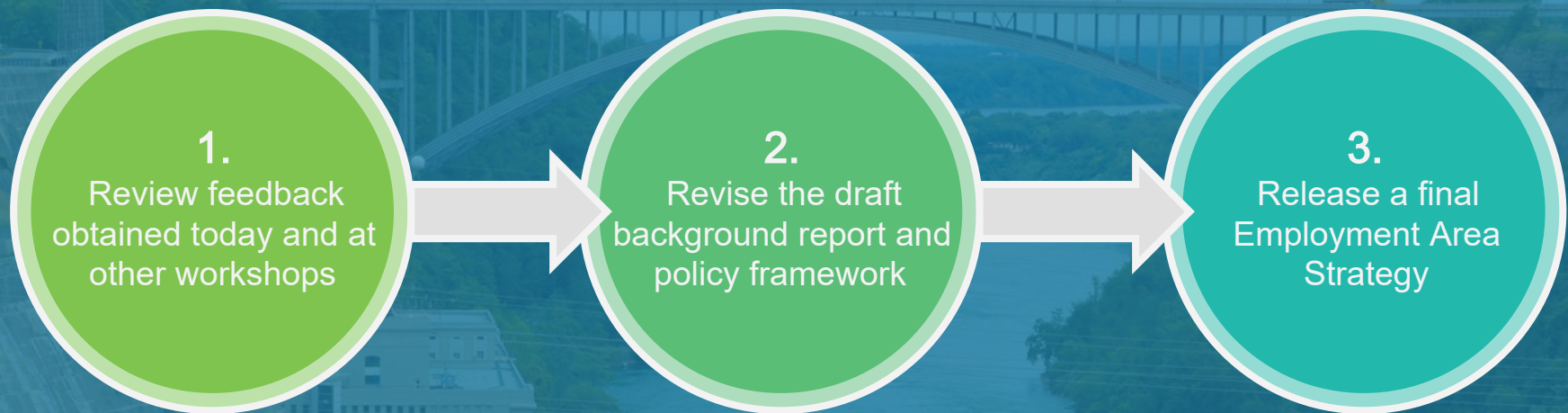
Question 5



Given the scope and purpose of the Strategy, what are key considerations that need to be incorporated?

Next steps

Towards the final Employment Area Strategy



Contact

Please feel free to take this package home with you for further thoughts and provide written comments to us by November 10.

**Dana Anderson
Hendren**

Partner, MHBC Planning
danderson@mhbcplan.com

Graham

Planner, MHBC Planning
ghendren@mhbcplan.com

Niagara  Region


MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE



Thank you!



Niagara Region's Employment Area Strategy Workbook

Research Summary

Since December 2018, MHBC and urbanMetrics have worked in collaboration with the Region of Niagara to develop an Employment Area Strategy (the "Strategy"). Work to date includes a background report containing a preliminary assessment of the Region's employment areas in relation to other municipalities across the Greater Golden Horseshoe (GGH) and other border municipalities, and a draft policy framework and recommendations to ensure these areas are protected and enhanced over the long term to support existing and future employment-related activities.

The Strategy and supporting draft policy recommendations were developed by:

1. Specifying the functions of employment areas and noting the definitions and policies for employment areas and employment lands both physically and within the current land use planning framework;
2. Reviewing policy approaches to employment areas across the GGH and border municipalities, and identifying common characteristics; and,
3. Completing an assessment of the Region's past work on its employment areas and evaluating how identified employment areas within Niagara relate to the broader GGH contexts.

The Strategy assesses the current Employment Area planning policy framework at Provincial and Regional levels to determine how the existing physical Employment Areas within Niagara best fit within the framework. Findings and recommendations of the report will be refined through Phase 2 of the Strategy which will involve stakeholder input collected during workshops and interviews. A final report will be produced that includes a consultation summary and final policy framework to assist the Region in its implementation of the Strategy through an amendment to its existing Regional Official Plan (the "ROP").

A third phase of the Strategy will involve testing the implementation of draft policy recommendations. Work will involve identifying future employment areas and creating a concept plan that broadly defines potential employment clusters and nodes. The concept plan will use technical analysis to refine future employment area boundaries based on examining environmental, servicing, and transportation considerations.

Developing a comprehensive policy framework is crucial to the Region's long-term economic health and vitality. The goal of the Strategy is to align the Region with new Provincial policy while leveraging strategic benefits such as location, transportation and trade to support future employment uses in a rapidly changing environment.

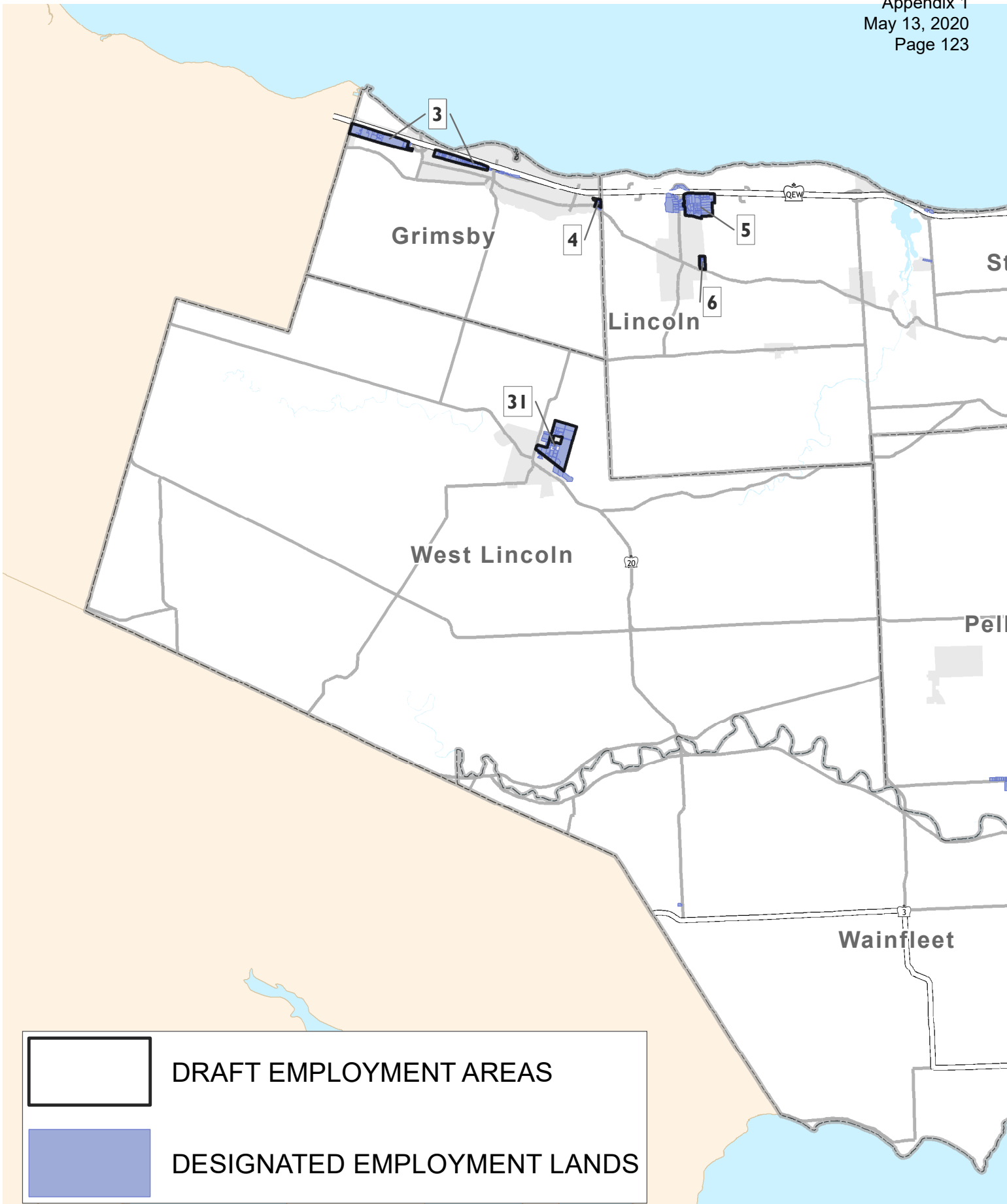
The Strategy sets out to achieve four key goals:

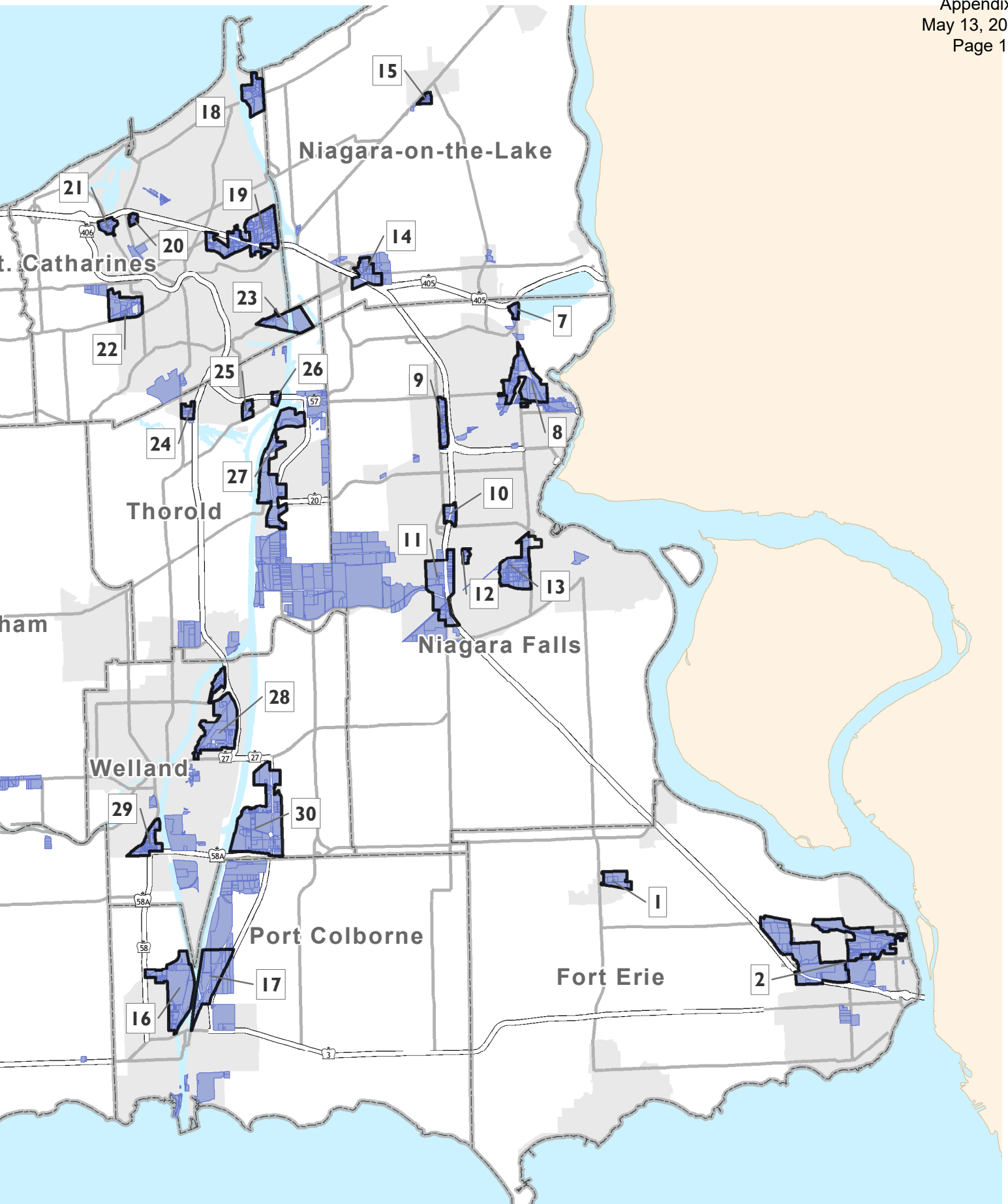
1.
Define
Employment
Areas

2.
Identify
Common
Characteristics

3.
Evaluate Niagara's
Employment
Areas

4.
Provide Strategic
Policy Direction





Discussion Question 1:

What are the biggest challenges you face in relation to Employment Area planning and policies?

Notes:

Discussion Question 2:

Considering the 31 identified Employment Areas:

- Are there areas that are missing?
- Are there areas that should be modified?

Notes:

Best Practice Findings - Characteristics of Employment Areas in the GGH

Large employment base/economic output

- Support and accommodate critical mass of employees, floor space and economic output
- Close proximity to other businesses in other industries
- Proximity to a highly skilled workforce

Flexible land use patterns

- Availability of large, contiguous blocks
- Maximize opportunities for a wide range for employment uses
- Compatibility/buffering with adjacent land uses

Serves inter-regional markets

- Support clusters of businesses that serve large markets
- Economic activities that have a regional/international significance
- Convenient access to border crossings to facilitate cross-border trade

Access to major infrastructure

- Proximity to major transportation facilities including 400-series highways, rail corridors, canals, airports, transit, etc.)
- Serviced by key infrastructure (water, wastewater, electricity, natural gas, fiber, etc.)

Locational/financial competitiveness

- Local development costs favourable for development
- Financial incentives to encourage business attraction, retention and expansion

Identified/protected in policy

- Supportive policy framework in place in local/regional official plans
- Protected from conversions and adjacent sensitive land uses that would threaten functioning of an employment area

Discussion Question 3:

In defining Employment Areas as part of the Region's Employment Area Strategy:

- Are the criteria useful?
- Are there other criteria that should be used?
- Should future strategic employment areas be included as employment areas assuming they meet criteria?

Notes:

Discussion Question 4:

How flexible or prescriptive should Employment Area policies be?

- What uses should be included as permitted uses that support employment?
- Should conversions require a Regional review through an Official Plan Review process? Or, should a land use change be sufficient?

Notes:

Discussion Question 5:

Given the scope and purpose of the Strategy, what are key considerations that need to be incorporated?

Notes:

Contact Us:

Please feel free to take this package home with you for further thoughts and provide written comments to us by November 10.

Dana Anderson

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Appendix F

Workshop feedback summary



MEETING NOTES

KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

NIAGARA REGION EMPLOYMENT AREA STRATEGY – WORK BOOK COMMENTS

Meeting: Industry Stakeholders Workshop
Date: Thursday, October 10, 2019
Time: 9:00 a.m. – 12 p.m.
Location: White Oaks Resort & Spa, Niagara-On-The-Lake

Attending: See attached sign in sheet

Absent: n/a

DISCUSSION FEEDBACK	
Challenges faced by Industry Stakeholders:	
<ul style="list-style-type: none">• Comment that PSEZs aren't supported because it adds bureaucracy and too many layers of government involvement• Inability to live where you work; the location of employment areas• Slow timing of the MCR/conversion process• Rigidity of employment area designations and making sure boundaries and permitted land uses are appropriate - difficult to make changes in the future• Environmental limitations, lack of servicing; policy framework for each type of employment use (e.g. industrial use vs business vs innovation district)• Need to make clear the types of land uses that are available/permitted in each employment area/across different local municipalities• Opportunities for affordable housing near employment areas to support workers and closer live-work relationships• Feedback and response is slow from governments and sometimes inconsistent – resulting in uncertainty for businesses• Lack of land supply for employment uses• Commercial real estate business facing challenges re: finding space – e.g. lack of flex office space in Niagara; no development of innovation districts taking place in Niagara and this type of employment area keeps being attracted to Toronto	
Feedback on the identified employment areas:	
<ul style="list-style-type: none">• Suggestion to add in QEW corridor between fort Erie and Niagara Falls; add in Highway 406 corridor• Establish a Brock Innovation Hub in Thorold adjacent to Brock University – potential for institutional partnership	

Feedback on criteria for identifying employment areas:

- Access to infrastructure is highlighted in criteria, but we also need to consider “INSTITUTIONAL INFRASTRUCTURE” and the related assets that are needed to support employment
- Need to consider the impacts of changing of climate and use/vitality of employment uses (e.g. areas along Lake Ontario/Lake Erie may face changing coastlines)
- Need to consider brownfield status for conversion

Discussion on flexibility/prescriptiveness when approaching employment areas:

- Should be allowing conversions in the appropriate places but need to protect overall function of employment area
- Use provincial standards such as NPC 300 and D6 to allow interface between employment areas and sensitive land uses (e.g. residential uses)
- Flexibility is important – but there are areas that need more protection (e.g. core vs general designations in City of Toronto)
- Long term care facilities should be permitted in employment areas (e.g. near hospitals)
- Allow institutional uses in employment areas (esp. in innovation districts) – should allow student housing in these areas

Other considerations/comments on Employment Area Strategy:

- Need to have decision makers in room; obtain local and regional councillor buy-in
- Lands that are designated employment are often encumbered by environmental features – e.g. wood lot that has grown on land over course of 10 years should not impede development opportunities/require additional environmental studies that cost business time and money
- Lands on periphery of boundary of urban area should be considered for inclusion as employment areas
- In Fort Erie, there are issues related to wet lands but these environmental constraints need to be ground-truthed to determine what areas/lands are actually developable

WORK BOOK FEEDBACK/COMMENTS

What are the biggest challenges you face in relation to Employment Area planning and policies?

- Escarpment restrictions; need for future growth/expansion; support for long-term Niagara economic development (integrated campus – strategic); overlapping municipalities; spread out economic clusters of activity; funding constraints
- Escarpment restrictions
- Restrictive; Sometimes don't include “job creation” uses (WFH, flexible workspaces, less office space required, less warehouses); Time/process; Rigid designation; Boundary/Uses; Environmental
- Market demand for prestige office
- Sites are not large enough to attract/accommodate potential employers; access to transit is important; Sites must be close to urban centres; Presence of contaminants on site of previous employment lands – inherent legacy of remediation costs is problematic; Brownfields – liability, timing, costs; overgrowth of “natural environment” on vacant/under use portions of active properties – need for constant landscaping; employers need to be located close to affordable housing for employees; Feedback/response is slow from government and agencies – often inconstant too
- Time: revisions take 5-10 years (MCR); Provincial policy issue has final say; city buy-in? regional buy-in? Lengthy process; Difficult to keep up with residential growth; nature of job growth

residential growth; nature of job growth, residential vs job of employment; residential areas surrounding site; availability of space; clarity of options; environmental barriers; policy framework feasibility; servicing restrictions

- Time – too much time in between MCR; Processing time local land use review; time is money – studies take too long; too many layers – concern with added level of protection now with Province Zone designation; Inability to have people live close where they work
- Provincial policy:
 - Greenbelt
 - Environmental setbacks
- Lack of sizeable parcels; neighbouring constraints; lack of highway access/arterial roads; poor infrastructure – upfront costs; too many overlapping government interests; red tape – zoning too prescriptive, S.P.A too detailed; no incentives whatsoever

Considering the 31 identified Employment Areas: Are there areas that are missing? Are there areas that should be modified?

- “untouched” land use are that could have special designation? Opportunity for special economic zone = clean slate
- Is there a new “untouched” area to designate and protect?
- Yes – should leave for consultation; Look at clustering and locating along existing and planned infrastructure
- Greater consideration of GO Station Mixed Use potential and boundaries of employment areas; some municipalities have more than others + general mismatch of res/industry demand vs. supply; Having just seen the mapping today, it is hard for our table to comment on specifics
- There are a lot of prime locations for employment that are not designated employment (e.g. areas in close proximity to major highways); Agriculture is missing – would benefit to be included; Seaway Port Authority should be consulted for lands next to canal (e.g. Port Colborne); Climate and environmental impacts on properties needs to be considered (e.g. shorelines); Brownfield sites should be identified with level of contaminants/threats
- 406 and highway 20 needs to be considered; QEW corridor Fort Erie to Niagara Falls
- If Region is going to designate zone – make sure its designated properly and not encumbered by environmental features – ground be ready to develop; QEW corridor missing – busy corridor/crossing; 406 through Thorold – deficiency of lands with access to seaway
- Areas are too small and fragmented - See map – add areas along QEW north of Fort Erie; multiple locations along eastern side of canal from Port Colborne to St. Catharines

In defining Employment Areas as part of the Region’s Employment Area Strategy: Are the criteria useful? Are there other criteria that should be used? Should future strategic employment areas be included as Employment Areas assuming they meet criteria?

- Leveraging institutional infrastructure not mentioned; employment areas around rail/GO lines are a special consideration
- Access to infrastructure to include institutional infrastructure
- These are good/useful; Property status – contamination/clean; Access to major infrastructure should include institutional infrastructure (i.e. Brock University)
- Risk of getting designation wrong and being unable to move, adjust or convert if market doesn’t materialize; Additional concern that localized interests may need more so would support future designations; Make practical sense, but would need to be supported, encouraged by other programs and initiatives, strategies to make them worthwhile

- Impacts of a changing climate for employment sites/development (i.e. vulnerability); property condition status (i.e. contaminated, clean?); Floodplain mapping for future employment mapping
- Prioritize more/less desirable; institutional infrastructure to be considered
- Notion of prioritization – higher to lower

How flexible or prescriptive should Employment Area policies be? What uses should be included as permitted uses that support employment? Should conversion require Regional review through an Official Plan Review process, or should a land use change be sufficient?

- Not all industry/manufacturing/office/business/retail is the same; Introduce policies “where possible”; Many uses – retail; NPC-300; Uses – long-term care uses, student housing
- Need to reflect market demand and those conditions are changing faster than ever; Applications should be approved on merits, not stringent controls and regulations; Flexibility can sometimes add viability; As long as designations are sound and tested there’s less concern but rigid and costly restrictions can handcuff municipalities and developers for years unable to meet market needs
- Conversion of employment to residential will limit/reduce affordability of existing homes in the area; it’s important to have affordable housing close to employers
- Long-term care should be considered employment; living where you work option; let market influence demand (affordable housing); flexible with allowing conversions
- Long-term care should be empl. Use; live work flexibility; allow the market to influence development; conversions – flexibility to process anytime
- Flexibility is critical – land use choice sufficient

Given the scope and purpose of the Strategy, what are key considerations that need to be incorporated?

- Long-term strategic planning; how the lands are actually being used; thinking about adjacent lands and impacts on them
- Restrict/think lands adjacent to the defined lands
- Employment; Urban Boundary vs periphery – include as lands; Ratio: employment lands with wetlands – can’t use
- Adding more greenfield space for employment uses will not assist with revitalizing urban employment uses; the application process must be revamped; municipalities and businesses need to work together to ensure successful implementation (e.g. available incentives)
- Redeveloping employment lands may not always work; availability to develop employment lands outside urban boundaries
 - Servicing them is an issue (budget)
 - More flexibility with market demands
 - Specifically close to transportation corridors
 - Available for immediate development
 - Short-term planning
- Unique to Niagara; ability to create employment area outside of urban areas; especially lands on edge of urban area; access close to transportation; let the market dictate
- Flexibility on urban area boundary where employment areas can expand



MEETING NOTES

KITCHENER
WOODBIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

NIAGARA REGION EMPLOYMENT AREA STRATEGY – WORK BOOK COMMENTS

Meeting: Municipal Planners Workshop
Date: Tuesday, October 8, 2019
Time: 2:00 p.m. – 4:00 p.m.
Location: Holiday Inn Express, Niagara-On-The-Lake

WORK BOOK FEEDBACK/DISCUSSION
<p>Feedback on identified criteria for identifying employment areas</p> <ul style="list-style-type: none">• Rural employment areas need to be considered• Conversion of employment area protected• Work force being bussed in from Hamilton (e.g. West Lincoln)• Square footage in agriculture is larger than in urban areas• Re-examine employment area boundaries with consideration for environmental features (SWAP)• Need part of adjustment – how to deal with changing boundaries outside of MCR?• Servicing and environmental limitations need to be considered• Linkages/corridor e.g. GE and downtown link• Environmental – provincially significant wetlands – mapping not ground-truthed to account for actual environmental constraints• Areas that meet all criteria:<ul style="list-style-type: none">○ Fort Erie (Stephensville) – close to border while account for natural areas○ Port Colborne – servicing constraints need to be considered○ Niagara Falls –all areas○ None in St. Catharines○ Two areas in Welland○ Thorold not significant at regional scale – issue around contamination○ Thorold –area around Brock University should be recognized as regionally significant○ West Lincoln – issue of Greenbelt; smaller areas but not going to attract significant employment base• Are areas aligned with federal/provincial objectives? <p>Other Discussion Topics</p> <ul style="list-style-type: none">• How to deal with identification of environmental constraints?• Use criteria to determine level of impacts environmental impacts have; if heavily constrained – consider removing area from employment area in some cases <p>Are there areas that could be converted (e.g. Innovation District)? – may still meet all criteria</p> <ul style="list-style-type: none">• Many areas in St. Catharines

- Idea: identify PSEZ then funnel incentives
- Idea: limited # of areas protected = businesses going there (are they the right areas?)
- Idea: employment areas can regenerate to other employment
- St. Catharines in Eastchester meets 4/5 criteria but not adequately buffered

How should criteria be applied to employment areas?

- Are we protecting transportation features that link employment areas to one another/other major facilities?
- Minor woodlot 2 ha now need EIS (a 1 year process) as deter to employment investment
- Shovel ready land – how to get lands ready?
- Strategy for intensification (Residential uses) can be applied to employment areas – employment lands don't have same level of investment to not keep lands vacant
- Thorold: several employment areas are limited by existing employment uses – little opportunity for employment intensification/redevelopment due to nature of the use and/or contamination

How should areas outside of employment areas be approached? Are they open for conversion?

- Can't let local areas convert but they are easiest to convert
- Conversion criteria – how to differentiate between regional/provincial/local significance?
- How does protection of these areas change? Flexibility? E.g. PSEZ only applied to GGH but not the case – there are other PSEZ outside of GGH
- Idea: stages – start with no employment areas – Region should let on-streaming of employment areas take place
- Idea: working to 2022 – how to deal with conversion until 2022? After 2022, PSEZ function may change to support employment areas (e.g. innovation districts) – e.g. Kitchener has more jobs within innovation district than previous industrial/manufacturing uses on the same site
- Land needs methodology needs to be considered
- Employment areas to innovation district – do we need to go through conversion?
- Idea: West Louth hospital as innovation district
- Use distances/buffers as regulated by the Province (e.g. D6, NPC-300)

Future Employment Areas

- Area in Fort Erie (QEW Corridor) that can be serviced identified as potential future employment area
- These areas should meet criteria and should be identified as Regional employment areas; however, need to recognize that future employment areas may not meet all criteria (e.g. may not be serviced YET but has potential for future servicing)
- Need to recognize growth of employment in knowledge sectors
- Conversion requests – future employment areas need to be protected from conversions

Appendix G

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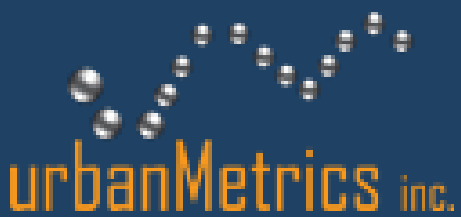
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Draft Glendale District Plan

Glendale Niagara District Plan
A Complete Community



Niagara  Region

Niagara  Lake

 St. Catharines

Planning & Economic
Development Committee
May 13, 2020

Presented by
Kirsten McCauley, MCIP, RPP
Senior Planner, Secondary Plans
Kirsten.mccauley@niagararegion.ca

Associated Report
PDS 15-2020

What is a District Plan?

Proactive planning strategy to drive growth and economic prosperity.

Sets Regional vision and framework for planning, design and development of a complete community.

Serves as a guide for multiple stakeholders to coordinate development and investment efforts.

Direction for additional study/planning analysis to benefit the area.



Glendale Study Area

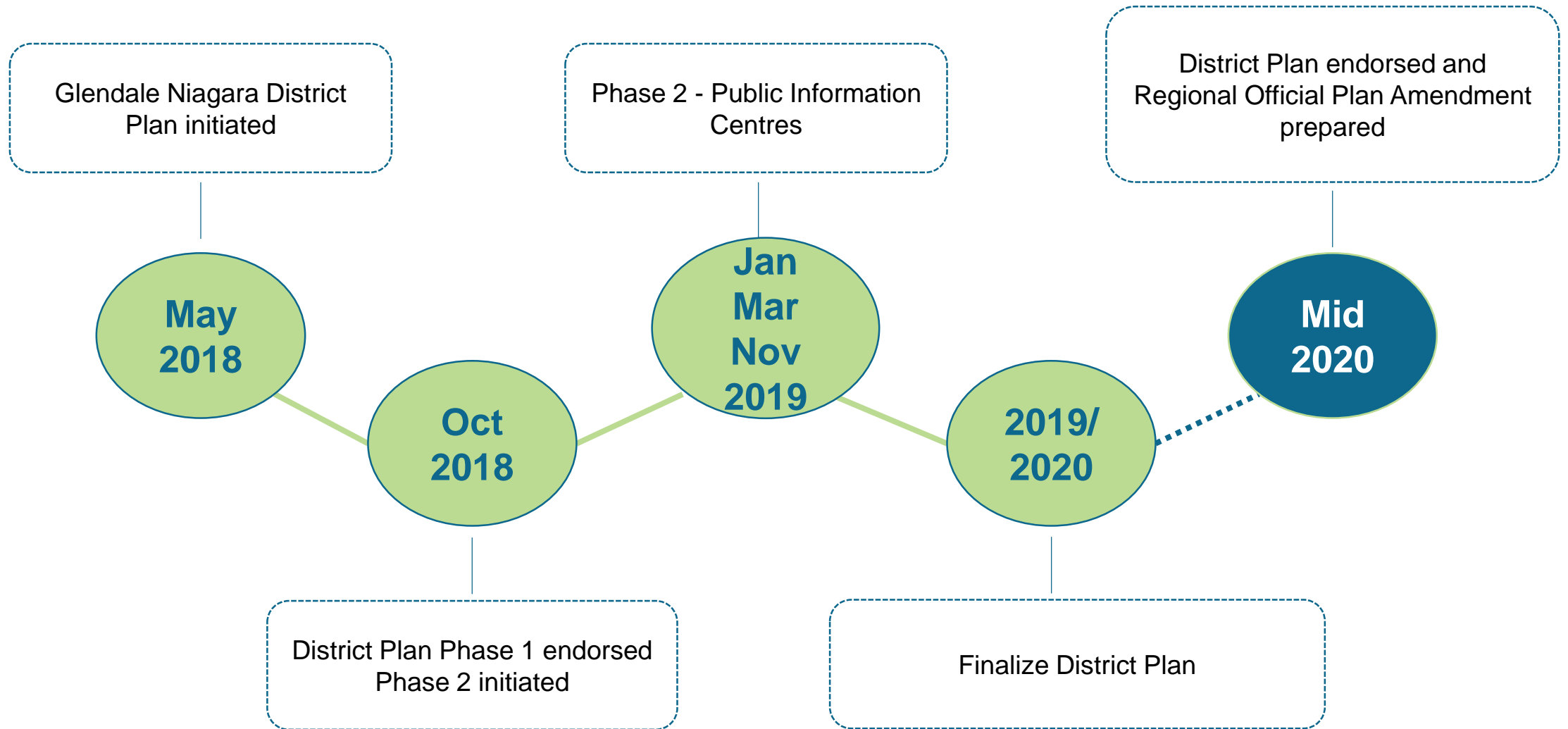
Total Study Area:
Approx. 700 ha

Urban Area:
370ha

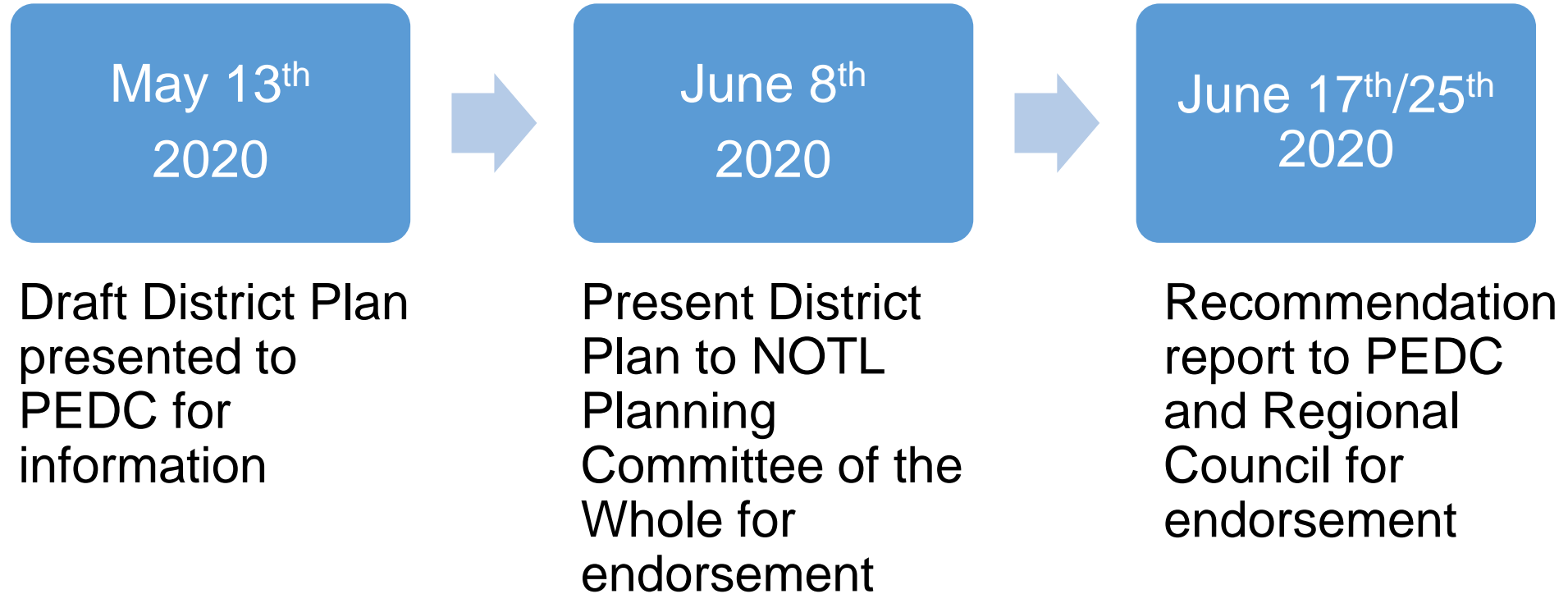
Rural/Agricultural
Area: 330



Glendale Process Timeline



Endorsement Process

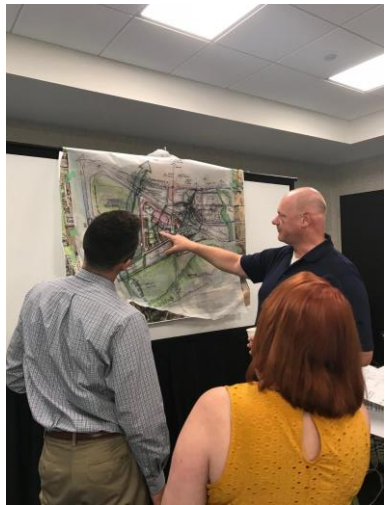


Public Engagement Highlights

Public Information Centres	Date
Phase 1 Kick-Off Visioning	June 24 and 25, 2018
Phase 1 Vision and Preferred Concept	August 16, 2018
Phase 2 Kick-Off	January 31, 2019
Phase 2 Options	March 27, 2019
Phase 2 Draft District Plan Info	November 20, 2019

Engagement Methods

- ✓ 6 days of public engagement sessions
- ✓ 5 Technical Advisory Committee meetings
- ✓ 3 Community Focus Group meetings
- ✓ Stakeholder and landowner one-on-one meetings
- ✓ Email notifications and newspaper notices
- ✓ Radio and newspaper interviews
- ✓ Crowdsourced online commenting platform and survey



Policy Framework

Urban Area:

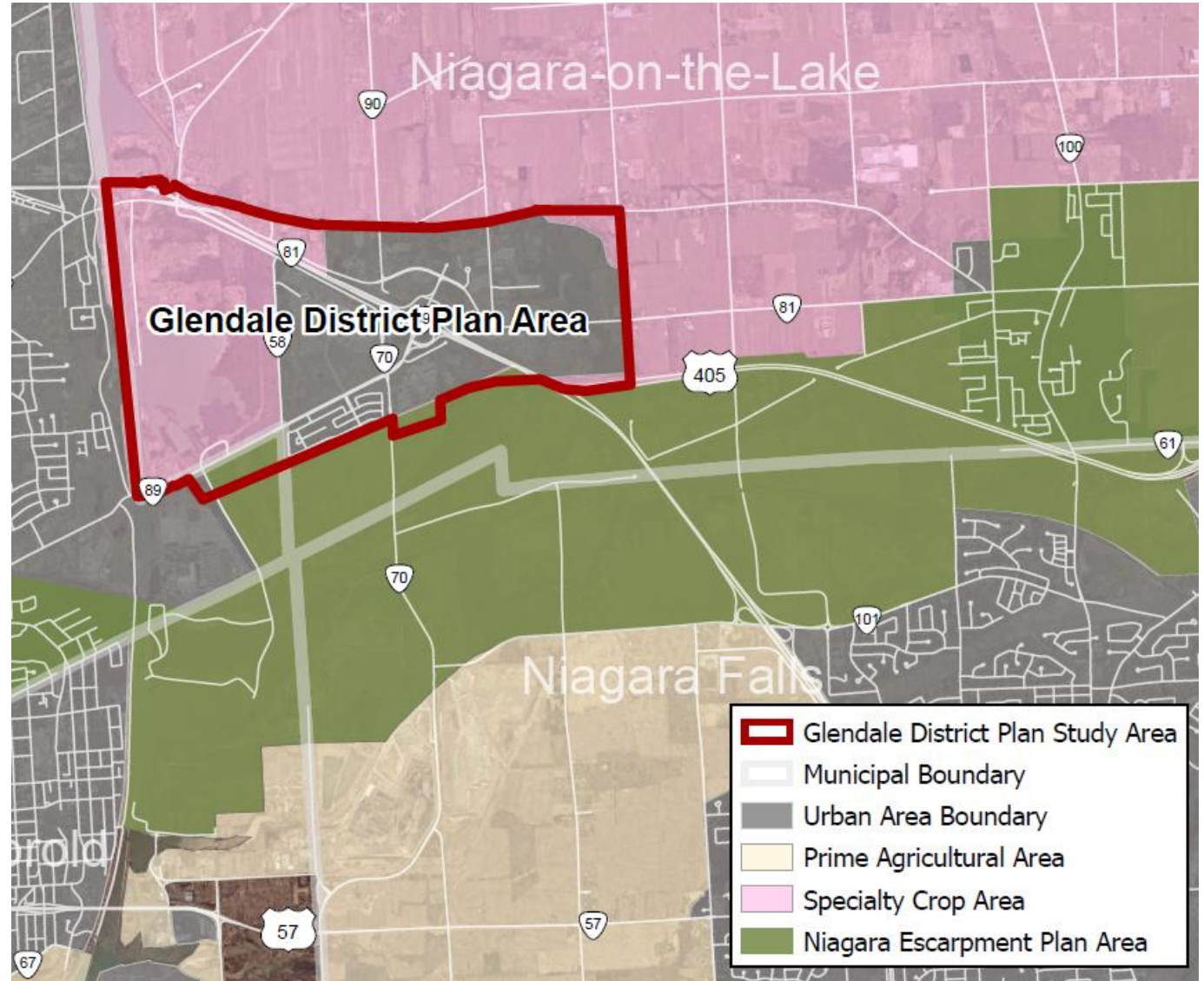
Growth Plan – Undelineated Built-Up Area (due to low existing population)

Niagara Region Official Plan – Designated Greenfield Area

Agricultural Area:

Niagara Escarpment Plan – Escarpment Protection Area (west), Escarpment Natural Area (east)

Greenbelt Plan – Protected Countryside, Specialty Crop designation



Vision Statement:

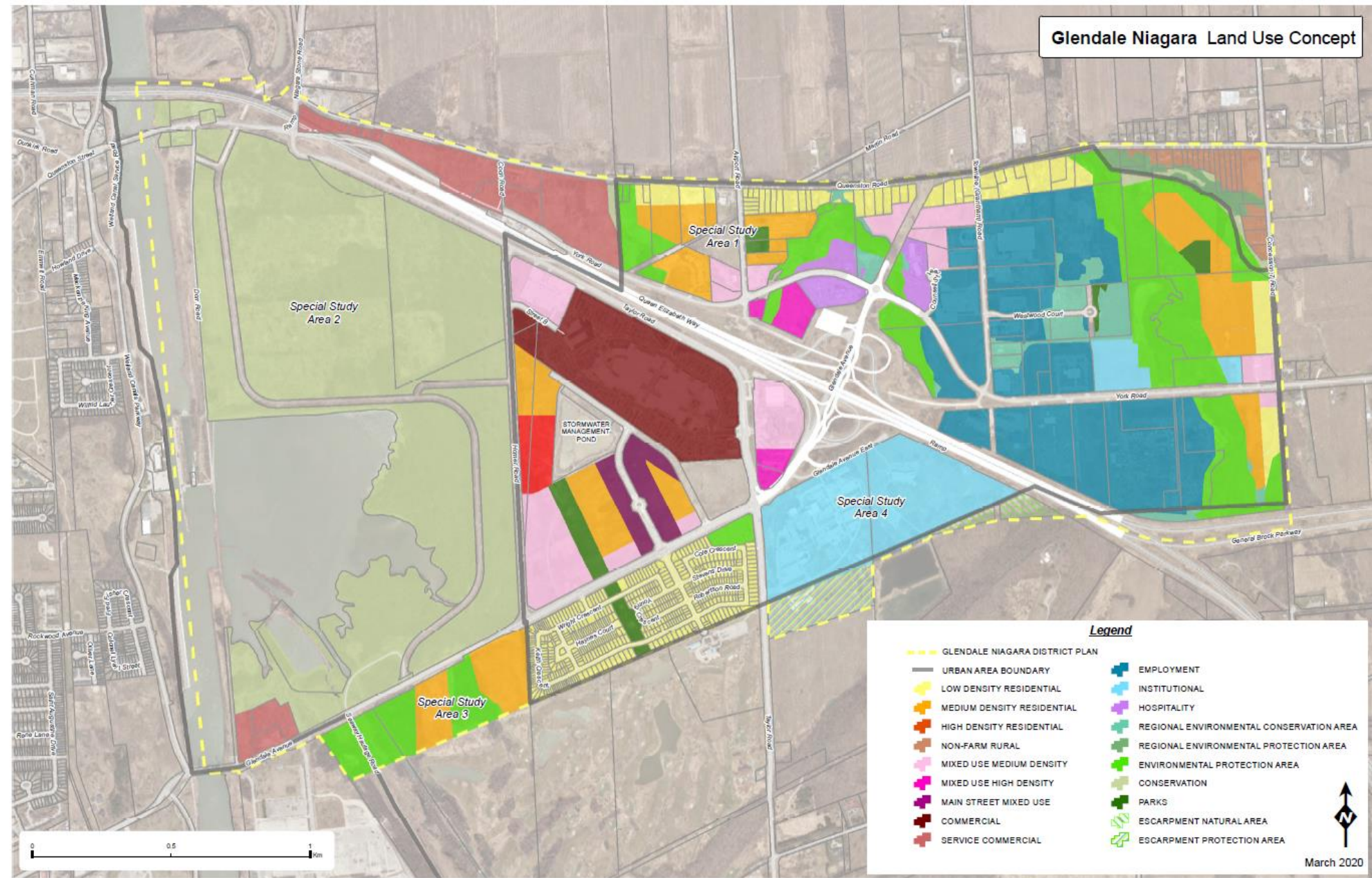
Glendale @ Niagara will be a vibrant community for people of all ages, lifestyles, and abilities - a place to live, work, play, learn and grow. Its urban districts, with a mix of uses, will protect, integrate and celebrate the natural and rural surroundings reflecting the distinct character of the area.

Glendale @ Niagara will be framed by green space along the Welland Canal, the creek valleys, the Niagara Escarpment and agricultural lands.

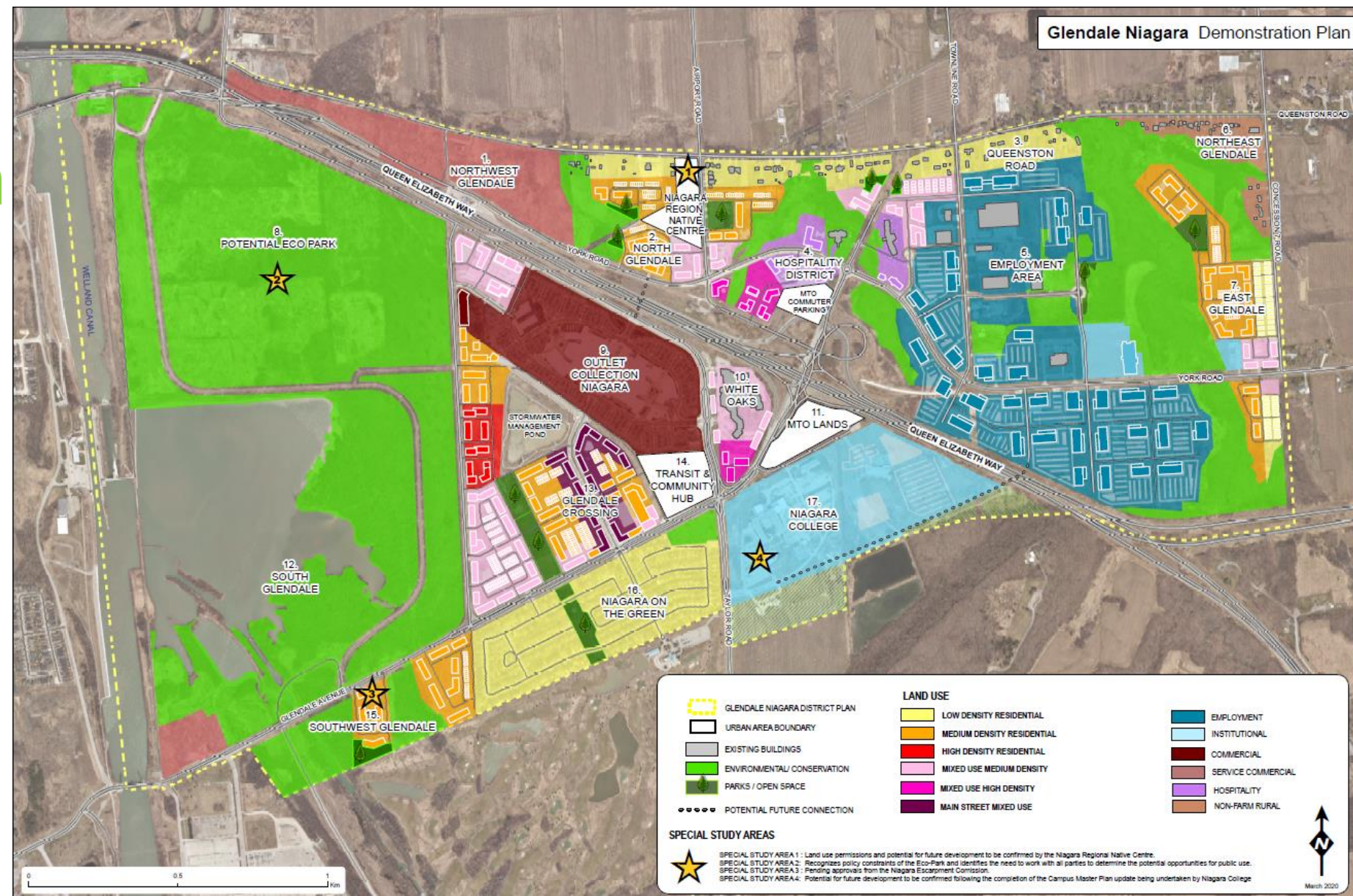
Glendale @ Niagara will put mobility first with a robust transit system, cycling trails and pedestrian routes seamlessly connecting areas north and south of the QEW.



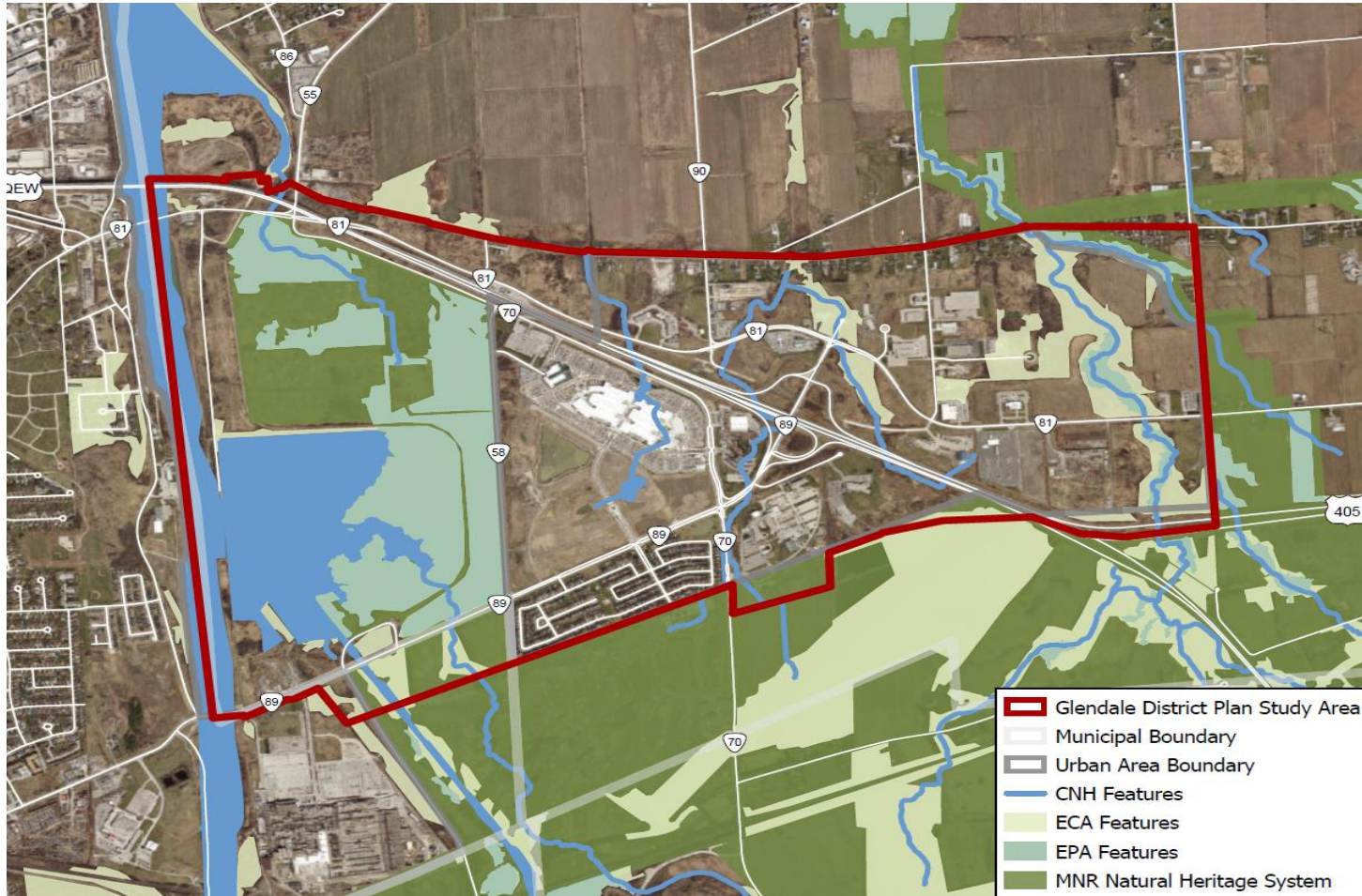
Glendale Land Use Concept



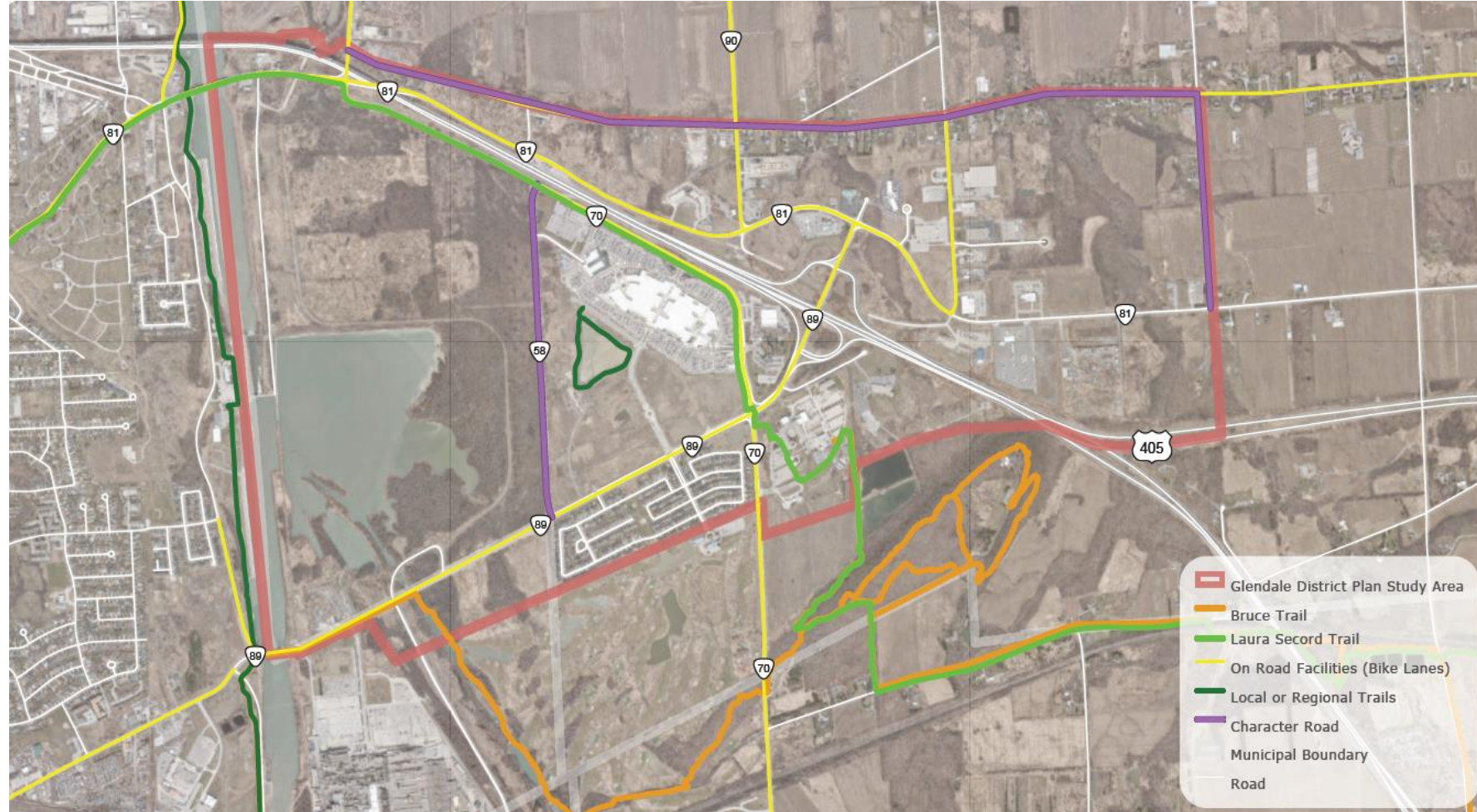
Glendale Demonstration Plan



Key Direction #1: Protect and enhance the landscape/natural features.



Key Direction #2: A convergence for the area's trails and active transportation facilities.



Key Direction #3: Provide an accessible and connected transit system to serve the Glendale area, the greater Niagara Region and beyond.



Main Street and Community/Transit Hub



Urban Design Rendering and Perspective
For Illustration Purposes Only

Key Direction #4: Create a strategy to build on existing assets within Glendale linking Glendale with the greater NOTL and the Region.



Key Direction #5: Create a main street as a transition from the Outlet Collection of Niagara to the adjacent urban neighbourhood.



Urban Design Perspective - For Illustration Purposes Only




Urban Design Perspective – Main Street



Urban Design Perspective - For Illustration Purposes Only


Key Direction #6: Provide a diverse range of housing ensuring choice and affordability.



6% OF HOUSEHOLDS
are in Core Housing Need
in Niagara-on-the-Lake
on par with the Niagara average


households are spending over
30% of income on shelter costs
much higher than the Niagara average.

Little housing diversity in Niagara-on-the-Lake



**82% OF UNITS ARE
SINGLE DETACHED
DWELLING**

there are limited apartment units in the municipality



**FOR
SALE**

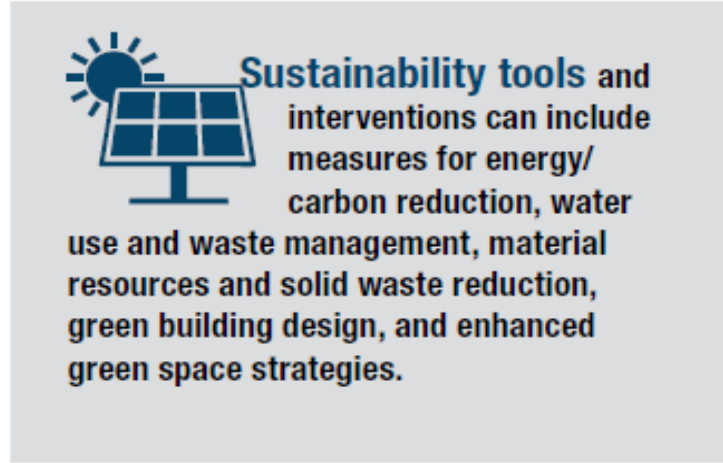
**26% INCREASE IN
HOUSING PRICES**
from 2016 to 2017



Key Direction #7: Create public/civic space as a focus for Glendale



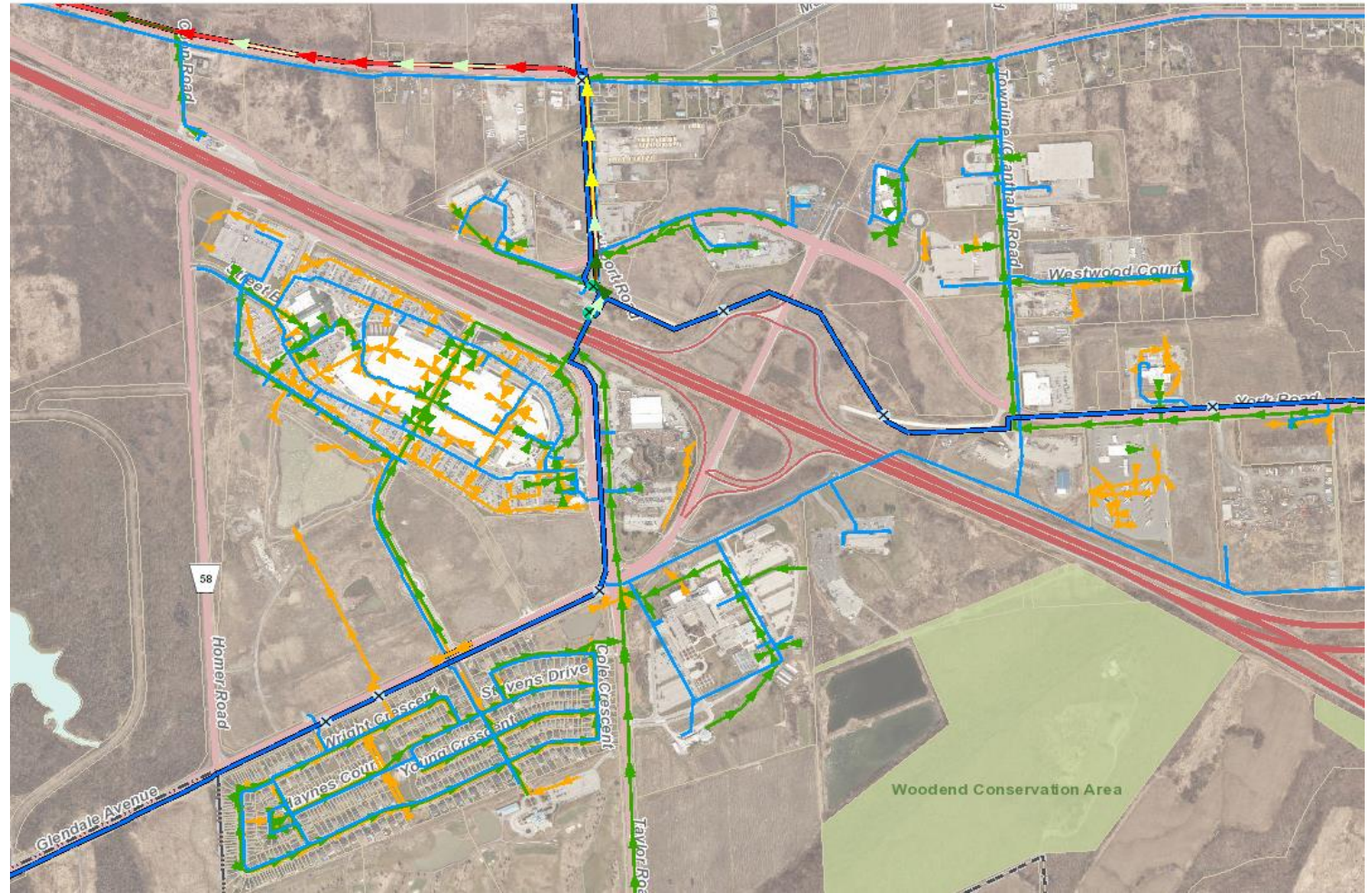
Key Direction #8: Use sustainability measures related to resiliency and climate change.



Key Direction #9: Coordination of infrastructure review, capacity and upgrades.

Water - Decew Falls Water Treatment Plant (primary water supply)

Sanitary - Port Weller Wastewater Treatment Plant Catchment Area



Infrastructure within the Glendale area

District Plan Summary

Success relies on ongoing collaboration amongst the key partners and stakeholders to implement the strategies and recommendations of the 9 key directions.

Next Steps:

- Final endorsement
- Regional Official Plan Amendment
- Work with NOTL on the Secondary Plan update
- Work with the Technical Advisory Committee (TAC) for ongoing implementation

TAC membership will include a number of interested agencies, including the following:



Subject: Draft Glendale District Plan

Report to: Planning and Economic Development Committee

Report date: Wednesday, May 13, 2020

Recommendations

1. That staff **PROVIDE** a presentation to the Town of Niagara-on-the-Lake to seek endorsement for the Glendale District Plan;
2. That after endorsement has been received by the Town of Niagara-on-the-Lake, staff **PREPARE** a report for the Planning and Economic Development Committee seeking approval for the Glendale District Plan; and
3. That Report PDS 15-2020 **BE CIRCULATED** to the Town of Niagara-on-the-Lake and the City of St. Catharines for their information.

Key Facts

- The purpose of this report is to present a draft of the Glendale District Plan for information.
- The study area of the Glendale District Plan is approximately 700 hectares, generally bound by Queenston Road to the north, the Niagara Escarpment to the south, Concession 7 Road to the east, and the Welland Canal to the west. The QEW bisects the study area and includes the Glendale Ave interchange.
- The Glendale District Plan was developed in collaboration with the Town of Niagara-on-the-Lake (NOTL) and the City of St. Catharines. It has also been informed by input from a Technical Advisory Committee, a Community Focus Group and a series of public engagement exercises.
- The vision directs the transformation of the Glendale settlement area into a vibrant and complete community; a community that celebrates its district character and builds on the unique attributes and assets of the area.

- The District Plan sets out nine key directions to achieve the vision. Each key direction includes strategies and recommendations to be further investigated through the update to NOTL's Glendale Secondary Plan and the ongoing work of a Technical Advisory Committee (TAC).

Financial Considerations

Costs associated with the district plan have been accommodated within the Planning & Development Services 2019 & 2020 Operating Budget.

Analysis

Policies in the Provincial Growth Plan for the Greater Golden Horseshoe require the efficient use of land and infrastructure by promoting intensification with a focus on strategic growth areas. District Plans are foundational instruments for planning these growth areas and are expected to support the achievement of complete communities, a thriving economy, and a clean and healthy environment. As the Plan is implemented over time, it will attract new investment and build upon the district's existing assets, making it more prosperous and enjoyable for all.

Glendale was chosen for a District Plan because of its prominent location along the QEW, acting as a gateway to a large part of Niagara. It also has cross jurisdictional boundaries, Provincial interest, Federal interest, regional anchors, a higher education institution, and a varied mix of existing land uses, as well as vacant/underutilized urban lands. Glendale will benefit from a District Plan to direct future growth and guide the transformation of the area into a vibrant, compact, complete mixed-use urban environment.

The District Plan will bridge a gap between the Regional Official Plan and the local municipal Official Plan. It provides an opportunity to coordinate resources and a land use concept and demonstration plan that illustrates how the Glendale area can grow and evolve over time.

Glendale District Plan Vision

"Glendale Niagara District Plan will be a vibrant and complete community for people of all ages, lifestyles, and abilities - a place to live, work, play, learn and grow. Its urban

districts, with a mix of uses, will protect, integrate and celebrate the natural and rural surroundings reflecting the distinct character of the area.

Glendale Niagara District Plan will be framed by connection to green space along the Welland Canal, the creek valleys, the Niagara Escarpment and agricultural lands.

Glendale Niagara District Plan will put mobility first with a robust transit system, cycling trails and pedestrian routes seamlessly connecting areas north and south of the QEW highway.”

Glendale as a Complete Community

A complete community relies on density and diversity through a variety of land uses and built form, an activated public realm, and walkable, connected streets. It must also establish a population that will support local services, facilities and commercial offerings.

The success of a community is measured by how people interact with it. A complete community meets the daily living needs of its residents and provides options for remaining within the community throughout an individual's life cycle.

The vision for Glendale is a community with a full range of land uses. The study area already contains a number of key elements that will support a complete community. There are lower density residential dwellings, a Regional outlet mall that serves the Regional market needs, an employment area to provide jobs, a cluster of hotels, Niagara College providing higher education and business synergies, and open spaces for passive and active recreation space. The District Plan will continue to build upon these assets.

The District Plan will also encourage new uses to support and complement the existing assets. The Main Street will provide a different experience providing more local commercial uses in a neighbourhood setting. Mixed-use development will add housing options to the study area. The transit hub will combine various modes and bring operators to a single site to provide a more efficient transit service. Additional green space will be woven through the study area providing opportunities for off-road connections and active transportation. New community facilities will become a central focus for recreation, services and public gathering spaces.

The Glendale land use concept and demonstration plan provides general land use direction to support the existing assets, promote new mixed-use, compact development and illustrates how the Glendale area can develop into a complete community.

Key Directions

The Glendale District Plan is comprised of nine key directions that reflect the vision and provide a path forward for the creation of a complete, vibrant community. Each direction includes a detailed description, design guidance and strategies to achieve the direction and vision of the District Plan.

Key Direction 1: Protect and enhance the landscape/natural features. This key direction encourages passive recreational opportunities and connection to the natural environment while protecting and enhancing these features and biosystems.

Key Direction 2: A convergence for the area's trails and active transportation facilities. Trails and active transportation facilities are recognized as important for promoting healthy lifestyles and connectivity in the Glendale area.

Key Direction 3: Provide an accessible and connected transit system to serve the Glendale area, the greater Niagara Region and beyond. The creation of a multi-modal transit hub will centralizes transit operation and provide opportunities for shared parking facilities, car share, bike share and on-demand transit.

Key Direction 4: Create a strategy to build on the existing assets within Glendale and linking Glendale with the greater NOTL and the Region. There is currently a number of assets within and surrounding Glendale that will contribute to a successful urban district.

Key Direction 5: Create a “*Main Street*” from the Outlet Collection of Niagara to the adjacent urban neighbourhood. The Main Street will be a key component in achieving a complete community by offering local commercial uses, restaurants, cafes and other retail uses to serve the surrounding neighbourhood.

Key Direction 6: Provide a diverse range of housing ensuring choice and affordability. Offering diversity of housing will provide the opportunity to stay within or close to the neighbourhood as housing needs change over time.

Key Direction 7: Create public/civic space as a focus for Glendale. The District Plan recommends a community hub and integration of high quality public spaces as a central focus to the community.

Key Direction 8: Use sustainability measures related to resiliency and climate change. This key direction encourages the implementation of sustainability measures such as low impact development techniques and green infrastructure design to assist in mitigating climate change and make Glendale more resilient.

Key Direction 9: Coordination of infrastructure review, capacity and upgrades. This key direction encourages ongoing monitoring and collaboration with the major stakeholders in the area to ensure that infrastructure capacity is available and ready when development applications are submitted.

Implementation and Next Steps

Given the majority of the lands are within the Town of Niagara-on-the-Lake, Regional Planning staff intend to first present the Glendale District Plan to the NOTL Planning Committee of the Whole on June 8, 2020 with a request to receive the local Council endorsement, and then will bring the District Plan back to Regional Council for endorsement.

Once endorsed, the Glendale District Plan will provide the foundation for the vision of the Glendale community and land use intent. Further solidifying this vision, the District Plan will be implemented through a future amendment to the Regional Official Plan where the vision, objectives and key directions are embedded into policy. This policy direction will ensure that future decisions within the Glendale study area are consistent with the vision and direction of the District Plan, as well as any other implementing strategies as a result of this plan.

The Region will also work with the Town of Niagara-on-the-Lake to update the Glendale Secondary Plan to further assess the land use concept and prepare detailed policy and mapping to implement the direction of the District Plan. The Secondary Plan update will include supporting technical studies, such as Transportation Review, a Function Servicing Strategy and Subwatershed Study, to test the land uses and ensure that the final plan is both feasible and achievable. The Region will work closely with staff at NOTL to undertake this update.

As further detailed in the planning policy review section of this report, the lands within the City of St. Catharines are subject to the Ministry of Natural Resources and Forestry's (MNR) decision on the deferral. If the decision amends the Niagara Escarpment Plan designation to Urban Area it would be the first step towards implementing the land use concept as shown in the District Plan. Since these lands are relatively small and all owned by one landowner, the landowner would need to make the required planning applications to the City and Region to implement the vision of the District Plan. This will also require consideration of an urban boundary expansion.

The success of the Glendale District Plan relies on ongoing collaboration amongst the key partners and stakeholders. The Technical Advisory Committee (TAC) membership will be reviewed to determine continued participation. The TAC will continue to meet to discuss the strategies and recommendations of the District Plan and how they can be achieved.

Planning Policy Review

A planning policy analysis of current planning policy documents was undertaken to support the District Plan.

The urban area of Glendale is settlement area for the purposes of reviewing the Provincial Policy Statement (PPS) and A Place to Grow - Growth Plan for the Greater Golden Horseshoe. Both of these Plans encourage efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities by promoting a mix of housing, employment, recreation, parks and open spaces. They also encourage transportation choices that increase the use of active transportation and transit before other modes of travel.

The Region is preparing an Urban Structure that will be implemented as part of the Region's new Official Plan process. Within this Urban Structure, the Region will designate 'Strategic Growth Areas' (SGA). SGAs are to be planned to accommodate a significant portion of population and employment growth and further the establishment of a complete community. Glendale has been identified within the draft Urban Structure as a SGA.

The remainder of the study area are lands outside of the urban boundary. They are designated 'Protected Countryside' and 'Niagara Escarpment Plan Area' in the Greenbelt Plan. The Protected Countryside lands are further designated as 'Niagara Peninsula Tender Fruit and Grape Area' or Specialty Crop Area by Schedule 2 and

'Natural Heritage System' by Schedule 4. The Specialty Crop Area within the Agricultural System is considered unique agricultural land and has restrictions for non-agricultural uses.

Map 1 of the Niagara Escarpment Plan designates portions of the southern area of Glendale primarily as 'Niagara Escarpment Protection Area', with a 'Niagara Escarpment Parks and Open Space System' overlay, and a small area is designated as 'Escarpment Natural Area'.

The Southwest Glendale area is subject to a request to re-designate the lands from Escarpment Protection Area to Urban Area through the Provincial Coordinated Plan Review (2017). This request was deferred by the Ministry of Natural Resources and Forestry (MNR), with a request for additional information to support the request. A decision on this deferral has not yet been made.

Engagement and Consultation

There was a very significant collaborative engagement effort associated with the preparation of the Glendale District Plan involving input from a Technical Advisory Committee, a Community Focus Group and the general public.

A Technical Advisory Committee was struck at the start of the project with membership from the Town of Niagara-on-the-Lake, the City of St. Catharines, various departments at Niagara Region, Niagara College and various government agencies to provide specialized input into the development of the plans and key directions of the District Plan.

A Community Focus Group was established in January 2019 to provide an opportunity for additional input on the draft District Plan. Approximately 18 members of the public agreed to participate in the Community Focus Group, representing a wide range of community interests. Input from this group assisted in understanding the local views of the District, as well as the opportunities and challenges faced by the people that live, work and own property in the study area.

Public Consultation Summary:

Phase 1 consultation included a visioning exercise held in June (2 days) and August (1 day) 2018. A representative group of residents, agencies, interest groups, business and government leaders participated in the visioning exercise, in order to ensure that the

District Plan reflects the collective input for the future condition of Glendale as it grows and expands.

Phase 2 also included public engagement at three Public Information Centres (PIC) to collect input at strategic points throughout the study process.

- PIC 1 (January 2019) kicked off the Phase 2 process and presented preliminary background information on the study area.
- PIC 2 (March 2019) presented two land use concept options for consideration.
- PIC 3 (November 2019) presented the draft Preferred Concept Plan, Demonstration Plan and the key directions. This consultation effort included an online text-based survey and mapping-based crowdsourcing platform to collect input on the draft concept and demonstration plan.

Summary of Input from Public

The input collected on the land use concept, demonstration plan and key directions revealed a general excitement regarding future development proposed in the District Plan.

Opportunities identified related to improving the active transportation network, providing more neighbourhood related commercial uses and amenities, and increasing the amount of green open spaces and linkages.

The challenges included existing and increased traffic issues and congestion, concerns regarding the potential for taller building heights and the need to connect Glendale north to south of the QEW.

The survey responses provided important insight into what is important for the Glendale area. Providing more affordable and mixed-use housing ranked as the highest priority by those that provided input via the online survey. Access to amenities like shops, schools and community uses was a close second.

Input collected throughout both Phases of the Glendale District Plan process has been considered in the creation of the District Plan. Public input will also be carried forward to the update of the Secondary Plan.

Individual Consultations and Correspondence

In addition to the broader consultation program noted above, many individual meetings were held with Niagara College, the St. Lawrence Seaway Authority, and Niagara Region Native Centre. These meetings allowed for collaboration on various projects that are ongoing in the study area. This collaboration resulted in identifying the respective land holdings as Special Study Areas on the Plan.

The Friends of Laura Secord (FoLS) provided written comments for suggestions on how to celebrate the history of the Glendale area. There are several areas that this input can be incorporated through future study and improvements. Suggestions provided by FoLS has been incorporated into Key Directions 2 and 5 and the Transportation Review sections of the District Plan.

The Niagara Escarpment Commission provided comments regarding their opposition to showing Southwest Glendale as Medium Density Residential on the Land Use Concept and Demonstration Plan. Staff's response, as detailed earlier in the report, is to show the area as a Special Study Area recognizing the outstanding decision of MNRF and the need for various levels of planning approvals to allow development to occur.

The project team met with several land owners and key stakeholders at several points throughout both phases of the Glendale District Plan process. Comments related to their individual properties have been taken into consideration and changes made, where appropriate. In some cases, additional justification and technical support will need to be submitted to support the proposal. Staff will continue to work with and engage the landowners in the study area through the detailed technical review and update to the Secondary Plan.

Alternatives Reviewed

The draft of the Glendale District Plan is being presented for information. No alternatives are applicable.

Relationship to Council Strategic Priorities

The endorsement of the Glendale District Plan will strategically implement aspects all four of Council's priorities.

Supporting Businesses and Economic Growth:

The District Plan will contribute to economic growth and prosperity within the Glendale area through strategies that recognize and build on the existing assets and promote new assets.

Healthy and Vibrant Community:

The District Plan provides the vision and direction to growth Glendale into a healthy, vibrant and complete community through a mix of land uses and built form.

Responsible Growth and Infrastructure Planning:

The District Plan directs a pro-active approach to growth and infrastructure planning by recommending strategies for phasing, implementation and monitoring.

Sustainable and Engaging Government:

The District Plan encourages sustainable and engaging government through an ongoing Technical Advisory Committee consisting of major stakeholders in the area, additional public consultation through the Secondary Plan update and encouraging sustainable practices through land use and design.

Other Pertinent Reports

PDS-C 21-2018 to advise the Committee of the commencement of the Glendale Niagara District Plan; and,

PDS-C 31-2018 to provide an update on the District Plan study after the first workshop sessions.

PDS 34-2018 to provide information on the conclusion of Phase 1 of the Study, and to request endorsement of the Phase 1 vision and authorization to proceed to Phase 2.

PDS 12-2019 progress update on Phase 2 of the Glendale project.

PDS-C 18-2019 to provide an update on the shift in scope of Phase 2 of the Glendale project.

Glendale Niagara District Plan information and reports can be found here:

<https://www.niagararegion.ca/projects/glendale-niagara-district-plan/default.aspx>

The Phase 1 final report can be viewed here:

<https://www.niagararegion.ca/projects/glendale-niagara-district-plan/pdfs/glendale-district-plan-phase-one-final-report.pdf>

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This report was prepared in consultation with Isaiah Banach, Manager of Long Range Planning, and reviewed by Doug Giles, Director of Community and Long Range Planning.

Appendices

Appendix 1 Draft of the Glendale District Plan

Glendale Niagara District Plan

A Complete Community



PROOF 2

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PROOF 2

1.0 Executive Summary

The Glendale District Plan is a pro-active development strategy which sets out a high-level framework for the land use planning, design and development of a complete community. Glendale will benefit from a District Plan to direct future growth and guide the transformation of the area into a vibrant, compact, complete mixed-use urban environment.

The Glendale study area is approximately 703 hectares generally bound by Queenston Road to the north, the Niagara Escarpment to the south, Concession 7 Road to the east, and the Welland Canal to the west. The QEW bisects the study area and includes the Glendale Avenue interchange.

The creation of the District Plan was a collaborative process with participation from the local municipalities, key stakeholders, the Technical Advisory Committee, a Community Focus Group and the general public. Input from these sources and information collected about the Glendale area assisted in establishing the vision and key directions to transform Glendale.

The District Plan will be implemented through an amendment to the Niagara Region Official Plan, a review and update of the Glendale Secondary Plan, and on ongoing, consistent collaboration amongst the key partners and stakeholders.



The Vision for Glendale District is:

Glendale Niagara District Plan will be a vibrant and complete community for people of all ages, lifestyles, and abilities - a place to live, work, play, learn and grow. Its urban districts, with a mix of uses, will protect, integrate and celebrate the natural and rural surroundings reflecting the distinct character of the area.

Glendale Niagara District Plan will be framed by connection to green space along the Welland Canal, the creek valleys, the Niagara Escarpment and agricultural lands.

Glendale Niagara District Plan will put mobility first with a robust transit system, cycling trails and pedestrian routes seamlessly connecting areas north and south of the QEW highway.

Key Directions:

- 1 Protect and enhance the landscape/ natural features**
- 2 A convergence for the area's trails and active transportation facilities**
- 3 Provide an accessible and connected transit system to serve the Glendale area, Niagara and beyond**
- 4 Create a strategy to build on the existing assets within Glendale and linking Glendale with the greater Niagara-on-the-Lake and the Niagara**
- 5 Create the main street as a transition from the Outlet Collection of Niagara to the adjacent urban neighbourhood**
- 6 Provide a diverse range of housing ensuring choice and affordability**
- 7 Create a public/civic space as a focus for Glendale**
- 8 Use sustainability measures related to resiliency and climate change**
- 9 Coordination of infrastructure review, capacity and upgrades**

Glendale Study Area



2.0 What is a District Plan?

A District Plan is a pro-active development strategy for a specific area of Niagara, intended to support Niagara Region's focus on growth and economic prosperity. It sets out a high-level framework for the land use planning, design and development of complete communities in areas that currently are, or have the potential to become, iconic in nature.

Policies in A Place to Grow - Growth Plan for the Greater Golden Horseshoe require the efficient use of land and infrastructure by promoting increased intensification with a focus on strategic growth areas. District Plans are foundational instruments for planning for these growth areas and are expected to support the achievement of complete communities, a thriving economy, and a clean and healthy environment.

District Plans are developed in collaboration with a variety of stakeholders, including the local municipalities in which they are situated, other governmental authorities, affected landowners, local businesses, organizations, community groups and residents. They will benefit the people who will work, live, learn in, and visit the district. As the Plan is implemented over time, it will attract new investment and build upon the district's existing assets, making it more prosperous and enjoyable for all.

2.1 The Glendale Process

With its cross jurisdictional boundaries, regional anchors and vacant/underutilized urban lands, Glendale will benefit from a District Plan to direct future growth and guide the transformation of the area into a vibrant, compact, complete mixed-use urban environment.

Recognizing this potential, the Glendale District Plan was initiated in May of 2018 by Niagara Region in cooperation with the Town of Niagara-on-the-Lake and the City of St. Catharines.

The District Plan followed a two-phase approach:

- **Phase 1** took place between May and September 2018 and involved a comprehensive visioning exercise intended to develop an exciting urban vision for the area. Through this phase of the Study, a high-level conceptual demonstration plan was prepared based on the results of the visioning exercise.
- **Phase 2** commenced in October 2018 and concluded with the preparation of the District Plan. The Phase 2 work informs the final land use concept/demonstration plan and includes an overview of the transportation network and urban design/public realm guidance.

Process Timeline



2.2 Authority

This District Plan provides a vision and key directions for the growth and transformation of Glendale. It is endorsed by Niagara Regional Council and intended to be used to guide development proposals and evaluate future planning applications/projects in the area.

2.4 Engagement and Consultation

The Glendale District Plan study was a collaborative process involving input from a Technical Advisory Committee, a Community Focus Group and the general public.

Phase 1 Consultation Summary:

The visioning exercise included a wide array of consultation tools, including two workshops held in June (2 days) and August (1 day) 2018. A representative group of residents, agencies, interest groups, business and government leaders participated in the visioning exercise, in order to ensure that the District Plan reflects the collective input for the future condition of Glendale as it grows and expands.

2.3 Vision

- Glendale Niagara District Plan will be a vibrant and complete community for people of all ages, lifestyles, and abilities - a place to live, work, play, learn and grow
- Its urban districts, with a mix of uses, will protect, integrate and celebrate the natural and rural surroundings reflecting the distinct character of the area
- Glendale Niagara District Plan will be framed by connection to green space along the Welland Canal, the creek valleys, the Niagara Escarpment and agricultural lands
- Glendale Niagara District Plan will put mobility first with a robust transit system, cycling trails and pedestrian routes seamlessly connecting areas north and south of the QEW highway



Technical Advisory Committee:

To assist in understanding the impact of this project, a Technical Advisory Committee was struck at the start of the project in May 2018. Members of the Technical Advisory Committee include representatives from the Town of Niagara-on-the-Lake, the City of St. Catharines, various departments at Niagara Region, and other governmental agencies and utilities. The Niagara Escarpment Commission, Niagara Peninsula Conservation Authority, Niagara College, Ministry of Transportation, Ontario Travel, Niagara EMS, St. Lawrence Seaway Authority, and others were involved in the process throughout both Phase 1 and 2 to provide specialized input into the development of the District Plan.

Community Focus Group:

For Phase 2, a Community Focus Group was established to provide an opportunity for additional input on the draft District Plan. Approximately 18 members of the public agreed to participate on the Community Focus Group, representing a wide range of community interests. The Community Focus Group met on three occasions to provide information on the project and collect insights from the perspective of local residents, landowners and business operators. This input assisted the study team in understanding the local views of the District, as well as the opportunities and challenges faced by the people that live, work and own property in the study area.

Phase 2 Consultation Summary:

Phase 2 also included public engagement at three Public Information Centres to collect input at strategic points throughout the study process.

- **Public Information Centre 1** (January 2019) kicked off the phase 2 process and presented preliminary background information on the study area
- **Public Information Centre 2** (March 2019) presented two land use concept options for consideration
- **Public Information Centre 3** (November 2019) presented the draft Preferred Concept Plan, Demonstration Plan and the key directions for implementing the vision. This consultation effort included an online text-based survey and mapping-based crowdsourcing platform to collect input on the draft land use concept and demonstration plan.

Summary of Input:

The input collected on the preferred Land Use Concept, Demonstration Plan and Key Directions revealed a general excitement regarding the direction for future development proposed in the District Plan.

Opportunities identified related to improving the active transportation network, providing more neighbourhood related commercial uses and amenities, and increasing the amount of green open spaces and linkages.

The challenges cited included existing and increased traffic issues and congestion, concerns regarding the potential for taller building heights and the need to better/additional connection north to south Glendale across the QEW.

The survey responses revealed what the public considers important in Glendale. Providing more affordable and mixed-use housing ranked as the highest priority by those that provided input via the online survey. Access to amenities like shops, schools and community uses was a close second.

Input collected throughout both Phases of the Glendale District Plan process has been considered in the creation of the final District Plan. Public input will also be carried forward to the update of the Secondary Plan.

3.0 The Study Area

The Glendale study area includes 703 hectares that are generally bound by Queenston Road to the north, the Niagara Escarpment to the south, Concession 7 Road to the east, and the Welland Canal to the west. The QEW bisects the study area and includes the Glendale Avenue interchange.

The majority of Glendale is located within the Town of Niagara-on-the-Lake. The southwest corner falls within the City of St. Catharines.

Approximately 370 hectares of the Glendale District Plan study area is within the urban boundary. The remainder of the lands are outside of the urban boundary and subject to either the Greenbelt Plan or the Niagara Escarpment Plan.

The Glendale District Plan area is subject to the following Provincial plans:

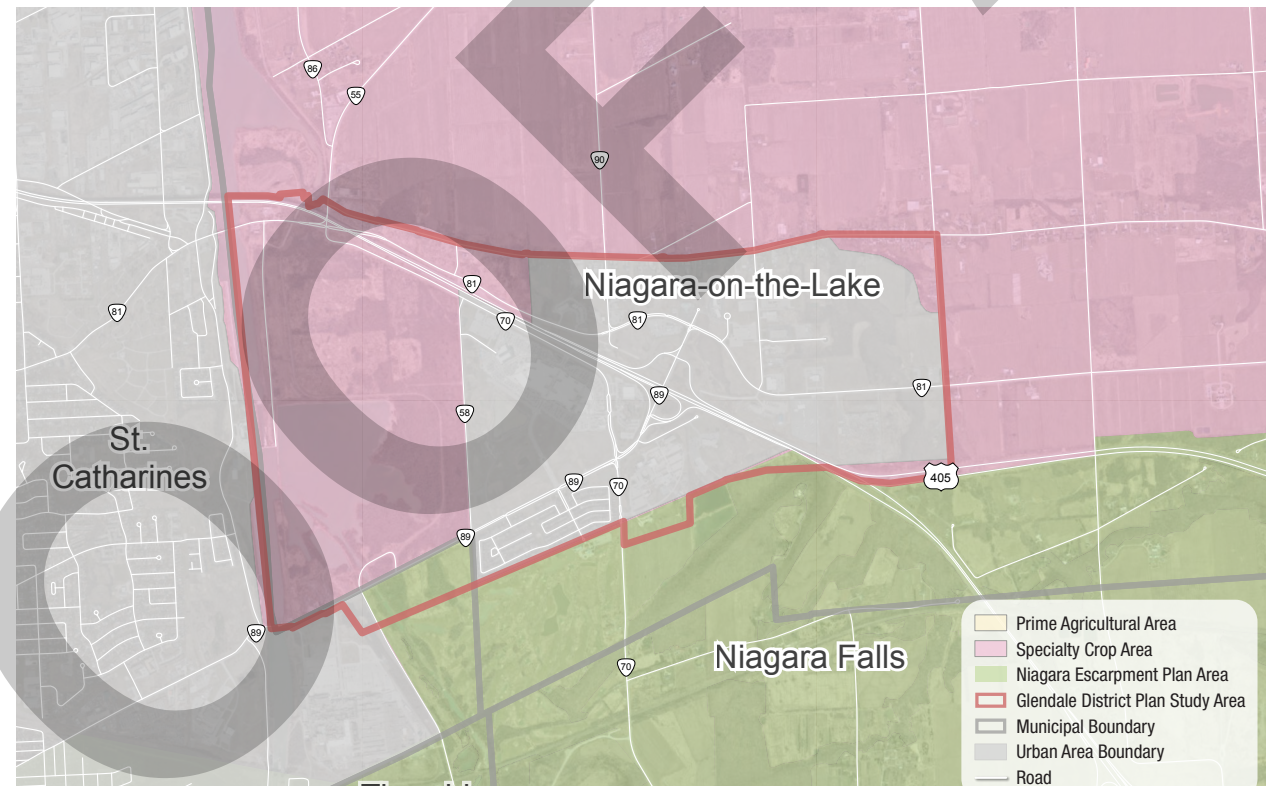
Urban Area:

- A Place to Grow – Growth Plan for the Greater Golden Horseshoe – Undelineated Built-Up Area (due to low existing population)
- Niagara Region Official Plan – Designated Greenfield Area

Agricultural Area:

- Niagara Escarpment Plan – Escarpment Protection Area (west), Escarpment Natural Area (east)
- Greenbelt Plan – Protected Countryside, Specialty Crop designation

Glendale Study Area



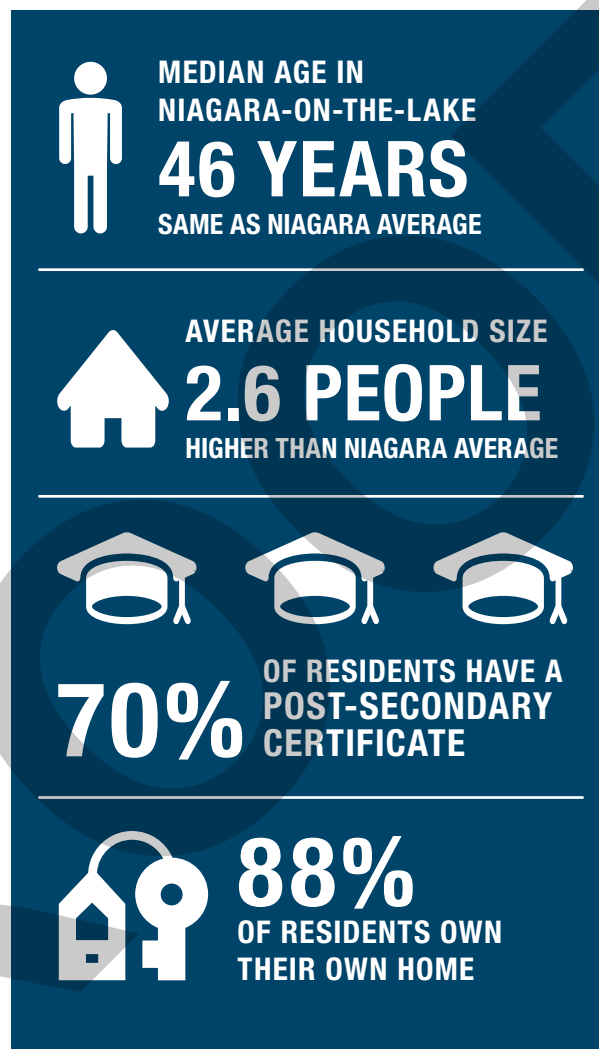
3.1 Demographic Characteristics

According to the 2016 Census, the population of Glendale was approximately 2,900, with just over half of the population residing in the Niagara-on-the-Green subdivision.

As of the fall of 2019, approximately 4100 full-time students and 240 part-time students were registered to attend courses at Niagara College's Niagara-on-the-Lake campus. An estimated 500 Niagara College students reside in both on-campus and off-campus housing within the study area.

In addition to the residents and student population, approximately 10 million people visited Niagara in 2016, with a substantial portion of visitors either driving through Glendale or visiting the study area's attractions and amenities.

According to Niagara Region's 2019 employment survey, 88 businesses that employ 4,468 people are located within Glendale, with 71 per cent (i.e. 3,221) of the jobs reported as being full-time positions. The largest employers in the study area are the Outlet Collection at Niagara, Niagara College, White Oaks Resort, Henry Schein Canada, Niagara Emergency Management Services (EMS) and First Student Canada.



4.0 Glendale Land Use Concept and Demonstration Plan

The Preferred Land Use Concept and Demonstration Plan illustrate the vision for a complete, vibrant Glendale area that reflects the collective input from the various consultations throughout the study process. The Demonstration Plan is for illustrative purposes only. It shows how the study area can evolve into a complete community with a mix of uses and a population to support the commercial offerings and amenities.

4.1 Community Structure Direction

A complete community relies on density and diversity through a variety of land uses and built form, an activated public realm, and walkable, connected streets. It must also establish a population that will support local services, facilities and commercial offerings.

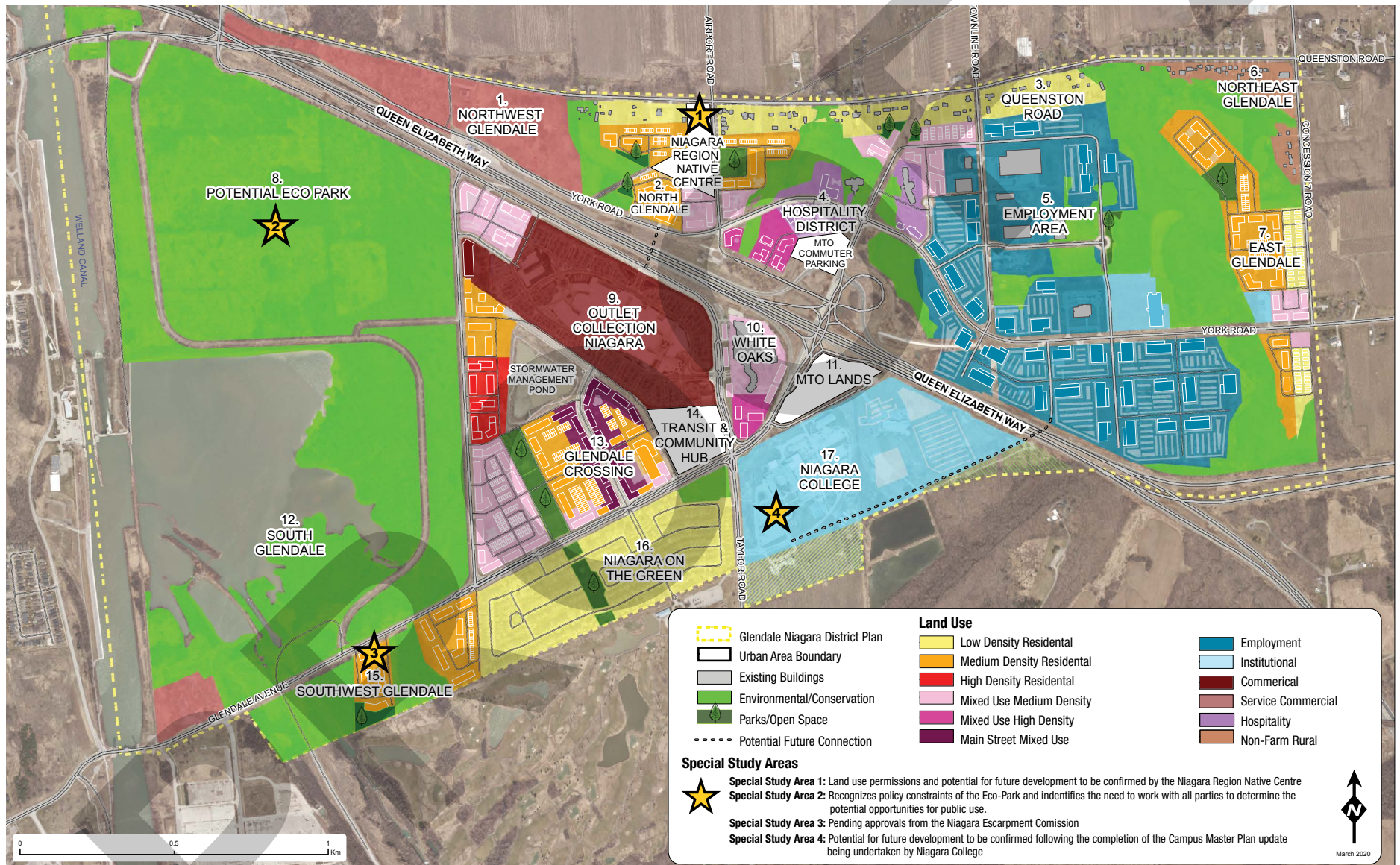
The success of a community is measured by how people interact with it. A complete community meets the daily living needs of its residents and provides options for remaining within the community throughout an individual's life cycle.

Urban design is also important in creating a complete community. Complete communities thrive when well-designed public spaces are integrated. People value places where various opportunities for social interaction are created and the ability to discover and enjoy amenities is offered. Good design will assist in creating a positive image and a strong identity for Glendale.

The vision for Glendale is a community with a full range of land uses. The study area already contains a number of key elements that will support the creation of a complete community. There are low-density residential areas, an outlet mall, an employment area and hospitality uses to provide jobs, Niagara College providing higher education and business synergies, and open spaces for passive and active recreation space. The District Plan will continue to build upon these assets.

The District Plan will also encourage new uses to support and complement the existing assets. The Main Street will provide a different experience with local commercial uses in a neighbourhood setting. Mixed-use development will add housing diversity. The transit hub will bring operators to a single site to provide a more efficient transit service. Additional green space will be woven through the study area providing opportunities for off-road connections and active transportation. New community facilities will become a central focus for recreation, services and public gathering spaces.

Glendale District Demonstration Plan



4.2 Transit and Community Hub

The transit hub and community hub is combined at the corner of Taylor Road and Glendale Avenue. The Community Hub is planned to accommodate community facilities for recreation and services. This may include a recreation space, multi-purpose rooms, daycare and a library. Opportunities could also be explored for a mixed-use building where the community facilities are located on the ground floor with residential units above. Transit terminal facilities for ticketing, tourist information, washrooms, concessions and indoor waiting areas could potentially be incorporated into the community building.

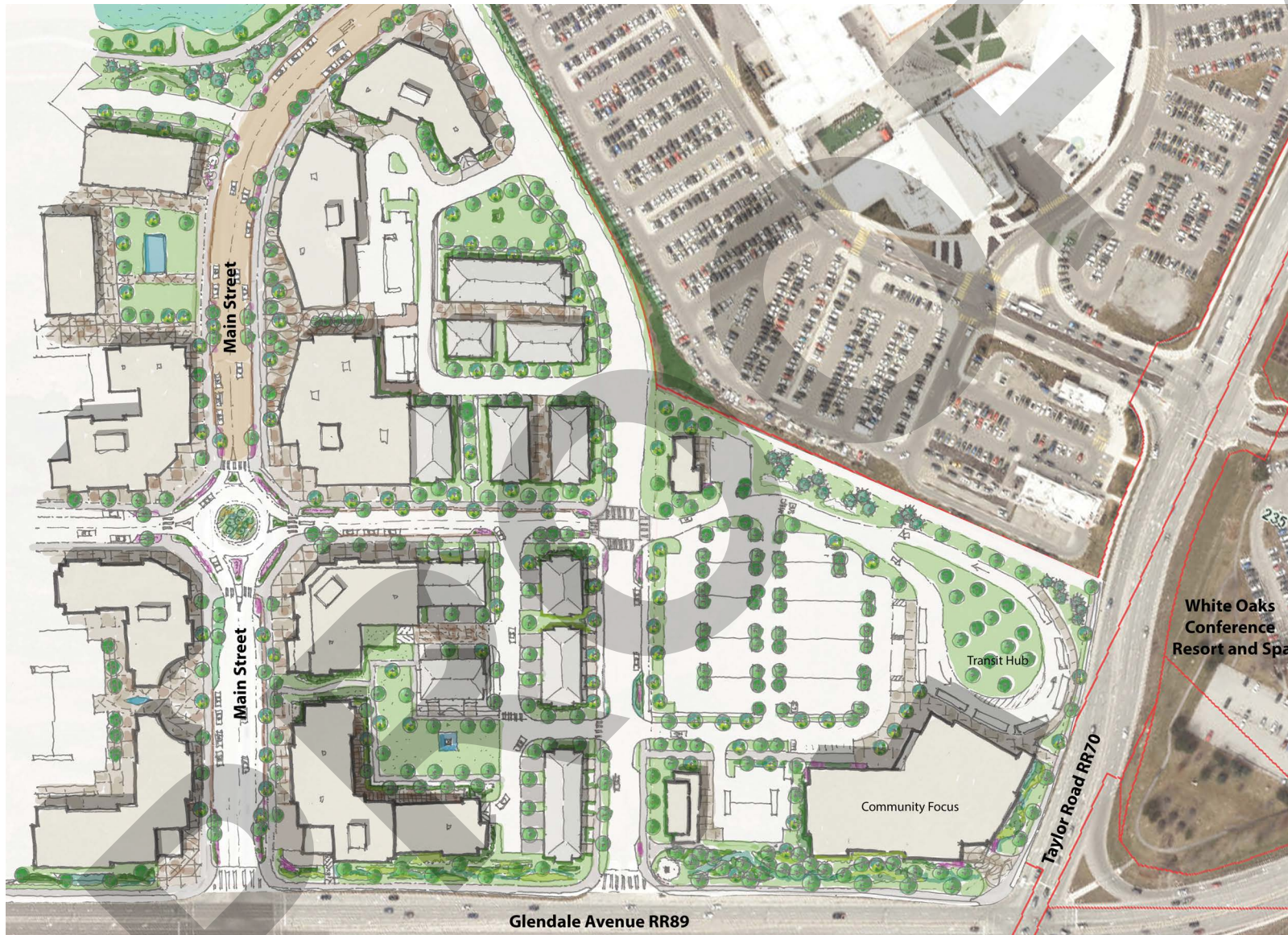
The transit station will be a multi-modal hub. The hub will have the potential to accommodate many forms of transit, such as local, inter-municipal, GO, tourism and on-demand. The facility may provide car-share or bike-share facilities in the future. A large parking area will be provided; however, it can adapt to future development opportunities should the need for parking decrease in the future.



Meghan Birbeck, Climate Change & Sustainability Coordinator, Township of West Lincoln



Urban Design Perspective



4.3 Glendale Crossing

Glendale Crossing is the largest area of vacant land for development within the study area. It is located south of the Outlet Collection of Niagara shopping centre and proposes a variety of land uses. This will promote a mix of residential built form, local commercial uses, greenspace and a grid-pattern for local streets.

The Main Street area is planned to accommodate mixed-use development. This will consist of commercial uses including retail, restaurants and other personal services at the street level. Residential units could be located above the street level. The Main Street is envisioned to include attractive buildings that frame a walkable and comfortable pedestrian realm. Lush boulevards with street trees, planters, benches, decorative lighting, public art and other pedestrian enhancements are just some of the ingredients.

The enhanced roundabout can be used as an opportunity to include additional design elements. Public and private green space is woven along the street. Behind the main street buildings, there are opportunities for rest, reflection and gathering. The buildings and street connections may accommodate the temporary closing of Main Street for community events and festivals.



Urban Design Perspective



For illustration purposes only

4.4 Hospitality District

The Hospitality District will build upon the existing cluster of hotels and provide opportunities for uses to support the hotels. This location has easy access to the QEW and may cater to the travelling public while providing more commercial offerings to the surrounding local residents and businesses. In addition, future policy may provide flexibility to consider a combination of hotel/condominium built form.

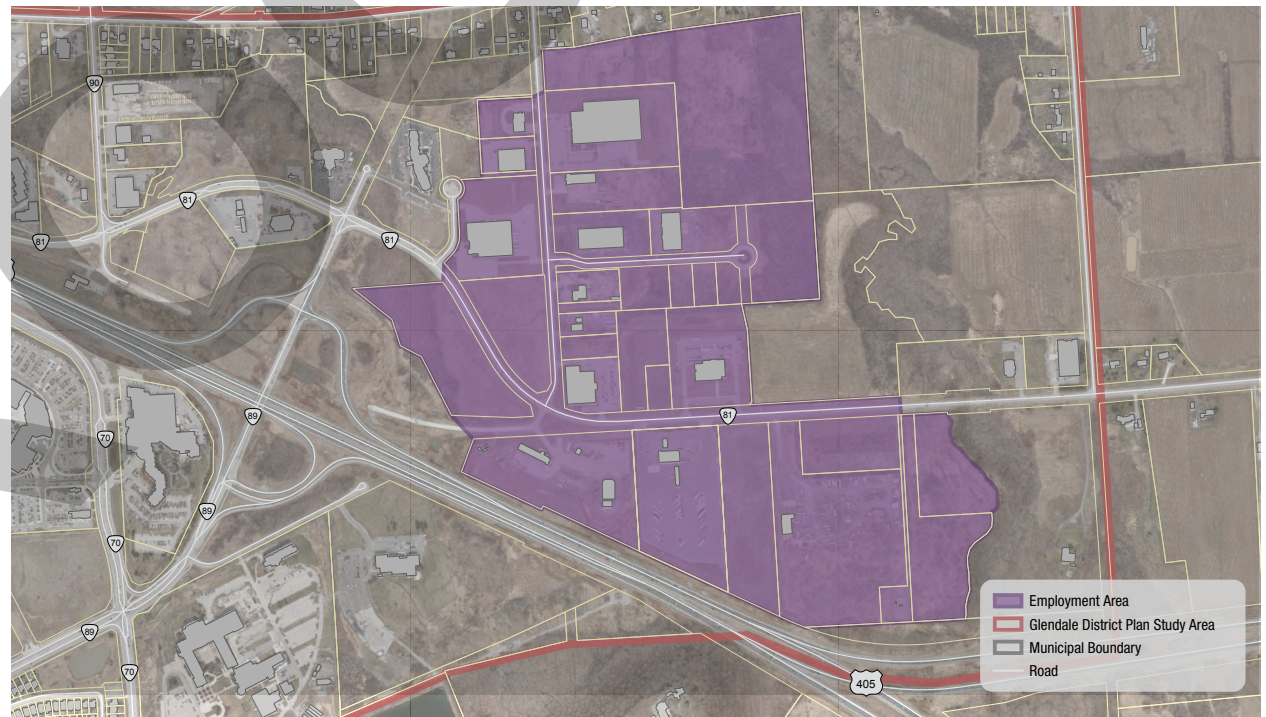
4.5 Employment Area

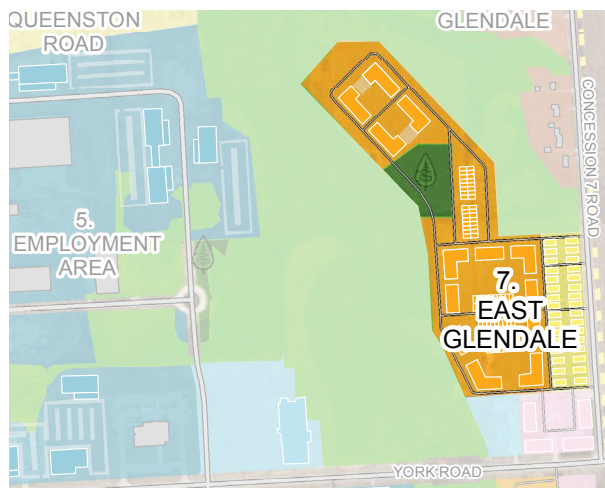
The employment area recognizes the existing cluster of industrial businesses that will be maintained and protected for employment uses over the long term. This area will provide employment opportunities for Glendale and the broader municipality. It is well-positioned to benefit from the Niagara District Airport, access to the QEW and close proximity to international borders. Future development proposals could include a circuit of new roads, enhanced urban design guidance and sustainability elements.



Photo Courtesy of Holiday Inn Express & Staybridge Suites Niagara-on-the-Lake

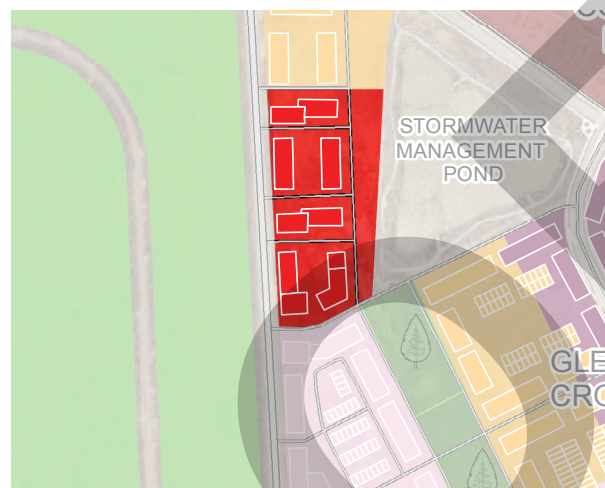
Glendale Employment Area





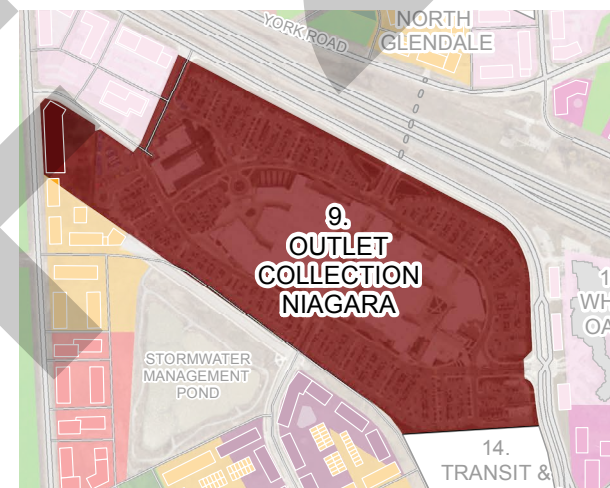
4.6 East Glendale

The East Glendale area is somewhat isolated from the rest of the plan area by the Six Mile Creek and associated environmental features. For this reason, the District Plan recommends the change in land use from an employment designation to a low-medium density residential area. Consideration of the land use change will be further reviewed through the Secondary Plan update.



4.7 High Density Residential

Fronting onto Homer Road, the higher density residential area has been strategically located away from the existing low density neighbourhoods and situated between the existing stormwater management pond and the greenspace of the St. Lawrence Seaway Authority lands. It has been located in close proximity to the transit hub, Main Street and Outlet Collection to encourage opportunities for active transportation.

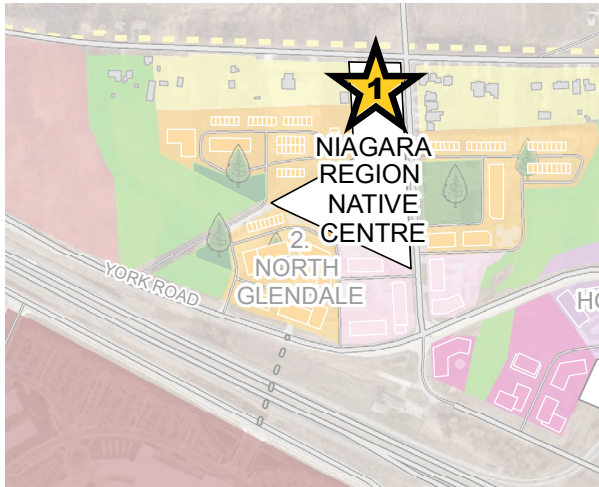


4.8 Outlet Collection of Niagara

The Outlet Collection of Niagara provides a number of high-end retail options and is a major tourism draw, attracting many visitors from outside Niagara. There is significant opportunity for this site to evolve over time. Flexible policy will allow the addition of mixed-use buildings that interface with Glendale Crossing.

4.9 Special Study Areas

There are four Special Study Areas within the District Plan. A description of each area is provided below.



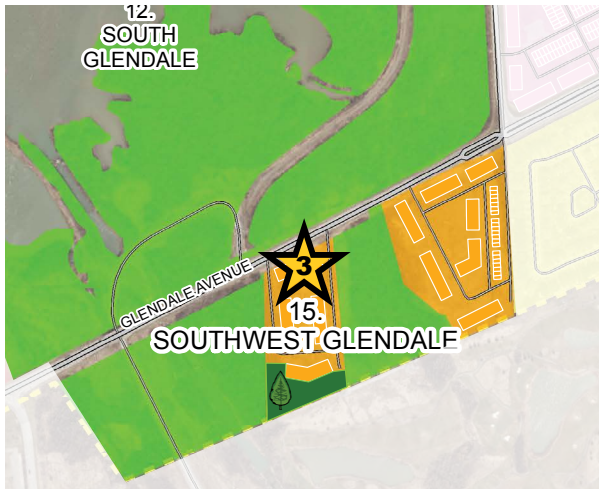
Special Study Area 1

Represents the Niagara Regional Native Centre located in the north-west area of the Glendale. The Niagara Regional Native Centre's mission is to provide programs and services to the urban indigenous population and promotes awareness of the cultural and social interests of the indigenous peoples. Niagara Regional Native Centre is also undertaking a Master Plan process to direct the future use of their holdings. The District Plan shows no land use direction for the Niagara Regional Native Centre lands and will recognize the ongoing work of the Master Plan.



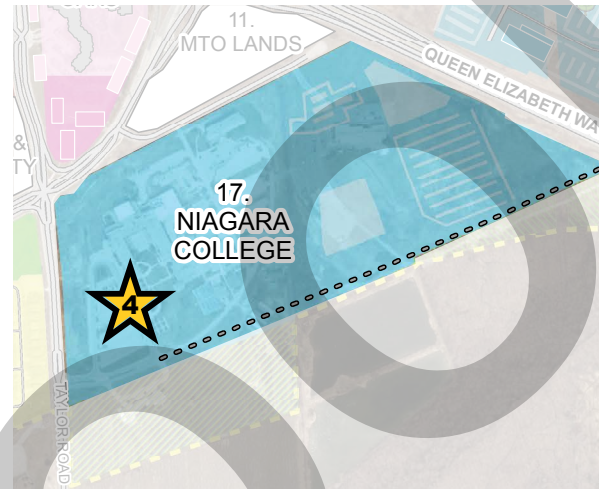
Special Study Area 2

Is located in the western portion of the Glendale study area and recognizes the policy and land use constraints of implementing the future Eco-Park. It identifies the need to work with the St. Lawrence Seaway Authority, Province and local municipality to determine the potential opportunities for recreational uses, a trail system, agriculturally-supportive uses or other uses deemed appropriate.



Special Study Area 3

Is the area known as Southwest Glendale and is subject to the Niagara Escarpment Plan. The future land owner made a request to change the designation of the lands from the Environmental Protection Area to Urban Area via the Coordinated Plan Review in 2017. This decision was deferred by the Ministry of Natural Resources and Forestry and the outcome of the deferral is pending. The District Plan shows an urban land use concept for this area; however, the decision on the deferral, as well as future planning applications, will ultimately determine if the land can be developed as shown on the land use concept.



Special Study Area 4

Represents the Niagara College land holdings located in the southeast of the study area. The College is undertaking its own Campus Master Plan process to establish a proactive plan for growth and development on their property. The College also recently purchased the lands to the east, known as the Niagara Corporate Business Centre, which has been incorporated into their Master Plan process. The Special Study Area acknowledges the ongoing work to complete a Campus Master Plan and the continued collaboration with the College through this process.

4.10 Preliminary population and employment forecast

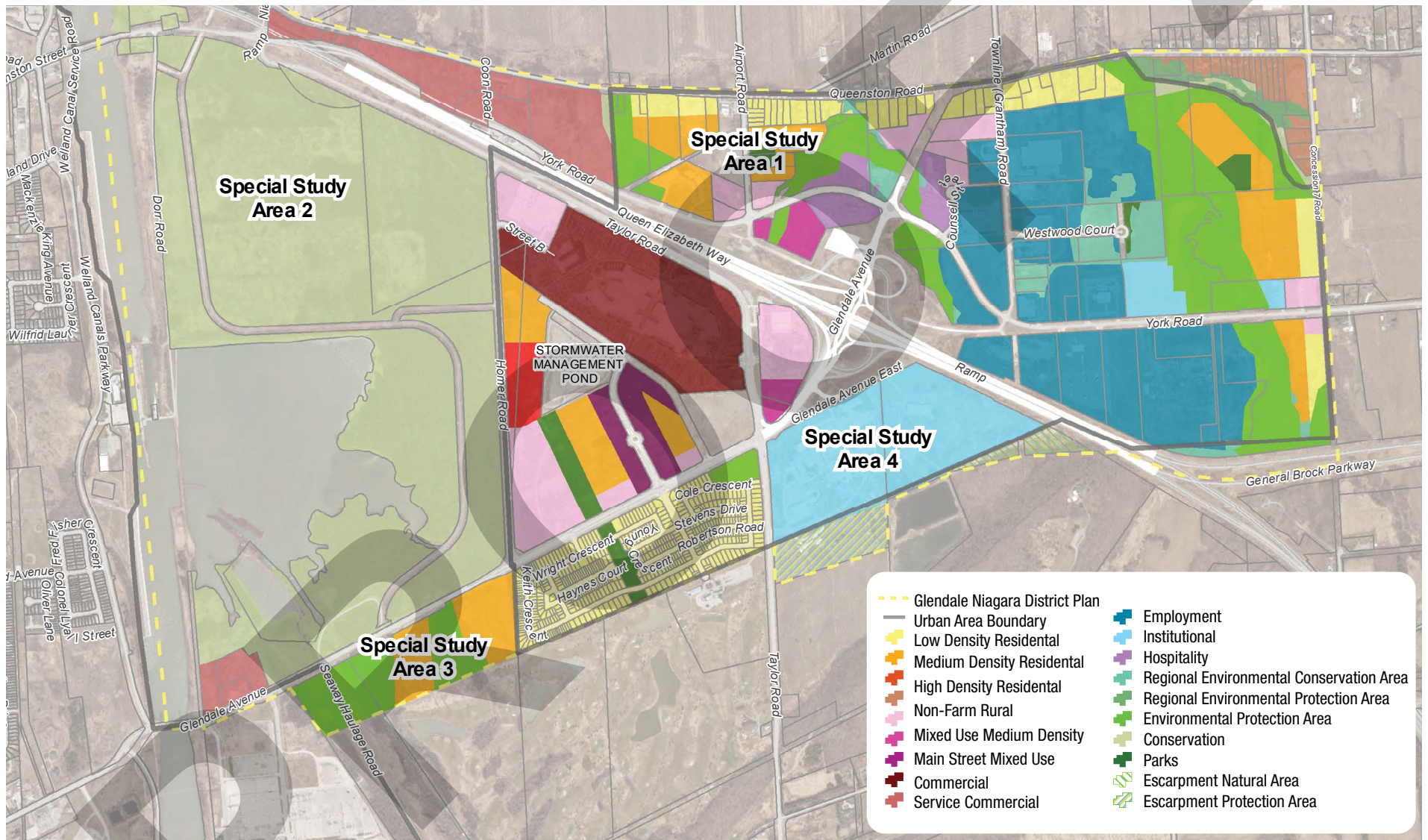
Using the demonstration plan, an estimated total population at build out could be approximately 15,000 people and 7,500 jobs. This number includes the existing population and jobs. It is recognized that the ultimate build out of the entire Glendale study area would be beyond the current 2041 planning horizon.

The following provides an example of a built form that could be found in each of the land use categories:

- **Low density** – ground related residential built form such as single detached, semi-detached and townhouses
- **Medium density** – denser built form such as townhouses, stacked or back-to-back townhouses, as well as low-rise and mid-rise apartment buildings
- **High Density** – characterized by mid to high-rise built form such as apartment buildings
- **Mixed-use** – a development that includes more than one type of land use within the same building or on the same site

The approximate population is based on the conceptual demonstration plan and average Floor Space Index calculations; however, this will be further tested through design and technical considerations. Exact building heights have not been assigned and will be assessed and determined through the update to the Secondary Plan. The population forecast may change as a result of more detailed work completed through the Secondary Plan update.

Land Use Concept



5.0 Glendale District Plan – Key Directions

The Glendale District Plan is comprised of nine key directions that reflect the vision and provide a path forward for the creation of a complete, vibrant community. Each direction includes a description and strategies. A series of recommendations are also provided for consideration through the implementation of the plan.

Urban design guidance will encourage a consistent design approach to create a unified character, a positive urban experience and a comfortable public realm. The District Plan's high level guidance will be further refined through the update to the Secondary Plan.

1 Protect and enhance the landscape/natural features

2 A convergence for the area's trails and active transportation facilities

3 Provide an accessible and connected transit system to serve the Glendale area, Niagara and beyond

4 Create a strategy to build on the existing assets within Glendale and linking Glendale with the greater Niagara-on-the-Lake and Niagara

5 Create the main street as a transition from the Outlet Collection of Niagara to the adjacent urban neighbourhood

6 Provide a diverse range of housing ensuring choice and affordability

7 Create a public/civic space as a focus for Glendale

8 Use sustainability measures related to resiliency and climate change

9 Coordination of infrastructure review capacity and upgrades



Urban Design direction for open space and buffers:

- Provide landscape buffers and built form transitions for appropriate visual and physical transition to the rural area
- Consider a design vocabulary that celebrates the natural and rural surroundings
- Prepare a visual impact analysis, to identify the significant views and vistas to important natural features
- Arrange building heights to allow views to the Escarpment. Design built form to provide views to the Escarpment (window placement, rooftop amenity spaces)
- Landscape palette (softscape): Plant material should be native, Carolinian, non-invasive species. Ensure that street trees have ample room for soil volume (i.e. root habitat)
- Landscape palette (hardscape): Where possible, use materials that are local to Niagara (rock, stone, wood, etc.)

1 Protect and enhance the landscape/natural features

The abundance of greenspace in and around the Glendale study area is an important element of the District Plan. Significant natural features – the Niagara Escarpment, the adjacent Woodend conservation area, Six Mile Creek, and the Welland Canal and associated lands – all contribute to this green, environmental system. Protecting these natural features, incorporating them into development plans and weaving open space connections throughout the study area will be key to the success of this direction.

In addition, additional work will be undertaken to investigate the incorporation a large Eco-park within the Glendale area. This Eco-Park area has been shown as Special Study Area 2 and will support

the connection to nature, offering opportunities for improved physical and mental health for residents and visitors alike.

Glendale offers incredible views and vistas to the Escarpment, the agricultural lands and the vineyards of Niagara-on-the-Lake. Given the development potential in the study area, it is important to identify and protect these viewsheds at the outset. This will set Glendale apart from other communities.

An appropriate transition to the agricultural area shall be provided through a lower density designation along the major boundaries.

The Glendale District is generally bounded by the agricultural areas to the north and east, the Niagara Escarpment to the south and the Welland Canal to the west. Glendale has the unique opportunity to provide a dense urban area with a close relationship to agricultural and natural areas.

The Niagara Escarpment is a UNESCO World Biosphere Reserve. The Biosphere Reserve protects biodiversity through environmentally and socially sustainable development. It also aims to promote education and research of the interconnection between social and ecological systems.

As a potential UNESCO Global Geopark, there is an opportunity in the future for the creation of an open space in Glendale that could integrate many aspects of environmental education, providing an avenue to engage formally and informally with the broader community to enhance their appreciation of the landscape, history and culture.

This key direction will recognize and promote passive recreational opportunities and connection to the natural environment while protecting and enhancing the natural features and biosystems.

Strategies to Implement:

1. Create an Eco Park, investigate opportunities for other complementary uses.
2. Preserve and protect views and vistas to the Niagara Escarpment, natural and agricultural areas.
3. Appropriately transition from built form and urban uses to the rural area.
4. Review and confirm the Natural Heritage System.
5. Leverage the connection to the escarpment and the UNESCO World Biosphere Reserve designation, agricultural lands, wine industry, etc. as a unique destination.



Global Geoparks:

defined by UNESCO as a single unified geographical area, where sites and landscapes of international geological significance are managed with a holistic concept of protection, education and sustainable development.



Natural Heritage System





2 A convergence for the area's trails and active transportation facilities

Trails and active transportation facilities are important for promoting healthy lifestyles and connectivity in the Glendale area. There is an existing network of on-street and off-street paths, sidewalks and cycling facilities. This network includes the Bruce Trail, Laura Secord Trail, Woodend Conservation Area, sidewalks and cycling lanes, and several informal paths. As Glendale develops, new proposals should consider the connection to existing active transportation facilities and look for opportunities to expand this network.

Despite the existing active transportation network within the study area, it is difficult to move through the area without a car. Safety concerns, including missing pedestrian and cycling links, have been identified through the consultations. As we move forward, building complete streets will ensure a continuous active transportation network creating a safe environment for walking and cycling, complete with destinations to visit and places to rest along the way.

Urban Design direction for active transportation:

- Ensure that complete streets principles are applied to the design of the street network
- Provide a description of the various road types throughout the district, identifying the types of active transportation associated with each road type
- Provide trail connections to destination locations throughout the study area, consisting of appropriately located trailheads, wayfinding and meeting places
- Where appropriate, provide trails along or adjacent to valleylands and woodlots
- Align the road network to capture significant views to the escarpment and other areas outside the urban boundary

Existing Trail System





Laura Secord Legacy Trail:

The study area is rich with history, including being part of Stage Three of the famous Laura Secord 1813 trek. The trail spans 32 kilometre from the Laura Secord Homestead in Niagara-on-the-Lake to Decew House in Thorold, through the Glendale study area. Opportunities can be investigated to provide additional connections to this trail and commemorate this trek through markers or historic/interpretive signage.

Creating a safe and comfortable public realm is essential for a complete and active community. Incorporating enhanced urban design guidance will assist in creating that comfortable public realm. The addition of street trees, landscaping, seating, lighting, and sustainability measures can all contribute to a positive pedestrian experience.

The QEW is a significant physical barrier for connecting the north and south areas of Glendale. The Glendale Avenue interchange is currently the only major crossing of the QEW within the study area. Although there are sidewalks over this interchange, the pedestrian environment is unwelcoming and can feel unsafe. The re-design and re-construction of the Glendale Avenue interchange to a Diverging Diamond Interchange configuration with a centerline multi-use path will improve this active transportation connection.

The District Plan identifies two new potential future connections across the QEW. The connection west of the interchange was identified initially for active transportation modes due to the grading requirements to accommodate a full vehicular link. The connection east of the interchange could be considered for a full bridge/road configuration for all modes of travel. Further technical study and consultation with adjacent property owners are required to determine the feasibility of these connections. They are identified conceptually on the Demonstration Plan and may be further reviewed through the transportation study work as part of the Secondary Plan update.

This key direction aims to ensure a more appropriate balance for all modes of travel both into and throughout the study area.

Strategies to Implement:

1. Provide opportunities to connect new active transportation facilities with existing and proposed trails.
2. Connect the on-street bike lanes along Glendale Avenue from Homer Rd to the Welland Canal.
3. Create more opportunities to enhance walkability. Review the sidewalk connections and look for opportunities to connect and enhance the pedestrian network.
4. Continue to investigate additional opportunities for connection from north Glendale to south Glendale over the QEW.





3 Provide an accessible and connected transit system to serve the Glendale area, Niagara and beyond

Establishing a central multi-modal transit and improving options for entering, exiting and travelling within the study area hub will be key in realizing this direction. The hub should be centrally located and able to accommodate inter-municipal transit, local transit, GO transit and other transit options.

As the hub is further investigated, the project team will continue to work with the Inter-municipal Transit Working Group, Niagara College, the local municipalities and others to coordinate transit operation efforts.

Providing opportunities for shared parking facilities, car share, bike share and on-demand transit will also be investigated to help reduce parking requirements and provide greater connectivity throughout the study area.

A GO rail transit stop was also identified as another transit option for further investigation. The District Plan will continue the dialogue with the GO Implementation Team and Metrolinx to lobby for a new GO train station area as a long-term goal. A location on either side of the Welland Canal within 2 kilometre of Glendale along the existing rail line located south of the study area should be investigated.

Urban Design direction for gateways:

- Glendale is centrally located within Niagara, and provides easy access to the QEW and Niagara District Airport, and acts as a gateway to several local municipalities
- Major Gateways are located at strategic locations and should reflect a consistent design language to express a sense of identity within the District
- Minor gateways should be reflective of the design language of the major gateways at a smaller scale
- Consider the placement and relationship of gateways with respect to views and vistas of natural features (i.e. Niagara Escarpment)
- Building designs at gateway locations should address the gateway by locating entrance doors and windows that face and activate these areas and include active uses at grade
- Lighting and nighttime visual interest should be considered in the overall design of gateway features

Potential Gateway Locations



Character Gateways:

may use specific urban design treatments to signify the entrance to a special area within the community (e.g. the Main Street)

Major Gateways:

are strategic entry points into the community, such as the Glendale Avenue interchange, and can include a significant architectural feature that is complemented by planting, water features or lighting.

Minor Gateways:

are secondary entrances to the community and can include a smaller-scale architectural feature complemented by planting and lighting. Minor gateways may also be located at entrances to a significant area of the community (i.e. the Main Street).

This key direction recognizes the importance of providing an efficient and connected multi-modal transit system to achieve a complete community.

Strategies to Implement:

1. Provide a multi-modal transit hub for inter-regional transit, GO Transit, tourism buses, and terminal facilities.
2. Create synergies between the transit hub and community focus by locating these facilities and functions in close proximity to one another.
3. Continue to encourage a GO Transit Rail stop location within 2 kilometre of the study area.
4. Provide guidance for integrating transportation demand management objectives into development plans.
5. Identify and integrate gateway features at major entry points into the District.
6. Create a wayfinding strategy to co-ordinate directional signage for vehicles, cyclists, pedestrians and transit users. Ensure that the history and character of Glendale is reflected in the wayfinding strategy.





Image provided by Outlet Collection at Niagara Ivanhoé Cambridge

4 Create a strategy to build on the existing assets within Glendale and linking Glendale with the greater Niagara-on-the-Lake and Niagara

The Glendale study area currently has a number of assets that will contribute to a successful urban district; Niagara College, the Outlet mall, White Oaks Conference Centre and Spa, QEW access, the nearby Niagara District Airport and clusters for hospitality, employment and a range of residential uses. The District Plan will continue to build on, enhance and promote these assets.

The District Plan will support the Niagara Region's employment strategy by identifying an employment area for a cluster of employment uses over the long-term. It is important to protect the employment

area in Glendale as it provides the majority of the employment designated lands for all of Niagara-on-the-Lake. It is also a prime location for employment uses to locate as it is within minutes to the international border crossings and has excellent visibility and accessibility to the QEW.

Although not within the study area, the Niagara District Airport is an important asset to Niagara-on-the-Lake and Niagara. The Niagara District Airport is in close proximity to Glendale and can support important social and economic links, including passenger connections, tourism and movement of goods. Further collaboration

Urban Design direction for innovation hubs:

- Develop an urban design approach to cluster and orient buildings within innovation hubs and employment areas
- Design buildings in a campus like manner to create spaces with opportunities to enrich social interaction, collaboration, health and well-being
- Create edges that address public streets with well-designed high quality architecture

with the Niagara District Airport, the local municipality and the other partners is needed to prepare an Airport Strategy/Master Plan to review opportunities for connections and other synergies between Glendale and the airport.

There is great potential for an enhanced connection between the airport and the employment area. The Niagara Region will work with Niagara-on-the-Lake to brand and market the employment area as a premier location for shipping and goods movement.

Niagara College is located within the study area and offers a wide range of programs and learning opportunities. This direction recognizes the College as a catalyst to contribute to the creation of an innovation hub. Innovation hubs are campuses that attract learning, creative thinking and investment. They offer employment opportunities more geared towards technology and research and development. These campuses represent the idea that good work comes from people who have been rewarded with high-quality, well-designed buildings and spaces.

An economic development strategy should be developed to attract entrepreneurial businesses, start-ups and incubator/shared spaces that complement the Niagara College programs and surrounding employment uses to facilitate the creation of an innovation hub.

A tourism strategy could assist with building on Glendale's assets, connecting tourism destinations, such as the Outlet Mall and the planned Hospitality District, within Glendale to the broader tourism destinations throughout Niagara-on-the-Lake and Niagara. It will investigate ways to market the area and leverage its well-connected location.

Actions associated with this direction will be implemented through additional collaborative efforts amongst stakeholders and through the ongoing work of a technical advisory committee.

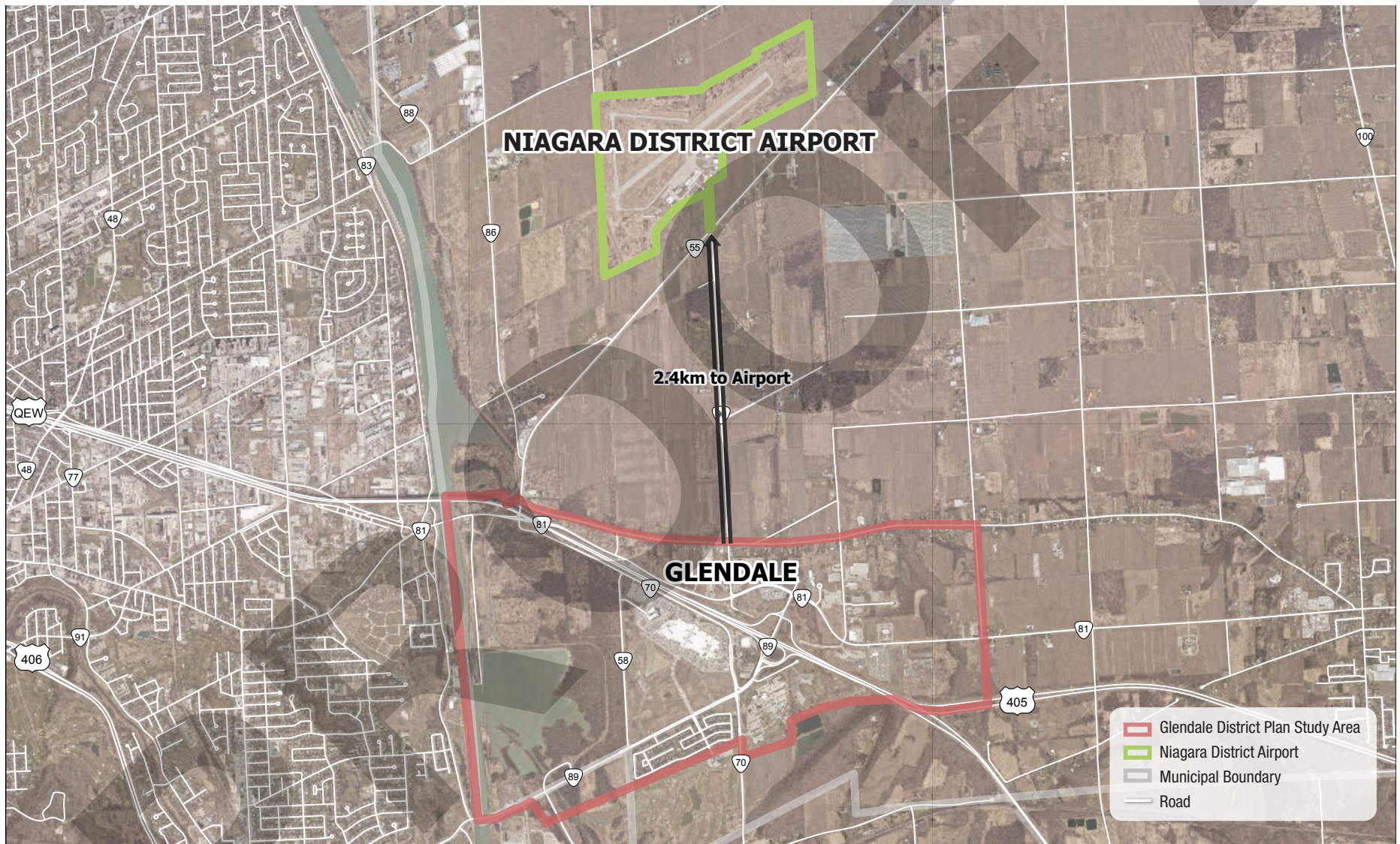
Strategies to Implement:

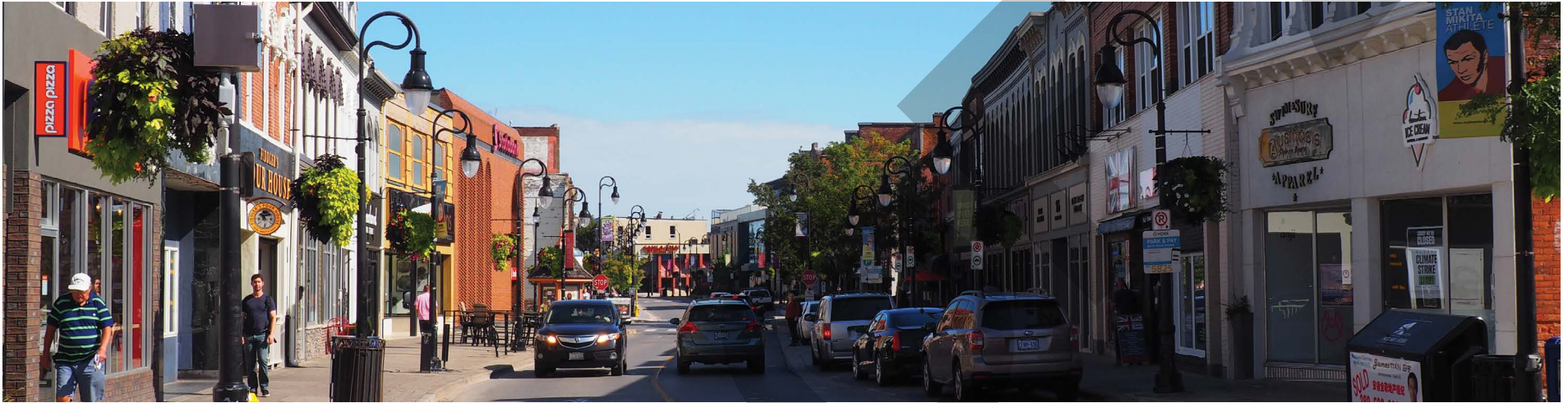
1. Protect an identified employment area in Glendale.
2. Create a policy framework for the creation of an innovation hub.
3. Integrate Niagara College into the District, accommodate its expansion and integrate/create a focus on food/tech industries.
4. Prepare a tourism strategy.
5. Work with the Niagara District Airport to identify synergies with Glendale, Niagara-on-the-Lake and Niagara.
6. Create a branding strategy for the Airport Employment Area.
7. Provide a flexible policy for the Outlet Collection of Niagara.
8. Investigate opportunities for private sector sponsoring (naming rights) to offset the costs of community facilities.



Map data ©2018 Google

Proximity of Airport to the Study Area





5 Create the main street as a transition from the Outlet Collection of Niagara to the adjacent urban neighbourhood

Located just south of the Outlet Mall, represents a great opportunity for a Main Street lined with multi-storey, mixed-use buildings. The Main Street will be a key component in achieving a complete community by offering commercial uses, restaurants, cafes, and other retail uses. It will serve the current and future population of Glendale by providing a different experience that is smaller in scale and more focused on uses that serve the surrounding neighbourhood.

A woonerf, or living street, design provides an opportunity for all travel modes to coexist and allows the space to be used in multiple ways. The street is designed to calm traffic and enhance opportunities for active transportation.

Often these streets have design elements that set them apart from a regular street, such as modified or no curbs, permeable pavers, or other design elements at crosswalks. They can also offer the possibility of temporary street closures for community events, activities, and festivals. Since there is already a road connection where the Main Street has been identified, a woonerf street design may be investigated in the future when the Main Street is reconstructed. Until that time, enhanced design elements and streetscaping can be incorporated through development applications.

This key direction will draw on urban design guidance and flexibility in building design to create a welcoming public realm. Ground floor uses will be encouraged to spill-out with display areas and patios to activate and enliven the main street. Policies should direct important urban design elements of the Main Street to ensure they are identified and realized through development proposals and municipal capital projects.

Through the future completion of the commercial lands review study, the short and long term viability should be investigated for the main street commercial uses.



This work should consider the layout of the main street, the type of commercial offerings, the permanent population and the visitor/tourist population, etc. It should review the main street and provide specific recommendations to assist in achieving a successful, mixed-use community.

The Outlet Collection at Niagara has the potential to grow and evolve over time. As consumer trends shift and parking requirements change, flexible policy can allow the site to transition to a mix of uses similar to other large mall sites throughout Ontario. The District Plan recommends a flexible planning policy to allow for the continuation of the existing uses, as well as provide for the evolution to a mix of uses in the future.

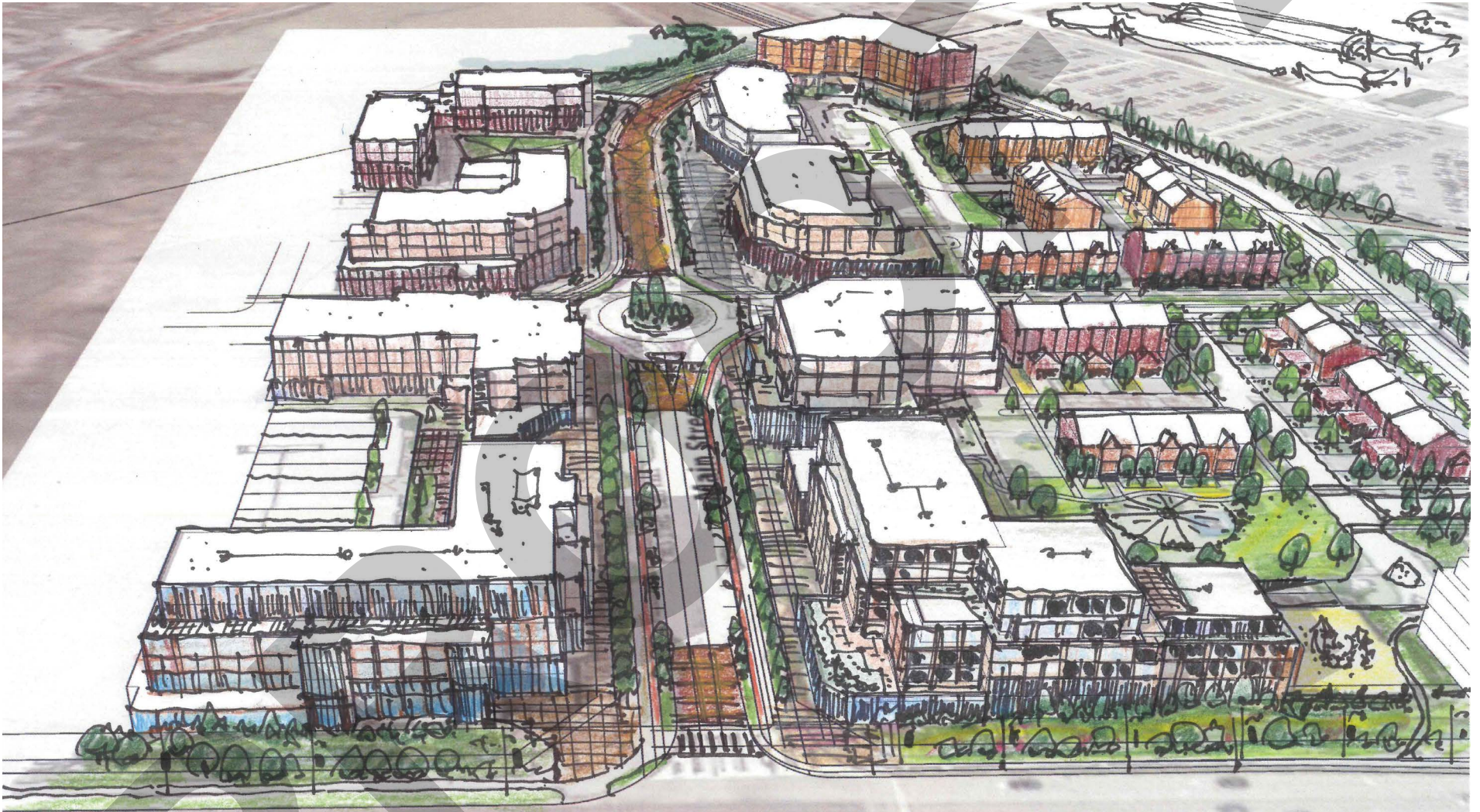
Urban Design direction for the Main Street:

- The creation of urban design guidelines shall analyze successful examples of Main Streets, new and old, and develop relevant criteria for elements that can be applied to Glendale
- Public realm criteria can specify sidewalk widths and treatments, tree planting locations, utilities and lighting, street furniture, spill-out or marketing areas, transit locations, cycling facilities, on-street parking provisions, placemaking and public art
- Private realm criteria may include building massing, materials/treatments, ground floor building design parameters, design of upper floors, building entrance treatments, patios, and signage design
- Driveways to surface parking lots, underground garages and loading areas should not be located along the Main Street or Glendale Avenue
- Main Street buildings should be designed with flexibility and adaptability of the ground floor to accommodate a range of compatible uses
- The transition to the Outlet Mall is strengthened by a high quality streetscape experience
- Explore options for closure of all or a section of the Main Street for festivals and community events
- Consider the night time experience through enhanced sidewalk lighting, accent lighting, decorative displays, and public art pieces



Niagara-on-the-Lake has had many exceptional and prominent women throughout its history. Consideration should be given to formally recognize and commemorate these women through historical markers, public art or other means along the proposed Main Street.

Main Street Perspectives



For illustration purposes only

This key direction aligns with the vision to create a Main Street as a prominent part of the District. It will provide a unique destination with local commercial uses, amenities and a strong linkage to the Outlet Collection.

Strategies to Implement:

1. Require all buildings along the Main Street area to have commercial at grade.
2. Prepare specific urban design guidance for the Main Street area.
3. Review the viability of commercial lands within the main street. Actively engage with retail, service and grocery store chains to attract new commercial offerings to the area.
4. Work with the owner of the Outlet Collection of Niagara to understand the long term plan and opportunities for the site.



Map data ©2018 Google





6 Provide a diverse range of housing ensuring choice and affordability

Providing new, diverse and affordable housing options is important for the Glendale area, as well as across Niagara. Currently, residential uses in the study area are primarily low density, ground related built form. The Glendale District Plan provides an opportunity to integrate more medium and higher density housing, purpose-built rental, and mixed-use buildings to diversify the housing options within the study area.

The District Plan supports the need for affordable housing. Further consultation with Niagara Regional Housing and other housing providers/operators in Niagara will be undertaken. In addition, information and recommendations from the Housing and Homeless Action Plan and the Housing Strategy will inform a

policy framework that will support the construction of an adequate supply of affordable housing, both for rental and private ownership. In particular, given the proximity to the Niagara Regional Native Centre, this direction will encourage the investigation of opportunities for indigenous supportive housing.

Denser built form options will increase housing options to accommodate a variety of family sizes, ages and incomes. When introducing medium and high density built form often concerns related to compatibility are raised. It is important to ensure that new denser forms of housing are appropriately integrated with the existing community. Urban design guidance will

provide direction for building design to ensure suitable transitions between low to higher density buildings.

Housing options for Niagara College students will also need to be explored. While some of these students live outside of the study area and travel in, others live in the student residence and within rental housing in the adjacent Niagara on the Green subdivision. Niagara College is currently preparing its Campus Master Plan for the Niagara-on-the-Lake campus and has identified the need for more purpose-built student housing on-site, as well as exploring opportunities with area developers to integrate student housing within the study area. The project team will continue to be investigated to achieve this.

Urban Design direction for housing aims to:

- Demonstrate that higher density housing forms can be designed to be compatible with lower density forms through building-to-building relationships, building massing and orientation, transition and gradation, high quality exterior building design, sun-shadow studies and overview, and the use of landscaping to enhance the overall quality and design
- Include housing alternatives for accessible, age friendly and options that are designed to accommodate secondary suites. Secondary suites can add to affordable rental options throughout the community and can provide additional income for homeowners.
- Street oriented housing forms must address streets with front doors, windows and front porches that can enliven streets and enhance social interaction
- Demonstrate how affordable housing options can be integrated within market rate housing
- Promote high quality exterior building design and landscaping design of affordable housing forms through the use of durable and visually appealing materials
- Where appropriate, reduction of parking ratios to reduce the cost of construction and operation of developments should be considered (especially for affordable housing). Site areas that might have been devoted to parking can become green spaces, community gardens, and or other buildings.
- Improve the quality of streetscapes by avoiding the placement of surfacing parking between the buildings and streets

Offering diversity of housing provides the opportunity to stay within or close to your neighbourhood as housing needs change over time. It will contribute to a vibrant and complete community by offering people a variety of options that are suited to their choices and lifestyles.

Strategies to Implement:

1. Encourage a range and mix of medium to high density housing to achieve a population that will support a complete community.
2. Encourage a range of unit sizes to accommodate different family sizes.
3. Create design guidance to inform how new higher density built form can be appropriately integrated with the existing community.
4. Provide affordable housing options within the study area for both rental and private ownership.
5. Integrate age-friendly and accessible best practices in the design of buildings, spaces and the public realm.
6. Work with Niagara College to investigate student housing options.



6% OF HOUSEHOLDS
are in Core Housing Need
in Niagara-on-the-Lake
on par with the Niagara average

households are spending over
30% of income on shelter costs
much higher than the Niagara average.

Little housing diversity in Niagara-on-the-Lake

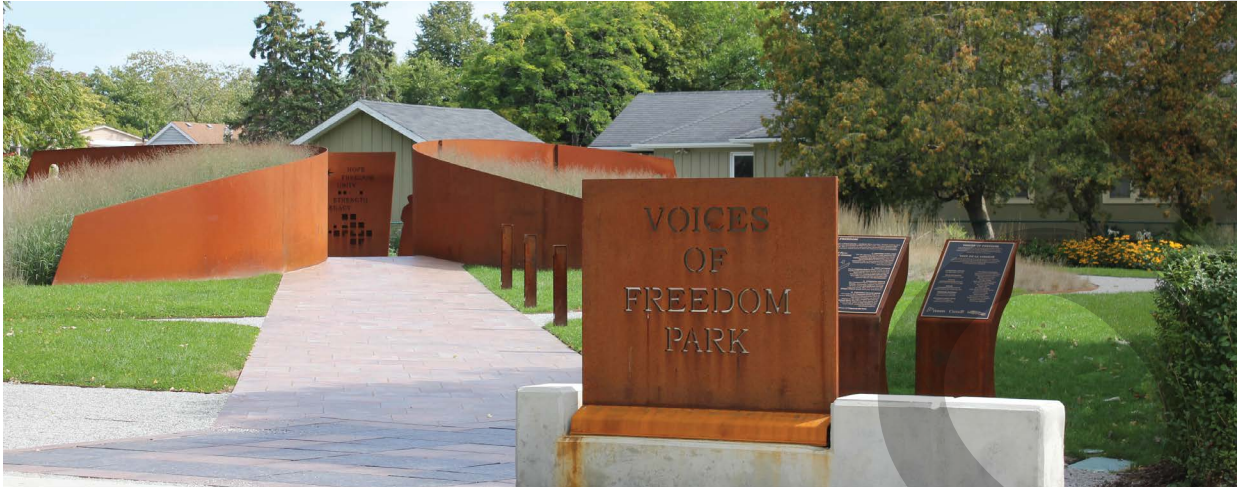


**82% OF UNITS ARE
SINGLE DETACHED
DWELLING**

there are limited apartment units in the municipality



**26% INCREASE IN
HOUSING PRICES**
from 2016 to 2017



7 Create a public/civic space as a focus for Glendale

A community hub will be a central focus of Glendale's complete community. Future work will investigate possible partnerships for the hub location, for example, public health offices, police services, Niagara College satellite space, Niagara Regional Native Centre programs, and/or other service providers all integrated into the space. The community hub can also offer recreational space and programming, a library site, daycare services, multi-purpose rooms and incorporate the transit service terminal. It will become an important destination for social interaction and offerings.

The community hub could also be a multi-storey building to provide additional space for community

uses, offices or housing on the upper floors. In line with Key Direction 6, partnerships could include Niagara Regional Housing or Niagara College to provide specialized affordable housing.

Complete communities thrive when well-designed, high quality public spaces are integrated into the overall community design. Green space for recreation shall be woven throughout the community through public and publicly accessible spaces. Urban design guidance will consider different scales of parkland and open space to encourage a variety of opportunities for active living throughout the District Plan area. Active living directly contributes to a healthier population.

Urban Design direction for public spaces:

- Public spaces of various scales are integrated into the fabric of Glendale. Within each of these spaces visitors will enjoy trees, seating, lighting, paved areas, walking paths, and programming elements that create well-being through music, food, markets, and active lifestyles.
- Public spaces provide opportunities for public art that celebrates community spirit and promotes vibrancy
- Adjacent buildings include entrances and windows that are oriented towards public spaces to assist in activating the space
- Design the transit hub with public space for visitors to wait, meet, and be around people
- Design public and civic spaces that are both permanent and temporary
- Policies and guidelines for the long term maintenance and operation of public spaces should be developed so that municipalities can budget adequately to ensure that these spaces remain attractive and in good form

Perspective From Community Focus



For illustration purposes only

In addition to a community hub, through the update to the Secondary Plan, the School Boards will be consulted to determine if an elementary or secondary school site is needed. School sites could be combined on a campus type setting or with the community hub to share facilities. The study team will review the possibility of more urban footprints for school sites in order to maximize the land available for development and the ability to achieve a complete community that will support the land uses proposed.

Public art will assist in creating a unique identity and sense of place for Glendale. Public art is any form of art that is enjoyed by the public and can include statues, murals, sculpture, fountains or functional art (i.e. artistically designed benches). An attractive public realm will also enhance the sense of social inclusivity and positive mental health. In this way, public spaces play a key role in evoking a sense of place and identity.



Strategies to Implement:

1. Plan for a central recreation/community hub location for the community. Promote partnerships with various stakeholders to create centralized services for the community in one location.
2. Develop a strategy for 4-season community needs, cultural offerings.
3. Provide outdoor recreational facilities to support the community needs.
4. Incorporate public art that is unique to the Glendale and Niagara area.





8 Use sustainability measures related to resiliency and climate change

Sustainability measures such as low impact development techniques and green infrastructure design will be supported and encouraged throughout Glendale. Sustainable measures must be considered at a broad scale throughout the entire plan area, at a sub-area or block level and at an individual property level.

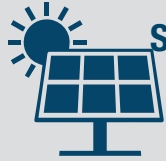
There are many benefits to incorporating sustainability measures. Where possible, new development shall employ innovative stormwater management practices that reduce runoff and stormwater pollution. The use of bioswales, rain gardens, permeable pavers and other surface water treatment techniques will assist in managing and treating stormwater at the source.

These measures, and other appropriate sustainability measures, will contribute to a successful stormwater management strategy.

Additional sustainability opportunities include strategically utilizing landscape and open space features. For example, local food production such as community gardens, a local farmers market and edible landscaping can help support local farmers, add to the unique community image and decrease emissions by reducing the distance from farm to table. Using locally sourced building material, promoting waste diversion from landfills through the provision of recycling or tri-sorting stations, and adding electric car charging stations should also be considered.

Urban Design direction for sustainable elements and features:

- Consider the use of green or passive energy sources (i.e. solar energy, geothermal energy) for buildings where feasible
- Consider the orientation of buildings and windows to maximize solar gain
- Use plant material strategically to create shade and block wind
- Implement green building elements into built form, such as green roofs



Sustainability tools and interventions can include measures for energy/carbon reduction, water use and waste management, material resources and solid waste reduction, green building design, and enhanced green space strategies.

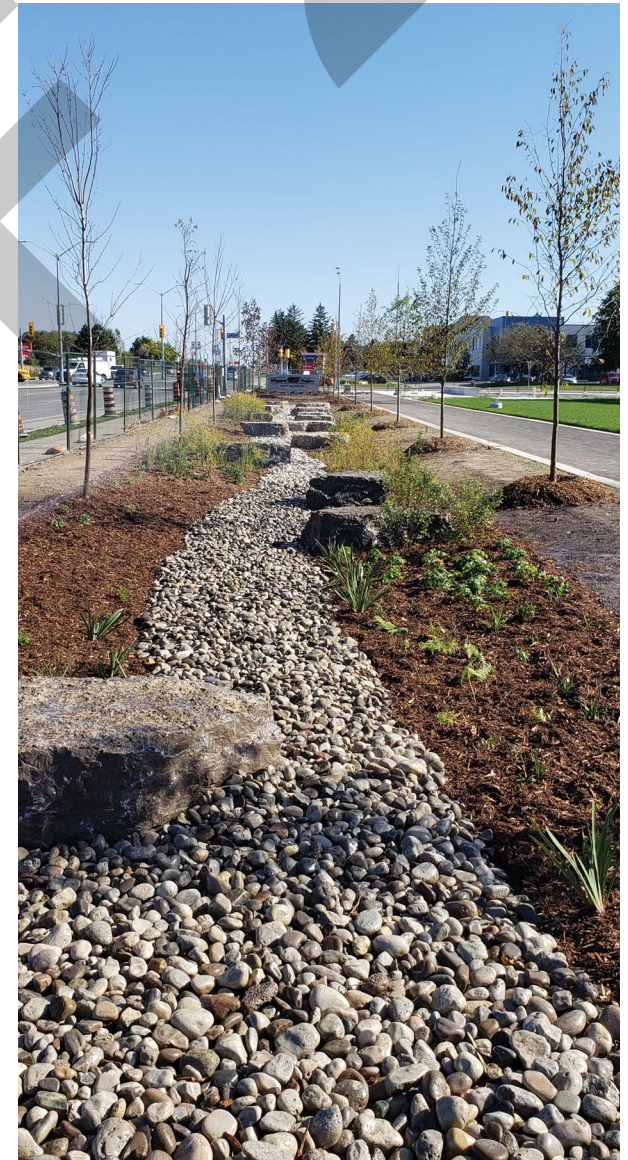
Sustainable communities also consider the materials that are used in building and site design. New development within the study area should also consider a more sustainable building design to promote energy efficiency. The preparation of green building design guidance will encourage new development and redevelopment to incorporate more efficient and sustainable design elements. The incorporation of green roofs can reduce energy consumption by adding a layer of insulation from extreme cold, as well as support biodiversity by providing additional green space throughout the study area.

Through the preparation of a sustainability strategy, sustainability performance indicators and benchmarks for new development, redevelopment and intensification opportunities can be created.

Based on these indicators, there is potential for current or future incentives to be linked to these enhances requirements.

Strategies to Implement:

1. Prepare a sustainability strategy for the Glendale.
2. Encourage sustainable, green streets and parking areas throughout the District.
3. Investigate innovative stormwater management techniques.
4. Encourage green building design.





9 Coordination of infrastructure review, capacity and upgrades

Further investigation will be undertaken to consider revenue sources for infrastructure improvements. Avenues for consideration include a local area-specific development charge or incentive program. Public service facilities and other community amenities should be included in the future Community Benefits Charge Strategy. The Transportation Association of Canada will undertake this review and make recommendations for consideration.

Transportation capacity will be further reviewed via a transportation study to analyze current and future travel patterns as the study area evolves.

An area of particular focus is the Glendale Avenue and Taylor Road intersection. There is a high volume of traffic moving through this intersection to access Niagara College, the Outlet Collection and White Oaks; particularly at certain times of the day and certain times of the year. With the potential of a Transit Hub at the corner of Taylor Road and Glendale Avenue, assessing the safe movement of pedestrians through this intersection becomes even more important.

Strategies to Implement:

1. Monitor the implementation of the Glendale District Plan to proactively plan for infrastructure upgrades.
2. Investigate the use of a Community Planning Permit System.
3. Include community amenities for Glendale within the future Community Benefit Charge Strategy.
4. Allow for consideration of cross-border servicing between Niagara-on-the-Lake and St. Catharines
5. Encourage the Town to investigate an area-specific development charge by-law



6.0 Summary of Transportation Review and Recommendations

A high level transportation analysis reviewed the opportunities and challenges for the existing transportation network, active transportation network and road conditions within the study area.

6.1 Street Network

The study area is currently serviced by an existing network of Niagara Region and local roads. This network is well travelled and there may be little opportunity to change the configuration of the existing street network. The future transportation study will review and ensure the optimal location for new road connections and make recommendations on how to enhance the network with active transportation facilities.

Using a grid pattern for new local roads will create a walkable, urban context. The block size should be relatively small to allow for connections to destinations throughout the community. The grid pattern will activate the public realm, offer opportunities for a variety of travel routes for connecting to key destinations, adding a level of discovery and traffic calming.



The Taylor Road and Glendale Avenue intersection is a central point within the Glendale District Plan dominated by key destinations of interest. Pedestrian and cycling movements through the intersection should be prioritized through the integration of transportation and streetscape facilities that improve how people cross this large intersection. Some of the options include longer crossing times, increasing the phasing times to create more pedestrian and cycling crossing opportunities, refuge islands and medians, digital technologies that can cater to movement by monitoring and activating phasing as needed, traffic calming, and others.

Urban Design direction for Glendale Avenue and Taylor Road Intersection:

- Integrate vibrant displays and greenery, public art, seating opportunities, better lighting, and paving treatments
- The large intersection can be designed to be more pedestrian scale through the placement of attractive, high quality buildings and spaces close to the intersection

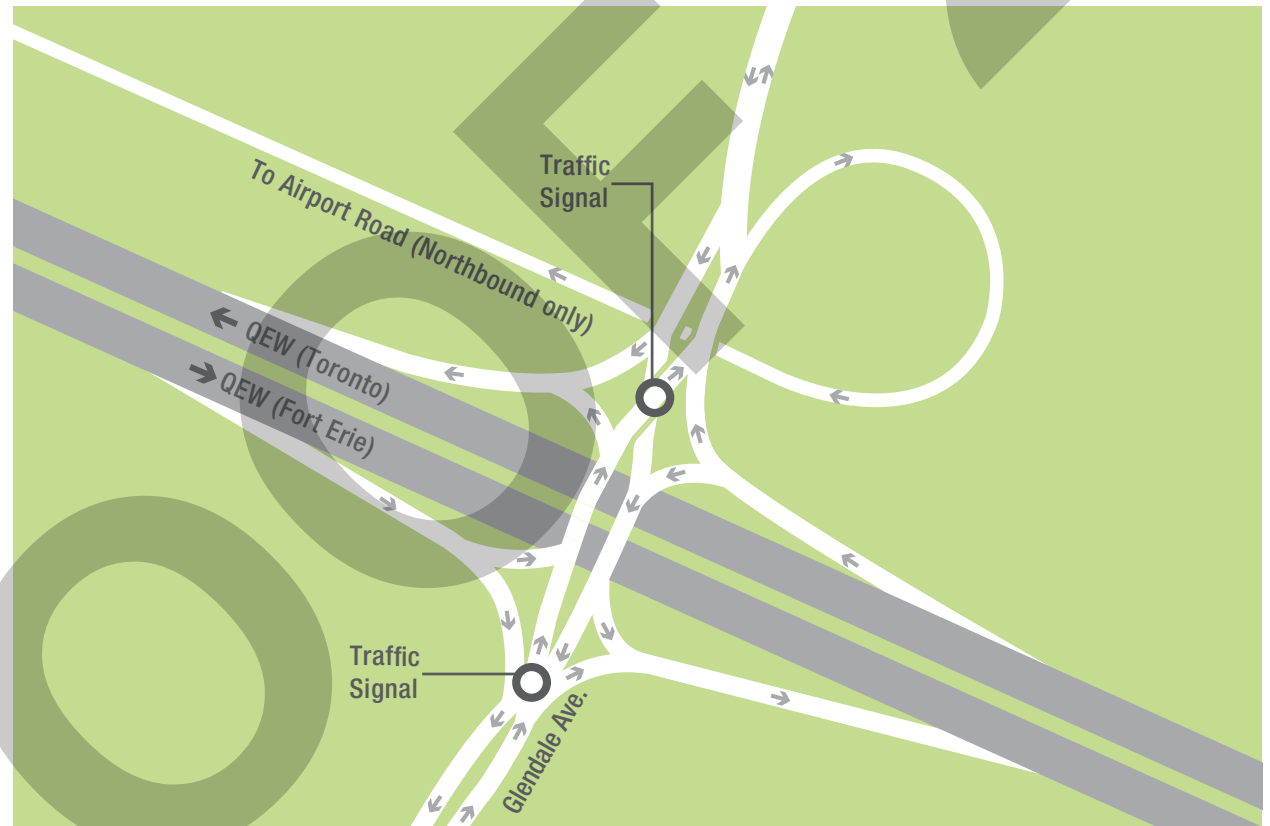


The names of streets, sub-districts, neighbourhoods, parks, public monuments, infrastructure, and other development features should be locally relevant, recognizing and celebrating the landscapes, history, heritage, and significant people of the area.

6.2 Diverging Diamond Interchange

The Glendale Avenue interchange is being re-constructed to a Diverging Diamond interchange. The Diverging Diamond interchange has a more compact footprint than the existing cloverleaf design and will more efficiently move traffic by reducing the number of conflict points. In addition, a north to west loop ramp will be constructed on the north side of the QEW connecting Glendale Avenue directly to Airport Road via a new connection. The intersection of Glendale Avenue and York Road will also be reconstructed as a single lane roundabout with protections in place for converting to a dual-lane roundabout should the future need arise. The Diverging Diamond interchange accommodates active transportation users through the inclusion of multi-use pathways. Pedestrians and active transportation users are channeled to the east and/or west ends of the Diverging Diamond interchange through dedicated, signalized crossings at the approaches.

The existing road network has been broken down on the road network table to show the road type, capacity and any identified future improvements



for illustration purposes only

Road Network Table

Roadway	Jurisdiction	Land Use Classification	Service Function	Divided/ Undivided	Regulatory Speed Limit (km/h)	Number of Thru-Lanes	Estimated Roadway Carrying Capacity (veh/day)	Average Annual Daily Traffic (AADT) (veh/day)
Queen Elizabeth Way (QEW)	Provincial	Urban	Freeway	Divided	100	6	132,000	95,000
Regional Road 58 (Homer Road)	Regional	Rural	Collector	Undivided	80	2	8,750	2,700
Regional Road 70 (Taylor Road)	Regional	Urban	Arterial	Undivided	60	2	17,500	9,300
Regional Road 81 (York Road)	Regional	Rural	Arterial	Undivided	60	2	17,500	10,100
Regional Road 89 (Glendale Avenue)	Regional	Urban	Arterial	Divided	50	4	35,000	13,000
Regional Road 90 (Airport Road)	Regional	Rural	Arterial	Undivided	60	2	8,750	5,800
Queenston Road	Municipal	Rural	Collector	Undivided	70	2	8,750	-
Townline Road	Municipal	Rural	Local	Undivided	50	2	8,750	-
Main Street	Municipal	Urban	Local	Undivided	50	2	8,750	-
Concession 7 Road	Municipal	Rural	Local	Undivided	50	2	8750	-

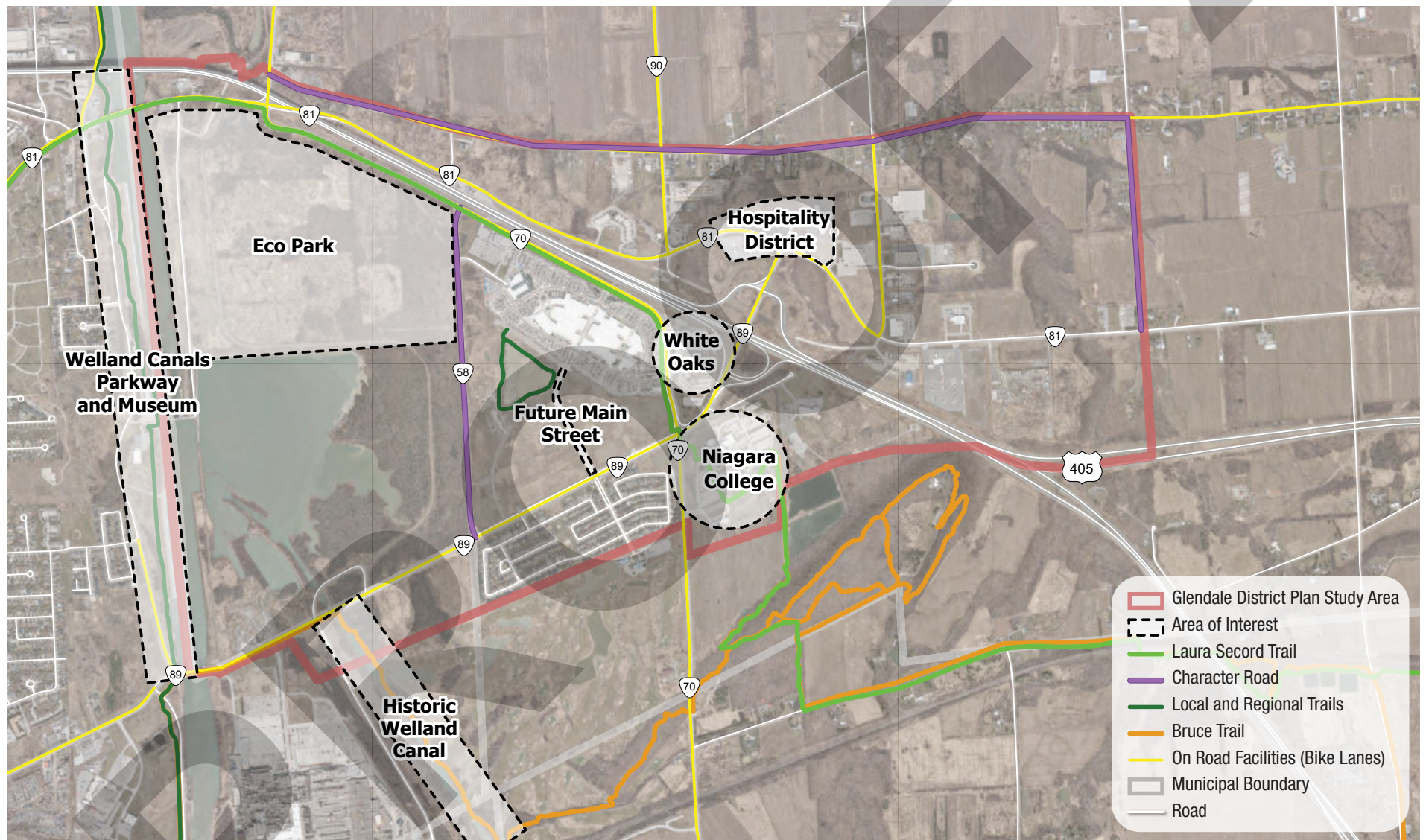
Remaining Roadway Carrying Capacity (veh/day)	Proposed Complete Streets Typology	Transit Master Plan Recommendation(s)	Recommended Strategic Improvements
37,000	Not Applicable	<ol style="list-style-type: none"> Capacity Improvements/Widening (2022-2031) Interchange Improvements at Regional Road 89 (Glendale Avenue) (2022-2031) 	Continue Design-Build Partnership with Ministry of Transportation for Interchange Improvements at QEW and Regional Road 89 (Glendale Avenue), Intersection Improvements (Roundabout) at Regional Road 89 (Glendale Avenue) and Regional Road 81 (York Road), and Regional Road 89 (Glendale Avenue) to Regional Road 90 (Airport Road) Bypass Ramp
6,050	Transitioning	None	None
8,200	Transitioning	None	None
7,400	Transitioning	None	None
22,000	Transitioning	<ol style="list-style-type: none"> New Road (Regional Road 81 (York Road) to Queenston Road) (2022-2031) 	Continue Design-Build Partnership with Ministry of Transportation for Interchange Improvements at QEW and Regional Road 89 (Glendale Avenue), Intersection Improvements (Roundabout) at Regional Road 89 (Glendale Avenue) and Regional Road 81 (York Road), and Regional Road 89 (Glendale Avenue) to Regional Road 90 (Airport Road) Bypass Ramp
2,950	Transitioning	<ol style="list-style-type: none"> Capacity Improvements/Widening (2022-2031) 	None
8,750	Rural/Character	<ol style="list-style-type: none"> New Road (Regional Road 81 (York Road) to Queenston Road) (2022-2031) 	Realign Queenston Road with QEW Skyway Bridge Twinning Led by Ministry of Transportation
8,750	Rural	Not Applicable	None
8,750	Main Street	Not Applicable	None
8,750	Rural/Character	Not Applicable	None

6.3 Character Road

Queenston Road and Concession 7 Road could form a character road network. A character road employs a modified rural cross-section to transition the urban area to the adjacent rural landscape. The use of landscape planting, lower density built form, variation in building setbacks, and wider multi-use paths (instead of separate bike lanes and sidewalks) will assist with this transition. Other character roads may be identified through future urban design work.



Key Destination Features



6.4 Transit Hub/Terminal requirements

In 2019, Glendale and Niagara College Niagara-on-the-Lake Campus has regular transit service via:

Transit System	Routes	Frequency (Approx.)
Niagara Regional Transit	Route 40	60 min
	Route 45	60 min
	Routes 40A/40B	15 min/15 min
	Routes 45A/45B	15 min/15 min
Niagara-on-the-Lake Transit	One bus In-Bound/ Outbound	60 min
GO Bus	From Burlington to Niagara-on-the-Lake to Niagara Falls	60 min
	Niagara Falls to Niagara-on-the-Lake to Burlington	60 min

Types of buses: 60 foot articulated, 40 foot, and GO Buses

A transit hub/terminal will need to consider a number of elements within the site design. The number of transit routes to Glendale and frequency of buses suggests bus-bay the potential to accommodate 8 bays, plus provision for 2 bays on the street. The configuration should consider both larger 60' articulated buses, as well as standard 40' buses. The final number of bus bays will be further investigated through a future feasibility study.

Additional site requirements to consider include:

- Pick-up and drop-off spots for micro-transit and ride-sharing services for transfers;
- 1 or 2 spots for specialized transit pick-up and drop-off with one spot that can accommodate a larger van 30' size
- Provision for bike shelter/ bike rental kiosks near the terminal
- Passenger amenities such as transit shelters, benches, and waste receptacles
- Access to bus-bays through covered walkway/ corridor is desirable
- Washroom amenities for drivers
- Access and egress roads/ driveways for the unimpeded flow of bus traffic; and,
- A configuration that will allow for future expansion of the bays should the need arise in the future.



Public Transit Routes



6.5 Future Transportation Connections

The Glendale Demonstration Plan identifies two possible locations for future transportation connections east and west of the Glendale Avenue interchange. These connections will provide additional vehicular or active transportation links in the future. Additional technical investigation and consultations will be required through future transportation study.

6.6 Active Transportation Network

The active transportation network includes on-road and off-road cycling and pedestrian facilities. As noted in the key directions, providing these active transportation connections are important to creating and maintaining a complete community. There are currently sidewalks and on-street bike lanes on several roads in the study area. However, there are missing links and opportunities to complete and enhance the active transportation experience.

The Active Transportation Table provides information on the existing active transportation network and any recommended strategic improvements.

Active Transportation Network

Roadway	Cyclist Facilities	Pedestrian Facilities	Recommended Strategic Improvements
Queen Elizabeth Way (QEW)	None	None	None
Regional Road 58 (Homer Road)	None	None	Incorporate cyclist and pedestrian facilities coinciding with roadway reconstruction
Regional Road 70 (Taylor Road)	1.00 Metre-wide asphalt paved shoulder (northbound and southbound)	1.80 Metre-wide concrete sidewalk (discontinuous)	Incorporate cyclist and pedestrian facilities coinciding with roadway reconstruction
Regional Road 81 (York Road)	None	None	Incorporate cyclist and pedestrian facilities coinciding with roadway reconstruction
Regional road 89 (Glendale avenue)	1.50 Metre-wide bike lanes (eastbound and westbound) discontinuous	1.80 Metre-wide concrete sidewalk (discontinuous) 3.00 Metre-wide asphalt multi-use path (continuous)	Infill gaps in cycling and pedestrian facilities (concrete sidewalks) Note: bike lanes scheduled for 2024 in 10-year cap. plan
Regional Road 90 (Airport Road)	Regional Road 90 (Airport Road)	None	Incorporate cyclist and pedestrian facilities coinciding with roadway reconstruction
Queenston Road	None	None	Incorporate cyclist and pedestrian facilities coinciding with roadway reconstruction
Townline Road	None	None	Incorporate cyclist and pedestrian facilities coinciding with roadway reconstruction
Main Street	None	1.80 Metre-wide concrete sidewalk on both sides	Direction from district plan

7.0 Implementation Plan

The District Plan will be implemented through an amendment to the Niagara Region Official Plan where the vision, objectives and key directions are embedded into policy. This policy direction will ensure that future decisions within the Glendale study area are consistent with the vision and direction of the District Plan and any other implementing strategies as a result of this plan.

The Niagara Region will work with the Town of Niagara-on-the-Lake to update the Glendale Secondary Plan to further assess the land use concept and prepare detailed policy and mapping to implement the direction of the District Plan. The Secondary Plan update will include supporting technical studies to test the land uses and ensure that the final plan is both feasible and achievable.

The lands within the City of St. Catharines are subject to the Ministry of Natural Resources and Forestry's decision on the deferral. If the decision amends the Niagara Escarpment Plan designation to Urban Area it would be the first step towards implementing the land use concept as shown in the District Plan. Since these lands are relatively small and owned by one landowner, the landowner would need to make the required planning applications to the City of St. Catharines and Niagara Region to implement the vision of the District Plan. This will also require consideration of an urban boundary expansion.

The success of the Glendale District Plan relies on ongoing, consistent collaboration amongst the key partners and stakeholders. The Technical Advisory Committee membership will be reviewed to determine continued participation. Since some of the recommendations will be implemented through this ongoing collaboration, the Technical Advisory Committee will continue to meet to discuss the strategies and recommendations of the District Plan.

Following the endorsement of the District Plan, an Implementation Plan will be prepared in consultation with the Technical Advisory Committee. The implementation plan will review the following Action Table to assign tasks, timing and next steps.

Implementation Plan

Key Direction 1: Protect and enhance the landscape/natural features

Strategies	Recommendations
1a: Create an Eco-park, investigate opportunities for other complimentary uses	<ul style="list-style-type: none"> • Work with the St. Lawrence Seaway Authority (or future owner) and local municipality to investigate opportunities for the creation of an Ecological Park with passive recreational uses. Investigate opportunities for a Geopark site • Work with Ontario Ministry of Agriculture, Food and Rural Affairs /Ministry of Municipal Affairs and Housing to review the Specialty Crop designation and investigate opportunities for complimentary uses within the Eco Park that celebrate Niagara
1b: Preserve and protect views and vistas to the Niagara Escarpment, natural and the agricultural areas	<ul style="list-style-type: none"> • Prepare a viewshed analysis/line of sight to determine the important views and vistas to protect. Implement guidance through urban design policy in the updated Secondary Plan
1c: Appropriately transition from built form and urban uses to the rural area	<ul style="list-style-type: none"> • Review and recommend appropriate transitions to the agricultural area in terms of land use and built form. Prepare transition policy for the Secondary Plan
1d: Review and confirm Natural Heritage System	<ul style="list-style-type: none"> • As part of the Secondary Plan exercise, undertake an environmental planning study to review/coordinate the natural heritage policy and mapping to provide consistent direction for boundary identification, buffer protection and mitigation measures • Promote the natural features of the Glendale area through marketing opportunities
1e: Leverage the connection to the UNESCO World Biosphere, agricultural lands, wine industry, etc. as a unique destination	<ul style="list-style-type: none"> • Through the creation of urban design/sustainability guidance, investigate ways to incorporate natural heritage features into the design of new developments • Consider connecting to Niagara College environmental studies programs to determine ways to leverage the natural heritage system as a hands on resource for future educational opportunities

Key Direction 2: A convergence for the area's trails and active transportation facilities

Strategies	Recommendations
2a: Provide opportunities to connect active transportation facilities with existing and proposed trails	<ul style="list-style-type: none"> • Enhance connections to the Welland Canal and Bruce Trail, where possible • Investigate opportunities to enhance the streetscape and implement complete streets. Coordinate efforts through the capital budgeting process for identified improvements • Review the existing trail network and investigate new connections from the on-street network, Eco Park opportunities, etc. • Prepare a wayfinding study that will direct users to trails and destinations throughout the study area • Investigate ways to incorporate and celebrate the former Welland Canal location • Explore opportunities to incorporate a Geopark site within the Glendale area
2b: Connect the on-street bike lane along Glendale Avenue from Homer Rd to the Welland Canal	<ul style="list-style-type: none"> • The reconstruction of Glendale Avenue from Homer Road to the Welland Canal (including multi-use path) is currently in the 10 year capital forecast for 2024. This item should be flagged to ensure that it is not pushed back (was originally budgeted for in 2021) • Review and incorporate the Welland Canals Museum as a destination
2c: Create more opportunities to enhance walkability. Review the sidewalk connections and look for opportunities to connect and enhance the pedestrian network	<ul style="list-style-type: none"> • Investigate guidelines for a walkability audit (or other measurement) for new development • Through development review, assess the street network to recommend active transportation connections to destination locations (i.e. Main Street, Transit Hub, etc.) to encourage walking over vehicular use
2d: Continue to investigate additional opportunities for connection from north Glendale to south Glendale over the QEW	<ul style="list-style-type: none"> • Work with Ministry of Transportation, Niagara College, Niagara-on-the-Lake and the owner(s) to the north, to assess opportunities for active transportation and/or vehicular overpass opportunities east of Glendale Avenue interchange • Work with Ministry of Transportation, Niagara College, Niagara-on-the-Lake and the owner(s) to the north, to assess opportunities for active transportation connection from the Outlet Collection of Niagara to the north over the QEW • Investigate funding/grant/incentive opportunities for active transportation connections

Key Direction 3: Provide an accessible and connected transit system to serve the Glendale area, the greater Niagara Region and beyond

Strategies	Recommendations
3a: Provide a multi-modal transit hub for inter-regional transit, GO Transit, tourism buses, and terminal facilities	<ul style="list-style-type: none"> Investigate land requirements and how the site can evolve over time Work with the Inter-municipal Transit Working Group, Niagara College, the Local Municipality and others to coordinate transit operation efforts. Work with transit providers, or investigate other innovative approaches, to provide on demand service to connect the area Work with the Niagara District Airport to enhance connections and frequency of transit options
3b: Create synergies between the transit hub and community focus by locating these facilities and functions in close proximity to one another	<ul style="list-style-type: none"> Work with Ministry of Transportation and others (as appropriate) to determine the potential land use opportunities for the excess interchange lands for possible gateway features.
3c: Continue to encourage a GO Transit Rail stop location within 2 kilometre of the study area	<ul style="list-style-type: none"> Continue to work with the GO Implementation Team and Metrolinx to encourage an additional GO train stop. Possible location could include south of Glendale study area on Taylor Road.
3d: Provide guidance for integrating transportation demand management objectives into development plans	<ul style="list-style-type: none"> Investigate opportunities for shared parking facilities between the new development and the Outlet Collection of Niagara Investigate opportunities for car share or bike share at the transit hub or integrated into higher density development proposals
3e: Investigate and integrate gateway features at major entry points into the District	<ul style="list-style-type: none"> Prepare a gateway design strategy as an important component to placemaking
3f: Create a wayfinding strategy to co-ordinate directional signage for vehicles, cyclists, pedestrians and transit users. Ensure that the history and character of Glendale is reflected in the wayfinding strategy	<ul style="list-style-type: none"> Prepare a gateway design strategy that represents the uniqueness of Glendale itself but also signifies an entry into the greater Niagara area

Key Direction 4: Create a strategy to build on existing assets within Glendale and linking Glendale with the greater Niagara-on-the-Lake and the Niagara Region

Strategies	Recommendations
4a: Protect an identified employment area in Glendale	<ul style="list-style-type: none"> Identify and plan for an Employment Area as required by the Growth Plan and other Provincial Policies Protect an identified employment area over the long term in Glendale Investigate the availability and opportunity for the creation of an employment incentive program to attract employers Create a branding plan for the employment area which features the prominent, premier location of the employment area in proximity to the airport, QEW and the international borders
4b: Create a policy framework for the creation of an innovation hub	<ul style="list-style-type: none"> Work with the Technical Advisory Committee to create a strategy that will attract entrepreneurial businesses, start-ups and incubator/shared spaces that complement the Niagara College programs Investigate opportunities for promotion of agri-business
4c: Integrate Niagara College into the District, accommodate its expansion and create a focus with food/technology industries	<ul style="list-style-type: none"> Investigate opportunities for connection between Niagara College and the employment area
4d: Prepare a tourism strategy	<ul style="list-style-type: none"> Work with the Ontario Tourist Centre to integrate this resource into the Transit/Community Hub Recognizing the strong draw of Old Town, Niagara-on-the-Lake, work with Tourism Partnership of Niagara and the Chamber of Commerce to prepare a tourism strategy that will connect Glendale with the Niagara-on-the-Lake and encourage tourist offerings/events/activities within the District
4e: Work with the Niagara District Airport to identify synergies with Glendale, Niagara-on-the-Lake and Niagara Region	<ul style="list-style-type: none"> Work with the Niagara District Airport, the local municipality and the other partners to prepare an Airport Strategy/ Master Plan to review connections and synergies between Glendale and the airport
4g: Provide flexible policy for the Outlet Collection of Niagara	<ul style="list-style-type: none"> Complete the Commercial Land Review as part of the Secondary Plan to provide the rationale, background information and targeted engagement strategy for attraction of commercial uses. Actively engage with the major grocery store chains to attract a grocery store to the area. Consult with the owners of the Outlet Collection of Niagara to determine the long-term vision for the outlet mall and if flexible policy framework would assist in achieving this vision
4h: Investigate opportunities for private sector sponsoring (naming rights) to offset the costs of community facilities	

Key Direction 5: Create a “main street” from the Outlet Collection of Niagara to the adjacent urban neighbourhood

Strategies	Recommendations
5a: Require all buildings along the Main Street area to have commercial at grade	<ul style="list-style-type: none"> • Prepare Secondary Plan policy and zoning that requires at grade commercial uses along the main street. Zoning for the Main Street shall consider flexible setbacks, patios, etc.
5b: Prepare specific urban design guidance for the Main Street area	<ul style="list-style-type: none"> • Provide design guidance for uses adjacent to the Outlet Collection to avoid backlotting • Design the Main Street to accommodate temporary closures for community events, activities, festivals • Investigate the opportunity for a public realm incentive program • Provide direction for wider sidewalks, consistent street furniture, native species of plantings, lighting, etc.
5c: Review the viability of commercial lands within the main street. Actively engage with retail, service and grocery store chains to attract a new commercial offerings to the area	<ul style="list-style-type: none"> • Through the Commercial Lands Review, the short and long term viability should be investigated for the main street commercial. This work should consider the layout of the main street, the type of commercial offerings, the permanent population and the visitor/tourist population, etc. It should review the main street and provide specific recommendations to assist in achieving success. • Create a strong connection to agriculture, investigate the opportunity for seasonal or permanent Farmers’ Market
5d: Work with the owner of the Outlet Collection of Niagara to understand the long term plan	<ul style="list-style-type: none"> • Prepare a plan for the Main Street that will allow for a positive interaction and connection with the Outlet mall. Guidance for this interface will be provided in the urban design guidelines.

Key Direction 6: Provide a diverse range of housing ensuring choice and affordability

Strategies	Recommendations
6a: Encourage a range and mix of medium to high density housing to achieve a population that will support a complete community	<ul style="list-style-type: none"> Review the Housing and Homelessness Action Plan and the Region's Housing Strategy. Review housing need with affordable housing providers/operators in Niagara and work with Niagara Regional Housing to determine need for affordable housing with Glendale and surrounding area
6b: Encourage a range of unit sizes to accommodate different family sizes	<ul style="list-style-type: none"> Prepare policy direction that require a percentage of new units in apartment buildings to have 2-3 bedrooms to attract and retain families Investigate housing and service opportunities for indigenous supportive housing given the close proximity to the Niagara Regional Native Centre
6c: Create design guidance to inform how new higher density built form can be appropriately integrated with the existing community	<ul style="list-style-type: none"> Require sun/shadow studies for any proposed new buildings taller than 6 storeys Prepare additional guidance that will assist in community design for a range of built form
6d: Provide affordable housing options within the study area for both rental and private ownership	<ul style="list-style-type: none"> Require a minimum of 25% of new housing built to be affordable
6e: Integrate age-friendly and accessible best practices in design of buildings, spaces and the public realm	<ul style="list-style-type: none"> Prepare policy direction for the Secondary Plan that encourages and supports a range of housing types appropriate to the Glendale area Work with Public Health to pilot a Health Impact Assessment tool to assess impacts and reduce social inequities in health
6f: Work with Niagara College on options for student housing	<ul style="list-style-type: none"> Participate in Niagara College's Master Plan project and consider/encourage purpose built student housing on site

Key Direction 7: Create a public/civic space as a focus for Glendale

Strategies	Recommendations
7a: Plan for a central recreation/community hub location for the community. Promote partnerships with various stakeholders to create centralized services for the community in one location	<ul style="list-style-type: none"> Investigate possible partnerships for the community/recreation hub (i.e. public health, police services, Niagara College, Niagara Regional Native Centre, other service providers) to create a space that centralizes services for the community in one location Investigate funding/grant/incentive opportunities
7b: Consider 4-season community needs, cultural offerings	<ul style="list-style-type: none"> Connect to the tourist strategy
7c: Provide outdoor recreational facilities to support the community needs	<ul style="list-style-type: none"> Review recreational needs and undertake a community engagement exercise to gather input on park design Provide park/open space areas throughout the District area to facilitate informal meeting/gathering space Create urban design guidance for different scales of parkland and open space to encourage opportunities throughout the District Plan area
7d: Incorporate public art that is unique to the Glendale and Niagara area	<ul style="list-style-type: none"> Create opportunities for placemaking throughout the District Create a strategy for public art installation Investigate opportunities for tactical urbanism throughout the study area. Use tactical urbanism enhancements to create excitement and energy in the community. Use storytelling as a way to create a narrative for Glendale

Key Direction 8: Use sustainability measures related to resiliency and climate change

Strategies	Recommendations
8a: Prepare a sustainability strategy for Glendale	<ul style="list-style-type: none"> • Implement sustainability performance indicators and benchmarks for new development, redevelopment and intensification opportunities. Connect these enhanced requirements to Niagara Region incentive programs, where applicable • Ensure that the strategy considers sustainability measures for the entire study area, at a larger block level and for individual properties • Investigate/encourage smart cities technology as part of new development proposals • Prepare detailed streetscape cross sections for the Glendale streets and included in the Secondary Plan
8b: Encourage sustainable, green streets and parking areas throughout the District	<ul style="list-style-type: none"> • Use bioswales, landscape medians and other surface water treatment techniques to manage runoff • Prepare green infrastructure standards for alternate standards for sewer, waste, water, stormwater and lighting
8c: Investigate innovative stormwater management techniques	<ul style="list-style-type: none"> • Use stormwater management facilities as community focal points and provide opportunities for trail connections, seating areas and enhanced landscaping.
8d: Encourage green building design	<ul style="list-style-type: none"> • Prepare Green Building Design guidance and provide direction through the Secondary Plan to encourage new development and redevelopment to implement more efficient, green building design • Consider District Energy to provide for on site renewable energy generation and cogeneration and district energy systems

Key Direction 9: Coordinate of infrastructure capacity review and upgrades

Strategies	Recommendations
9a: Monitor the implementation to proactively plan for infrastructure upgrades	<ul style="list-style-type: none"> • Prepare a detailed phasing plan as part of the Secondary Plan update
9b: Investigate the use of a Community Planning Permit System	<ul style="list-style-type: none"> • Review the opportunities and challenges of implementing a Community Planning Permit System within the Glendale area
9c: Allow for consideration of cross-border servicing between Niagara-on-the-Lake and St. Catharines	<ul style="list-style-type: none"> • Work with key stakeholders in the study area to understand their (re)development plans and impacts to infrastructure capacity
9d: Encourage the Town to investigate an area specific development charge by-law	<ul style="list-style-type: none"> • Consider development charges and other revenue sources for infrastructure improvements • Include community amenities in the future Community Benefits Charge Strategy.

Acknowledgements

The project team wishes to thank the following organizations and committees for their participation and collaboration on this project:

- Town of Niagara-on-the-Lake
- City of St. Catharines
- Niagara College
- St. Lawrence Seaway Authority
- Niagara Regional Native Centre
- Ministry of Transportation
- Business owners and landowners throughout the study area
- Members of the Technical Advisory Committee
- Members of the Community Focus Group
- All participants at the various Public Information Centres

PROOF 2

Glendale Niagara District Plan

A Complete Community



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April 2020

Subject: Housekeeping to Appendix A of the Regional Official Plan

Report to: Planning and Economic Development Committee

Report date: Wednesday, May 13, 2020

Recommendations

1. That the Regionally-initiated Official Plan Amendments listed in Appendix A of the Regional Official Plan as 24, 70, 156, 2-2011, ROPA 2, ROPA 4, ROPA 6, ROPA 9, ROPA 12 **BE CLOSED** due to inactivity;
2. That the privately-requested Official Plan Amendments listed in Appendix A of the Regional Official Plan as 52, 55, 68, 96, 124, 165, 166, 4-2008 **BE CLOSED** at the request of the applicants; and
3. That additional Official Plan Amendments listed in Appendix A of the Regional Official Plan as 54, 80, 89, 102, 155, 8-2005 **BE CLOSED** for reasons explained in report PDS 20-2020.

Key Facts

- The purpose of this report is to seek Council's approval to formally close several inactive amendments listed in Appendix A of the current Regional Official Plan (ROP).
- In conjunction with the development of the new Niagara Official Plan, a housekeeping exercise to clean up *Appendix A – List of Original Documents and Amendments* of the current ROP is being conducted.
- Changes to Appendix A of the current ROP do not require approval under the *Planning Act, 1990*.
- All Regionally-initiated amendments listed are inactive for various reasons explained in this report.
- Most privately-requested amendments listed were requested to be closed by the various applicants.

- Other privately-requested amendments have become inactive for various reasons, such as bankruptcy. These are reviewed in greater detail in the analysis of this report.

Financial Considerations

Costs associated with the review are accommodated within the Planning & Development Services 2020 Operating Budget.

Analysis

The Regional Policy Plan (RPP) now known as the Regional Official Plan (ROP) – was created in 1973. Since its inception, there have been over 260 amendments proposed to the Plan. Appendix A of the ROP lists all amendments to the Plan, including the status of each amendment (i.e. Approved, Denied, Appealed, Closed, Inactive, etc.), as well as corresponding by-law details, where available. Initially, amendments to the Plan, referred to as Regional Policy Plan Amendments (RPPA), were organized in an ascending numerical format (i.e. RPPA 1, RPPA 2, RPPA 3, RPPA 4, etc.).

In 2006, after almost 200 amendments, a new numbering system was introduced that reflected the year the amendment was requested (i.e. RPPA 1-2006, RPPA 2-2006, RPPA 1-2007, etc.).

In 2014, when the name of the Plan changed from RPP to ROP, the amendment numbering system was again updated to reflect Regional Official Plan Amendments (ROPA) in chronological order (i.e. ROPA 1, ROPA 2, etc.).

Amendments to the Plan can occur through two streams:

- Regionally-initiated amendments: an instance where Regional staff initiate an amendment based on operational need, by request of a local area municipality, or conformity to Provincial Policy.
- Privately-requested amendments: an instance where a private applicant submits a request to the Region to amend the ROP for site-specific matters.

Inevitably over the last 40 years, several of the 260 amendments proposed to the Plan have become inactive, meaning these amendments were never completed and a decision was not made with respect to these requests. Some of these amendments were Regionally-initiated and others were privately-requested.

As the Region continues to work towards its new Niagara Official Plan, an update to Appendix A of the ROP is being undertaken as a housekeeping exercise to improve clarity in relation to ongoing amendments that may influence policy direction in the new Niagara Official Plan.

Regional staff have identified Regionally-initiated amendments in Table 1 and privately-requested amendments in Tables 2 and 3 that should be formally “Closed” due to various reasons explained within the “details” column of each table.

Table 1: Regionally-Initiated Amendments:

Amendment	Details
24	<ul style="list-style-type: none"> This amendment was initiated in 1985 to create policies in response to a scenario where abandoned rights-of-way, located outside of settlement areas were no longer needed. It appears the intent of this amendment was to prevent residential development in the rural area. In the 35 years since this amendment was proposed, changes in the land use planning regulatory framework have eliminated the need for Regionally specific policies to address this scenario. This amendment is no longer required and can be closed.
70	<ul style="list-style-type: none"> This amendment was initiated in 1992 to update the Agricultural Land Base map in the Regional Policy Plan. It is unknown why this amendment wasn't finalized, however the Agricultural Land Base map has been updated several times since 1992. This amendment is no longer required and can be closed.
156	<ul style="list-style-type: none"> This amendment was initiated in 2001/2002 in conjunction with Amendment 145 to allow for the development of Woodlands of the Sunset, a long term care facility that straddled the Pelham and Welland municipal border. It was later determined that

Amendment	Details
	<p>Amendment 156 wasn't required, as the matter had been addressed through Amendment 145.</p> <ul style="list-style-type: none"> • This amendment is no longer required and can be closed.
ROPA 2 / ROPA 4 / ROPA 6 / ROPA 9	<ul style="list-style-type: none"> • These amendments were initiated in 2014 to update individual sections of the ROP. Subsequent Provincial changes that promote a more fulsome Official Plan review refocused the process and the section specific update approach was abandoned in favour of a new Niagara Official Plan. • Work undertaken to support these amendments has been carried forward into the background work of the new Niagara Official Plan. • These amendments are no longer required and can be closed.
ROPA 12	<ul style="list-style-type: none"> • This amendment was initiated in 2016 and, at the time, was required to update policies and mapping related to watercourses in the ROP. • Through Niagara Region's 2016 Greenbelt Plan review and the Provincial Co-ordinated Land Use Planning Review, the Region had identified a need to update mapping and policies to address the balance between agriculture and natural heritage within the Greenbelt Plan. • Shortly after the initiation of this amendment, the Province released the new Greenbelt Plan (2017) that addressed and clarified the relationship between agriculture and natural heritage. • This amendment is no longer required and can be closed.

Table 2: Privately-Requested Amendments:

Amendment	Details
52	<ul style="list-style-type: none"> This amendment was requested in 1991 to permit the establishment of a new automotive dealership in the agricultural area of the City of St. Catharines. On October 6, 1992, the applicant withdrew this request.
55	<ul style="list-style-type: none"> This amendment was requested in 1991 to permit an urban area expansion in the Martindale Road area of the City of St. Catharines. On May 14, 1991, the applicant's Planner withdrew the request on behalf of their client.
68	<ul style="list-style-type: none"> This amendment was requested in 1992 to permit the development of an asphalt plant in the City of Thorold. On November 8, 1993 the applicant's solicitor withdrew the request on behalf of their client.
96	<ul style="list-style-type: none"> This amendment was requested in 1995 to permit the creation of 2 estate residential lots in the agricultural area in the Town of Lincoln. On January 9, 1995, the applicant's Planner withdrew the request on behalf of their client.
124	<ul style="list-style-type: none"> This amendment was requested in 1998 to permit the development of a new service centre for Thorold Hydro. On December 3, 1998, the applicant withdrew this request.

Amendment	Details
165	<ul style="list-style-type: none">• This amendment was requested in 2001 to permit the development of a greenhouse facility in the Town of Lincoln• On March 13, 2002, the applicant withdrew this request.
166	<ul style="list-style-type: none">• This amendment was requested in 2001 to permit the development of a private long term care facility on the Niagara Parkway in the City of Niagara Falls.• On January 30, 2002, the applicant withdrew this request.
4-2008	<ul style="list-style-type: none">• This amendment was requested in 2008 to permit the development of a residential and commercial development in the Town of Niagara-on-the-Lake (now known as the Glendale District).• On November 16, 2009, the applicant withdrew this request.

Table 3: Other Privately-Requested Inactive Amendments:

Amendment	Details
54	<ul style="list-style-type: none"> • This amendment was requested in 1991 as a condition of a proposed real estate transaction that did not finalize in the Town of Lincoln. • The request was to permit the establishment of a new church on a property that was for sale. • Ultimately the Church purchased another existing building and did not complete the real estate transaction for the subject lands. • This amendment should be closed.
80	<ul style="list-style-type: none"> • This amendment was requested in 1992 to permit the expansion of Smithville's Urban Area in the Township of West Lincoln. • The Region undertook a Growth Plan conformity exercise (RPPA 2-2009) and Smithville's urban boundary was expanded to accommodate population and employment growth to 2031. • The Township is currently undertaking a community master plan to recommend additional boundary expansions to accommodate 2041 forecasts. • This amendment is no longer applicable and should be closed.
89	<ul style="list-style-type: none"> • This amendment was assigned an RPPA number in 1994, but it does not appear that an application was formally submitted. The file didn't progress beyond a background report to Regional Council. • The request pertained to the expansion of a trailer park in the City of Niagara Falls in response to charges laid by the Niagara Escarpment Commission.

Amendment	Details
	<ul style="list-style-type: none"> • It is likely that the Niagara Escarpment Commission did not permit the expansion, therefore negating the need for an RPPA. • Despite no application being received, for consistency, this application should be shown as closed in ROP Appendix A.
102	<ul style="list-style-type: none"> • This amendment was requested in 1995 to permit an estate residential development in the agricultural area of the Town of Niagara-on-the-Lake. • The applicant sold the property before completing the amendment process. • The property is now the site of an established inn and vineyard. • This amendment is no longer applicable and should be closed.
155	<ul style="list-style-type: none"> • This amendment was requested in 2001 to permit the development of a private school in the agricultural area of the City of Thorold. • The applicant declared bankruptcy before completing the amendment process. • The subject lands were sold by a bankruptcy trustee and are now under new ownership. • This amendment is no longer applicable and should be closed.
8-2005	<ul style="list-style-type: none"> • This amendment was requested in 2005 to permit a private zoo and animal sanctuary in the City of Thorold. • On August 8, 2008, the Region's Manager of Development Services sent a letter to the applicant informing them that a RPPA was not required for their proposed use.

Amendment	Details
	<ul style="list-style-type: none">This amendment was never required and should be shown as closed in ROP Appendix A.

Alternatives Reviewed

Council could choose not to close these amendments. However, as this is a housekeeping exercise, this option is not preferred, as it could cause undue burden when creating policy for the new Niagara Official Plan.

Relationship to Council Strategic Priorities

This report is being brought forward as a pre-cursor housekeeping exercise to the new Niagara Official Plan and is linked to Council's priority of sustainable and engaging government.

Other Pertinent Reports

N/A

Prepared by:

Erik Acs, MCIP, RPP
Manager of Community Planning
Planning and Development Services

Recommended by:

Rino Mostacci, MCIP, RPP
Commissioner
Planning and Development Services

Submitted by:

Ron Tripp, P.Eng.
Acting Chief Administrative Officer

This report was prepared in consultation with Alexander Morrison, MCIP, RPP, Planner, Madeleine Ferko, Policy Planning Student, and reviewed by Doug Giles, Director of Community and Long Range Planning.

Subject: Economic Development Offices Collaboration

Report to: Planning and Economic Development Committee

Report date: Wednesday, May 13, 2020

Recommendations

1. That this report **BE RECEIVED** for information; and
2. That, in the current circumstances, staff **BE DIRECTED** to defer the development of a 10 year Regional Economic Development Strategy in collaboration with the Local Area Municipalities' economic development offices.

Key Facts

- This report was prepared before COVID-19 started to have an impact. Staff are now focused on supporting businesses and developing an Economic Recovery Plan, in collaboration with all economic development offices.
- This report is in response to the motion passed at PEDC on January 15th which gave direction to staff to engage with the economic development offices in the local area municipalities to discuss collaboration, including funding and resource allocation, to develop a 10 year economic development strategy for the Niagara region.
- The municipalities that have economic development offices are the Town of Fort Erie, Town of Lincoln, City of Niagara Falls, City of Port Colborne, City of St. Catharines and the City of Welland. It is recognized that both the Town of Grimsby and the City of Thorold are currently in recruitment for economic development positions and will be included in this list when the positions are filled.
- Six meetings were held by the Acting Director, Economic Development, in February and March 2020. These meetings included attendance by the local Economic Development Officer/Director, the Mayor and in some cases the CAO and a Regional Councillor.
- As a result of these meetings, letters of commitment expressing support were received from five municipalities and are included in Appendix 1.

Financial Considerations

The motion recommended that the economic development staff at the Region and in the Local Area Municipalities collaborate on the development of a 10 year strategy. There

are no financial implications as the strategy will be developed in-house by economic development staff.

However, it may be necessary to bring in specialized skills from external resources for aspects of the strategy development. For example, a consultant to facilitate the discussion in the stakeholder consultations or an expert to discuss best practice scenarios in other municipalities may be necessary. These costs can be accommodated within the Economic Development 2020 Operating Budget.

Analysis

The current Economic Development Strategic Plan is a five year Action Plan, covering 2019-2024 that was developed internally by Niagara Economic Development staff. It addresses topics and issues identified through extensive stakeholder consultations conducted in 2018. Regional economic development staff are currently working on the implementation of this Action Plan.

An update on the progress of this plan to date was presented in a report to PEDC on January 15th, 2020. The discussion which followed resulted in a motion being adopted to gauge the commitment level of the local area economic development offices to work in collaboration on a 10 year plan. The discussion suggested that this would replace the need to engage an economic development consultant, through a competitive RFP process to develop the strategy. In addition to the Regional Economic Development team there are six municipalities who have Economic Development staff.

The municipalities of Thorold and Grimsby have approval from their Councils to move forward with the appointment of an Economic Development Officer/Manager during 2020. When those positions are filled, they will be invited to collaborate on the Regional Economic Development Strategy.

The five municipalities who committed to participating in the strategy development are: Town of Fort Erie; City of Niagara Falls; City of Port Colborne; Town of Lincoln and the City of St. Catharines. Each municipality has signed a letter of commitment and those letters are attached to this report in Appendix 1. Each municipality has its own economic development strategy which is unique to its community. A region-wide strategy would identify common themes where a collaborative effort, would be needed to ensure that progress is achieved as well as identify where there is a Regional government level responsibility needed. This strategy would also look at longer term goals and objectives for Niagara, its economy and its business environment.

A number of comments and discussion points came out of the meetings and are captured below, in no order of priority.

- In a 10 year strategy we should consider the global economy, social disruption of artificial intelligence and automation, climate change, food security, irrigation, access to fresh water.
- The Memorandum of Understanding signed by the CAOs in 2012 should be revisited. (This was also brought forward in a motion by Councillor Huson at the March 11th PEDC meeting, which was approved.)
- The importance of the marine industry to Niagara and the potential opportunity around the seaway lands should be one of the considerations.
- There is a need to decide what the Region's involvement is in tourism.
- Integration of industrial development and natural heritage features should be considered.
- Regional assistance is needed for infrastructure to service industrial land.
- Municipalities have different perspectives on priorities depending on their needs and location.
- Engage a consultant to determine the Regional role in the economic development strategy, how it supports local economic development strategies, look at best practices and define the goal.

At a meeting with the Mayor of Welland and municipal economic development staff, it was communicated that the City would not participate or provide resources to the development of a Regional Economic Development Strategy. At the beginning of 2020, the City completed its own economic development strategy using the services of a consultant. They are confident that they are capable of implementing that strategy without collaboration with the Region.

The recommendation in this report is that staff now move forward with the strategy development process which will take place during 2020. As a first step, a meeting will be arranged with municipal economic development representatives to discuss the work plan and methodology. The second step will be to identify the members of the steering committee and the working group and host first meetings of both.

Alternatives Reviewed

The alternative method to develop a 10 year Regional economic development strategy would be to contract with an economic development consultant through a competitive RFP process. The consultant would work under the guidance of Regional Economic

Development and in collaboration with the Local Area Municipality Economic Development offices. It was expressed by the members of PEDC at the meeting on January 15th, 2020 that this was not a preferred alternative.

Relationship to Council Strategic Priorities

The development of a long term economic development strategy is one of Regional Council's Strategic Plan Priorities for 2019-2022 under the theme of 'Supporting Businesses and Economic Growth'.

Other Pertinent Reports

ED 1-2020 Q4 Economic Development Quarterly Update and Annual Strategic Action Plan Report Card.

Prepared by:

Valerie Kuhns
Acting, Director
Economic Development

Submitted by:

Ron Tripp, P. Eng.
Acting, Chief Administrative Officer

Appendices

Appendix 1	City of Niagara Falls Letter of Commitment
Appendix 2	City of Port Colborne Letter of Commitment
Appendix 3	City of St. Catharines Letter of Commitment
Appendix 4	Town of Fort Erie Letter of Commitment
Appendix 5	Town of Lincoln Letter of Commitment



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March 17, 2020

Valerie Kuhns, Acting Director
Niagara Economic Development
Niagara Region
P.O. Box 1042
1815 Sir Isaac Brock Way
Thorold, ON L2V 4T7

Dear Valerie:

Re: Niagara Economic Development Strategy

Following our recent meeting, this letter confirms the commitment by the City of Niagara Falls, Business Development Department and the Mayor to be engaged in the development of a longer term economic development strategy for Niagara region.

Working together, the objective is to ensure that Niagara achieves strong and sustainable economic growth, across all municipalities, by building on its strengths, as well as anticipating and adapting to disruptive change.

Sincerely,

Serge Felicetti
Director of Business Development
City of Niagara Falls

Jim Diodati
Mayor
City of Niagara Falls



CITY OF PORT COLBORNE

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MAYOR'S OFFICE

February 20, 2020

Ms. Valerie Kuhns
Acting Director, Economic Development
Niagara Region
1815 Sir Isaac Brock Way
Thorold L2V 4T7

Dear Valerie,

Long Term Regional Economic Development Strategy

On January 15th, 2020 at the Regional Planning and Economic Development Committee, a motion was moved by Mayor Sendzik and seconded by Mayor Redekop regarding the creation of a long term economic development strategy for Niagara region. This is one of Regional Council's Strategic Priorities under the theme of "Supporting Businesses and Economic Growth". The motion, which passed, was worded as follows:

*"That the Director of Economic Development **BE DIRECTED** to engage the Lower Tier Municipal Economic Development offices respecting a ten year strategy including funding and resources allocation and provide a report back respecting these discussions".*

Following our meeting with you on Friday February 14th, this letter confirms the commitment by the City of Port Colborne Economic Development Department and the Mayor to be engaged in the development of a longer term economic development strategy for Niagara region. Working together the objective is to ensure that Niagara achieves strong and sustainable economic growth, across all municipalities, by building on its strengths, as well as anticipating and adapting to disruptive change.

Sincerely,

Julian Douglas-Kameka
Economic Development Officer

William C. Steele
Mayor

February 13, 2020

Ms. V. Kuhns
Acting Director, Economic Development
Niagara Region
1815 Sir Isaac Brock Way
Thorold L2V 4T7

RE: Long Term Regional Economic Development Strategy

Dear Valerie,

The strengths of our communities have always supported the strengths of the overall Niagara economy. We were encouraged by the approved motion of January 15, 2020 by Regional Planning and Economic Development Committee regarding the creation of a long term economic development strategy for Niagara and the direction to engage the lower-tier municipalities.

Together we are confident that through this internal-driven exercise, the efforts of Team Niagara will be reformed and refocused to support the natural strengths of our unique communities.

Mayor Sendzik and I are pleased to be involved and engaged in the development of a long-term economic development strategy for the Niagara Region. We believe that great things happen when municipalities and the region work together to achieve common goals. A strategy for a strong, sustainable economic growth across the entire region should be built on our respective strengths and should also anticipate and adapt to disruptive change.

The vision for the region should be bold and forward-looking and we look forward to participating in this endeavour.

Sincerely,



Brian York
Director, Economic Development
& Government Relations



Walter Sendzik
Mayor, City of St. Catharines

January 15, 2020

Planning and Economic Development Committee Open Session PEDC 1-2020

Item 6.2 ED 1-2020

Q4 Economic Development Quarterly Update and Annual Strategic Action Plan Report Card

Val Kuhns, Acting Director, Economic Development, provided information respecting Q4 Economic Development Quarterly Update and Annual Strategic Action Plan Report Card.

Topics of the presentation included:

- o Economic Development Strategic Action Plan 2019-2024
- o Regional Council Strategic Priorities 2019-2022
- o Objective 1.1 Economic Growth and Development
- o Objective 1.2 Support Retention and Development of a Skilled Labour Force
- o Objective 1.3 Collaborative Approach to Business Growth and Retention
- o Objective 1.4 Strategically Target Industry Sectors
- o Economic Development Long Term Strategy

Moved by Councillor Ugulini Seconded by Councillor Witteveen

That Report ED 1-2020, dated January 15, 2020, respecting Q4 Economic Development Quarterly Update and Annual Strategic Action Plan Report Card, BE RECEIVED for information.

Moved by Councillor Sendzik Seconded by Councillor Redekop

That the motion **BE AMENDED** to add the following clause:

That the Director of Economic Development **BE DIRECTED** to engage the lower tier municipal Economic Development offices respecting a ten-year economic development strategy including funding opportunities and resource allocation and provide a report respecting the outcome of this engagement.

Carried

The Chair called the vote on the motion, as amended, as follows:

That Report ED 1-2020, dated January 15, 2020, respecting Q4 Economic Development Quarterly Update and Annual Strategic Action Plan Report Card, **BE RECEIVED** for information; and

That the Director of Economic Development **BE DIRECTED** to engage the Lower Tier Municipal Economic Development offices respecting a ten year strategy including funding and resources allocation and provide a report back respecting these discussions.

Carried



Economic Development & Tourism Services

March 2, 2020

Sent Via Email:

valerie.kuhns@niagararegion.ca

Mrs. Valerie Kuhns
Acting Director, Economic Development
Niagara Region
1815 Sir Isaac Brock Way
Thorold L2V 4T7

Dear Mrs. Kuhns:

Re: Long Term Regional Economic Development Strategy

On January 15th, 2020 at the Regional Planning and Economic Development Committee, a motion was moved by Mayor Sendzik and seconded by Mayor Redekop regarding the creation of a long term economic development strategy for Niagara region. This is one of Regional Council's Strategic Priorities under the theme of "Supporting Businesses and Economic Growth". The motion, which passed, was worded as follows:

*"That the Director of Economic Development **BE DIRECTED** to engage the Lower Tier Municipal Economic Development offices respecting a ten year strategy including funding and resources allocation and provide a report back respecting these discussions".*

Following our meeting with you on Thursday February 20th, this letter confirms the commitment by the Town of Fort Erie, Economic Development & Tourism Services and the Mayor to be engaged in the development of a longer term economic development strategy for Niagara region. In working together, the objective is to ensure that Niagara achieves strong and sustainable economic growth, across all municipalities, by building on its strengths, as well as anticipating and adapting to disruptive change.

Yours very truly,



Wayne H. Redekop
Mayor



Caralee Grummett
Manager, Economic Development & Tourism Services

Cc: Council
T. Kuchyt, Chief Administrative Officer

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Ms. V. Kuhns
Acting Director, Economic Development
Niagara Region
1815 Sir Isaac Brock Way
Thorold L2V 4T7

March 19, 2020

Dear Valerie,
Long Term Regional Economic Development Strategy

On January 15th, 2020 at the Regional Planning and Economic Development Committee, a motion was moved by Mayor Sendzik and seconded by Mayor Redekop regarding the creation of a long-term economic development strategy for Niagara region. This is one of Regional Council's Strategic Priorities under the theme of "Supporting Businesses and Economic Growth". The motion, which passed, was worded as follows:

*"That the Director of Economic Development **BE DIRECTED** to engage the Lower Tier Municipal Economic Development offices respecting a ten-year strategy including funding and resources allocation and provide a report back respecting these discussions".*

Following our meeting on Tuesday March 3rd, this letter confirms the commitment by the Town of Lincoln, Economic Development Officer, Mayor, and CAO be engaged in the development of a longer-term economic development strategy for Niagara region. Working together the objective is to ensure that Niagara achieves strong and sustainable economic growth, across all municipalities, by building on its strengths, as well as anticipating and adapting to disruptive change.

Sincerely,

Paul Di Ianni
Economic Development Officer
Town of Lincoln

Sandra Easton
Mayor, Town of Lincoln

MEMORANDUM**ED 7-2020**

Subject: COVID-19 Response and Business Continuity in Economic Development
Date: May 13, 2020
To: Planning and Economic Development Committee
From: Val Kuhns, Acting Director, Economic Development

Economic Development**Current Status of Operations**

Following the formation of the Economic Rapid Response Team (ERRT), Niagara Economic Development has re-focused its work to support our Niagara businesses impacted by COVID-19. Initially, this involved the development of a dedicated ERRT web page as a source of information on funding announcements, the creation and monitoring of an ERRT email address for business inquiries across the region, and the design and deployment of a COVID business impact survey on the immediate impacts of the pandemic to our local economy. Our social media and digital marketing channels have been used to widely promote these tools.

Service/Operational Changes

- All Foreign Direct Investment work has been suspended and staff redeployed within the Division to support our local companies and work on economic recovery planning. However, despite the suspension, 9 investment inquiries have been received in the last 6 weeks.
- External marketing activities have been suspended and are now supporting efforts to get information out to businesses and communicate with our stakeholders.
- Economic Development staff are involved in the development of the Project Charter for a holistic Region-wide Pandemic Recovery Plan.

Significant Initiatives or Actions undertaken

- The first COVID-19 Business Impact Survey yielded more than 2,600 responses in 10 days. The analysis was been completed on the data and the report was

released on April 14. The data is being widely used to inform economic recovery planning as well as advocacy efforts. Local area municipalities are using the survey as a tool for continued engagement with their businesses.

- Regular virtual meetings are being organized with economic development staff from the 6 offices across the Region, Employment Ontario, Local Chambers of Commerce, and other Sector associations.
- Niagara Economic Development has also joined the weekly GTA Economic Development Recovery Team to tie the Niagara Recovery Plan into a larger effort.
- 'Open in Niagara' was launched to Economic Development Officers and stakeholders as a free tool to use to promote business that are open and offering modified services in Niagara (www.openinniagara.ca) As of May 6, 275 businesses have self-registered and with that base of companies on the site, the media campaign has been launched to promote to residents and businesses.
- A second COVID-19 Business Impact Survey has been developed to be distributed to Niagara businesses in mid-May to assess the ongoing impact on businesses and industries now that the COVID-19 timeframe has been extended and government funding programs are available. The data collected will also inform economic recovery planning and advocacy activities.
- In collaboration with economic development staff across the region, work has started to develop the Terms of Reference for an Economic Recovery Plan and the identification of resources that will be needed going forward.
- Corporate calling program to 44 of the larger employers in Niagara-on-the-Lake, Pelham, Thorold, Wainfleet and West Lincoln has been completed.
- Niagara Economic Development initially re-purposed a webpage, but has now created, a dedicated COVID-19 business support page. This resource acts as a clearinghouse for updates from the Provincial and Federal Governments on the programs available to businesses during the COVID-19 pandemic.

Operational Outlook

1 month

- Continue to monitor government funding announcements and promote to the business community. Work will be underway on the development of an Economic Recovery Plan working in collaboration with the 6 economic development offices and regional stakeholders. Data and information from the

second Business Impact Survey will be incorporated into economic recovery planning and used to inform advocacy plans and implementation.

3 months

- Economic Recovery Plan will be completed.
- Coordination with the local Economic Development Offices, Chambers, and the Niagara Workforce Planning Board etc. on continued support to businesses re-opening.
- Stakeholder engagement with key sectors (tourism, agribusiness and manufacturing) to stay informed about their current needs and adapt support as necessary.
- Monitoring the economic indicators to better understand how COVID-19 has affected the regional economy, compared to previous years, and determine where resources could best be utilized to maximize ongoing economic development programming.

6 months

- Execution of the Economic Recovery Plan.
- Support ongoing communication between local government and businesses.
- Review of the pandemic's impact on the Economic Development Strategic Action Plan and make revisions as necessary.
- Development of an economic emergency communications plan to address possible future emergencies that may impact the regional economy.

Respectfully submitted and signed by

Valerie Kuhns
Acting, Director
Economic Development

MEMORANDUM

PDS-C 4-2020

Subject: COVID-19 Response and Business Continuity in Planning and Development
Date: May 13, 2020
To: Planning and Economic Development Committee
From: Rino Mostacci, Commissioner, Planning and Development

Commissioner Comments, Planning & Development Services

Overall the team has adjusted well to working remotely – all core and essential services continue to be delivered. I am personally very impressed with quality and quantity of work that is still be generated. We are making progress on key initiative which will ultimately support economic recover – in particular the Glendale District Plan and work on our Employment Policies. We are in constant contact with our private sector partners and continue to find solutions and offer support as needed. Staff are also supporting the Regional EOC as required.

Community and Long Range Planning

Current Status of Operations

We have met with representatives from the Ministry of Municipal Affairs and Housing to discuss the status of the Regional Official Plan and as reported previously, the Province has not changed the deadline for Regional planning policy conformity with Provincial policy. As such we are continuing to progress with the New Official Plan in accordance with the Council approved timeline. It is important to maintain this momentum in order to support managing and planning for the regions long term growth in a manner that is aligned with local municipalities and to support private investment.

Service/Operational Changes

Technical Advisory Committees (TACs) for the Regional Official Plan background reports are continuing to hold online discussions to progress to the stage where draft policy will be prepared.

The number of private sector enquiries has increased regarding the status and progress of existing of Official Plan policies and background reports.

Significant Initiatives or Actions undertaken

Regular Area Planners meetings (Region, Local Area Municipality, NPCA planners) have continued online to communicate the current status of Provincial, Regional and Local planning requirements and service.

A series of online public surveys will be initiated to supplement information and opinions collected to inform for the Regional Official Plan while Public Information Centres and other forms of direct consultation are on hold.

Operational Outlook

1 month

- None

3 months

- None

6 months

- The inability to conduct traditional Public Information Centres and other forms of in-person consultation may impact the work program for the Regional Official Plan.

Development Planning & Approvals

Current Status of Operations

Development Planning & Approval Services has adapted processes to continuing core development review functions including: review and comment on all development applications from a Provincial and Regional perspective, coordinating and analyzing internal review/comments from Urban Design, Environmental Planning and Development Engineering for a “one-window” Regional response.

Urban Design

PRIP submissions have been evaluated with funding commitments being issued to successful applicants this week. Working with Transportation colleagues on a new operations procedure that will develop team approach to EAs and Road reconstruction

projects. Continuing to review and comment on all development applications that require Urban Design input. Providing background work for the new Official Plan and supporting GO implementation the Niagara Falls GO. Completed participation in the team evaluation of the Complete Streets Standards Manual prime consultant.

Environmental Planning

Continuing to review and comment on all development applications within or adjacent to core natural heritage features, including Environmental Impact Studies (EIS) and related plans/drawings, both recently submitted and backlogged in que. Screening all pre-consultation meeting requests, site visits, scoping of EIS requirements, Terms of Reference review, and daily coordination with Development Planners. Continuing to address inquiries from both internal and external staff regarding environmental requirements for previously scoped studies, secondary plans, future development applications, etc. Participating in review of the natural heritage background work for the new Regional Official Plan.

Service/Operational Changes

- Preparing for and attending virtual pre-consultation meetings with Local Area Municipalities to discuss application requirements on potential future developments.
- Participation in Development Application Portal project through the development of a standardized application form.
- Continuing to participate and provide support in departmental policy projects and special requests from Economic Development staff.

Operational Outlook

1 month

- Service changes include moving to a virtual interaction with our local municipal partners for pre-consultation meetings and Area Planner meetings. Additionally some projects that required Public Information Centres (PICs) have been deferred, but preparations are beginning for use of a virtual platform that allows for effective public engagement. There have been adjustments to how we accept development applications and payments.

3 months

- Development Planning will be monitoring development application activity along with fee revenue on an ongoing basis. PICs for the Woodland By-law Update will

be completed virtually and a consultation summary report posted on the project website.

6 months

- Development Planning will be preparing for an increase in development applications as the economy gets back on track. Expecting there will be additional demands on the team to offer support to the development industry to leverage and support economic recovery.

Infrastructure Planning & Development Engineering

Current Status of Operations

Development Engineering

Adapting to responding to development applications with engineering comments, legal agreements for road works, and processing ECA's under the Transfer of Review program. Continuing with SWM review, Transportation review/meetings, and W&WW review/meetings. Reviewing SWM Guidelines project with WOOD and assessing schedule/deliverables to adapt to current situation. Continuing with SWM Guidelines project.

Infrastructure Planning

We are continuing with the development of the RFP for the W&WW MSP Update project in consultation with W&WW team. Target for RFP to be out in September to ensure work can be completed by end of 2021 to be an input for the DC By-law update. Continuing with Baker Road PPCP and additional flow monitoring work for project. Coordinating with local municipalities (West Lincoln, Lincoln and Grimsby). Coordinating with Local Municipal Partners on previously approved CSO Projects and projected cash flow to better inform Finance of demands. 2020 CSO Project approvals are on hold as mitigation measures are assessed by Finance to address the W&WW budget constraints. Wet weather management program is continuing and adapting to the current situation.

Development Industry Liaison

Continuing with the review of the potential build out scenarios for the urban areas of Niagara. This must be completed to be part of the W&WW MSP update to better understand the potential servicing implications and supporting infrastructure for build

out. Leading the development application process for the Linhaven LTC Redevelopment Project. Coordinating with St. Catharines, MTO, and other review parties to ensure that site plan application can be approved and the timelines associated with this project remain on track (Government funding is tied to this as well). Participating with Development Industry meetings (NHBA) to understand impacts and restrictions from COVID to residential development industry and housing stock as things change.

Service/Operational Changes

- Part 8 – Private Sewage System Services is continuing to receive and respond to permit applications, development applications, special requests etc.
- Infrastructure Planning - Reviewing the CSO Program and outreach to all local municipalities to understand the cash flow constraints relative to the status of the 2020 CSO program - may likely be placed on hold.

Significant Initiatives or Actions undertaken

- Part 8 – Private Sewage System Services - Coordinated with Legal to provide a formal letter explaining Part 8 Services during COVID-19 with the new restrictions. Formal letter has been shared with all septic installers and designers, and is attached to every septic permit issued.
- Development Industry is connecting with the NHBA and development industry to understand how they adapting to the current situation. Actively participating in all NHBA associated virtual meetings regarding COVID and the industry.
- Initiating the economic outlook and potential recovery strategy for the residential development industry.

Operational Outlook

1 month

- Service changes include handling septic permit applications by mail/courier/electronic as hand delivered and front counter meetings are no longer available. Outreach to septic installers and designers with letter providing details to the functioning of the Private Sewage Program during COVID restrictions. Communications with local building departments and Chief Building Officials continue on a regular basis as new changes occur and impact the building permit process. Moved to virtual meetings with Transportation, W&WW, and municipal partners for development applications. The Transfer of Review Program for Environmental Compliance Approvals on behalf of the Ministry of Environment, Conservation and Parks continues with electronic submissions

only. There have been adjustments to how the Region accepts development applications and payment for application fees. Review of CSO Projects as the 2020 program will likely not be able to be funded due to insufficient wastewater funding.

3 months

- Continuing to provide comments and review for development applications and Environmental Compliance Applications, and provide Private Sewage Systems Services while monitoring application volume and fee revenue. Continuing to move forward with the SWM Guidelines project and the preparation of the RFP for the W&WW Master Servicing Plan Update which provides input to the DC By-law update. Working with the residential development industry to understand and compliment efforts and strategies for economic recovery with Economic Development.

6 months

- As the economy recovers, it is anticipated that there will be a backlog of development applications, approvals and permits that will need to be processed. The implementation of the economic recovery plan for Niagara should be kicking in. Continued engagement with the residential development industry to address key priorities to move projects forward.

Respectfully submitted and signed by

Rino Mostacci, MCIP, RPP
Commissioner, Planning and Development Services

Subject: Implications of the New Provincial Policy Statement, 2020

Report to: Planning and Economic Development Committee

Report date: Wednesday, May 13, 2020

Recommendations

1. That report PDS 22-2020 **BE RECEIVED** for information.
2. That a copy of report PDS 22-2020 **BE CIRCULATED** to Local Municipal Planning Directors.

Key Facts

- This report provides an overview of the contents of the revised *Provincial Policy Statement, 2020* (“PPS”).
- On May 2, 2019, the Ministry of Municipal Affairs and Housing (“MMAH”) announced the Housing Supply Action Plan concurrently with *Bill 108: More Homes, More Choice Act, 2019* (“Bill 108”).
- On July 22, 2019, MMAH released a draft *PPS* as part of the same Housing Supply Action Plan program. Consultation was open until October 21, 2019.
- Staff submitted comments on the draft *PPS* to the MMAH through the Environmental Registry of Ontario (“ERO”). These comments are provided in report PDS 31-2019.
- On February 28, 2020, MMAH released the final version of the new *PPS*. This replaces the old *PPS*, 2014. A copy of the new *PPS* is attached as Appendix 1 and a comparison document of the old *PPS* and new *PPS* is attached as Appendix 2.
- The new *PPS* comes into effect on May 1, 2020. The *Planning Act, 1990*, states that Council’s decision on any planning matter shall be consistent with the *PPS*.

Financial Considerations

There are no financial considerations directly linked to this report.

Analysis

The purpose of this report is to inform Council of the content of the new *PPS*.

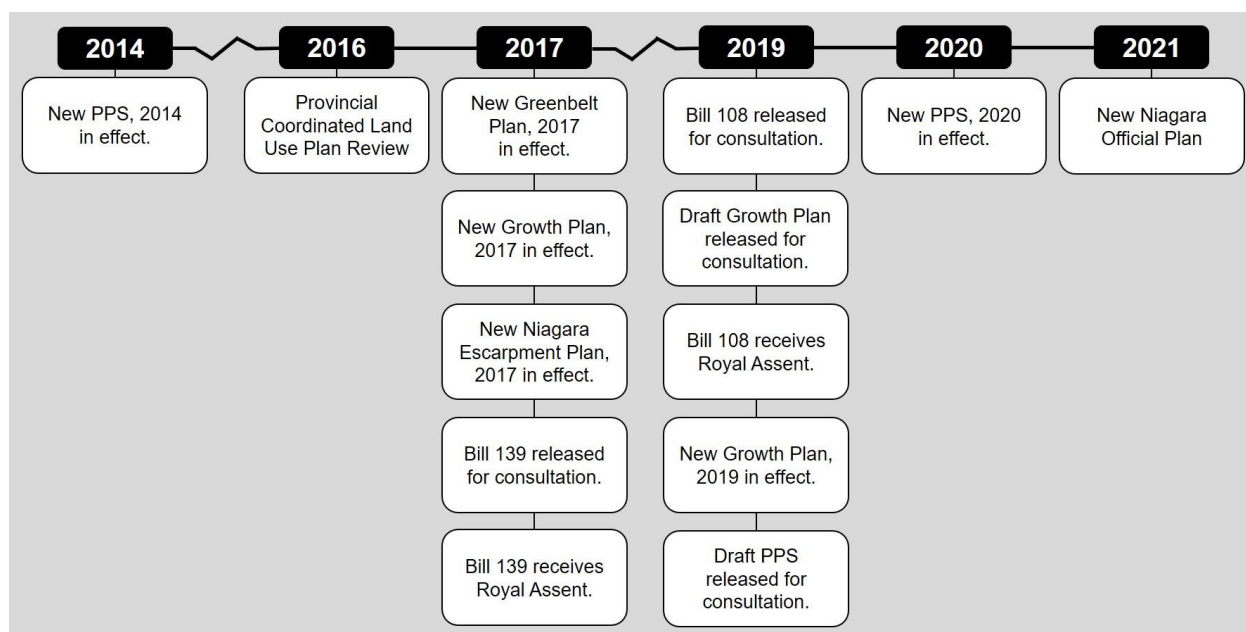
The *PPS* is the statement of Ontario's policies on land use planning. It is the foundational document that sets out how planning should be done in the Province.

The *Planning Act, 1990*, requires Council's decisions on planning matters to be consistent with the *PPS*. Similarly, comments or advice relating to a planning matter must be consistent with the *PPS*.

The *PPS* has had several iterations over the last few decades. The new *PPS, 2020* replaces the *PPS, 2014*. A comparison of *PPS, 2014* and *PPS, 2020* is provided in Appendix 2.

Many of the changes in the new *PPS* reflect recent amendments to other Provincial plans and legislation that have occurred through *Bill 108* and MMAH's Housing Supply Action Plan. A timeline of these changes to Provincial policy is shown in Figure 1.

Figure 1: A timeline of new Provincial plans and other changes since 2014.



The following sections of this report provides a description of the major *PPS* changes by theme. The specific policy changes are provided in the appendices.

Employment

Changes to the *PPS* on employment-related matters reflect the new policy direction contained in the recently amended *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019* (the “*Growth Plan*”).

The new *PPS* emphasizes land use compatibility through the protection of existing and planned employment uses from encroaching non-employment sensitive land uses.

Policy language added to sections 1.2 “Coordination” and 1.3 “Employment” are more specific about need requirements for proposing non-employment sensitive land uses near industrial and manufacturing employment uses.

Newly added language to policy 1.3.2.3 restricts the ability to locate non-employment uses within certain employment areas. Specifically, employment areas planned for industrial and manufacturing uses are required to prohibit residential uses, as well as prohibit or limit other sensitive land uses. Further, these areas should include an appropriate transition to adjacent non-employment uses.

Policy 1.2.3.5 has been added to address gaps between the *Growth Plan* and *PPS* on matters relating to the timing and ability to convert employment uses. This policy reflects language contained in section 2.2.5 “Employment” of the *Growth Plan* that allows for conversions in employment areas to occur outside of a municipal comprehensive review (“MCR”) – unless located within a provincially significant employment zone (“PSEZ”).

Further, changes to *PPS* policy 1.3.2.7 extends the ability for planning authorities to plan for and protect employment areas from a 20 year timeline to 25 years.

Settlement Area Boundary Expansions

Changes to section 1.1.3 “Settlement Areas” of the *PPS* ensure consistency with the recently amended *Growth Plan* on matters relating to settlement area expansions.

PPS policy 1.1.3.8 has added language that provides direction for municipalities, including those located outside of the GGH, to adjust the level of detail when reviewing a settlement area boundary expansion request during a MCR to correspond with the complexity and scale of the request.

Additionally, policy 1.1.3.9 was added to recognize *Growth Plan* provisions that permit settlement area boundary expansions outside of a MCR. This policy ensures alignment with section 2.2.8 “Settlement Area Boundary Expansions” of the *Growth Plan*.

Housing

The new *PPS* contains added policy language and terminology that recognize *Growth Plan* policy direction on matters relating to market-demand and housing options. Both the *Growth Plan* and *PPS* have been amended to define “housing options” as

a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi-residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses.

The inclusion of this definition in the *PPS*, accompanied by new policy language throughout section 1 “Building Strong Healthy Communities” places greater emphasis on planning authorities to plan for and provide increased housing options, including both market-based and affordable development types.

Specifically, the new *PPS* speaks to satisfying market demand for housing options within strategic growth areas based on existing or planned municipal servicing and investments. For instance, changes to policy 1.2.1 directs planning authorities to plan for and integrate land uses with transit-supportive development to optimize municipal service and infrastructure investments.

Further, added language to policy 1.1.3.3 expands on policy 1.2.1 and requires planning authorities to identify and promote opportunities for transit-supportive development that accommodates a significant supply and range of housing options through intensification and redevelopment.

The new *PPS* also aims to increase the amount of available designated land for growth, depending on market-based demand and level of intensification within settlement areas. Specifically, changes to policy 1.4.1 require the municipal residential land supply to be

15 years, rather than 10 years, as well as provide for a 5-year supply for residential units through lands able to accommodate the units and in draft approved registered plans.

In regards to development application processes, a draft policy for “priority applications” was not included in the final version of the new *PPS*. Specifically, the October draft *PPS* included a policy to condense the development review and approval process for “priority applications”. In the Region’s submission (see PDS 31-2019), support was provided for the concept of a streamlined priority application process; however, the Region asked for clarity on how it would be applied and that authority be granted to municipalities to determine what would qualify.

In lieu of this, and comments from others, the Province did not proceed with a “priority application” policy.

Notwithstanding the absence of a priority application process, the Region remains committed to using available tools to expedite the development application review and approval process.

Municipal Infrastructure and Servicing

Changes to section 1.6 “Infrastructure and Public Service Facilities” add provisions that encourage development and redevelopment to incorporate green infrastructure and design practices that will help communities prepare for impacts of a changing climate.

There also are substantive changes for planning authorities through added language to policies 1.6.6.4 and 1.6.6.5. The new *PPS* directs the Region to work with its local municipalities during its official plan review or update to assess the long-term impacts of individual on-site sewage services and water services on the environmental health and desired character of rural settlement areas and the feasibility of other forms of servicing.

Additionally, the new *PPS* now permits connections to existing partial servicing where it has been provided to address instances of failed individual on-site sewage and water services for infill development on existing lots of record. These connections must be logically and financially viable, and demonstrate that site conditions are suitable for the long-term of such services with no negative impacts.

The Region previously commented on the draft policy, which has not changed in the final version that this partial servicing connection policy may lead to negative Regional

outcomes. Specifically, the Region's Water and Wastewater Master Servicing Plan ("MSP") only considers municipal servicing needs and forecasts for lands within its *urban areas*, not those outside it as raised by this policy. Planning for and servicing existing lots of record can be difficult, more expensive, and remove capacity from existing settlement areas where growth is normally planned. The Region and its local municipalities will review this policy to determine its impact on servicing connections outside of urban areas.

Indigenous Consultation

The new *PPS* encourages planning authorities to build constructive, cooperative relationships with Indigenous communities through meaningful consultation during land use planning processes. Added language clarifies instances where planning authorities are required to consult with Aboriginal communities on planning matters.

Specifically, section IV "Preamble" states that consultation is required when a planning matter may affect section 35 Aboriginal or treaty rights, or when identifying, protecting, and managing cultural heritage and archaeology resources. This is also reflected in policy 2.6.5 that requires planning authorities to engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

While added language clarifies instances of required municipal consultation with Aboriginal communities, it does not address the specific requirements or how practices, processes of these efforts should be carried out. The Region will engage with the Province to seek guidance on the intended process for engagement with Aboriginal communities.

Alternatives Reviewed

The purpose of this report is to inform Council of changes to the new *PPS*. There are no alternatives to this report.

Commissioner Comments

Essentially, the new *PPS* aims to increase the supply of land available for housing within settlement areas while at the same time reflecting current market-based demand and transit supportive intensification. As such, it is incumbent on the Region and the LAMs to continue to invest in the planning and support of District Plan and Secondary

Plan initiatives which proactively facilitate and expedite the delivery of significant housing supply.

Relationship to Council Strategic Priorities

The *Planning Act, 1990*, states that Council's decision on any planning matter shall be consistent with the *PPS*, this includes the Region's ongoing planning initiatives, including background studies associated to the new Niagara Official Plan.

The new Niagara Official Plan will provide a comprehensive policy direction on matters relating to growth management (i.e. housing, affordability); sustainability (i.e. natural environment, climate change); vibrancy (i.e. urban design, secondary / district plans); competitiveness (i.e. employment, agriculture, aggregates); and connectedness (i.e. transportation, infrastructure).

Policies of the new *PPS* will be reflected in background studies being undertaken to inform and draft the new Niagara Official Plan policy framework. As such, changes to the *PPS* will influence the following Strategic Priorities:

- Business and Economic Growth;
- Healthy and Vibrant Community; and
- Responsible Growth and Infrastructure Planning.

Other Pertinent Reports

- CWCD 289-2019
- PDS 31-2019
- CWCD 384-2019
- CWCD 70-2020

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This report was prepared in consultation with Isaiah Banach, Manager of Long Range Planning, and reviewed by Doug Giles, Director of Community and Long Range Planning.

Appendices

- Appendix 1 Provincial Policy Statement, 2020
- Appendix 2 Provincial Policy Statement (PPS): Blackline
Comparison between PPS, 2014 and PPS, 2020

Provincial Policy Statement, 2020

Under the *Planning Act*

PROVINCIAL POLICY STATEMENT, 2020

Approved by the Lieutenant Governor in Council, Order in Council No. 229/2020

This Provincial Policy Statement was issued under section 3 of the *Planning Act* and came into effect May 1, 2020. It replaces the Provincial Policy Statement issued April 30, 2014.

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Part I: Preamble

The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians.

The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The policies of the Provincial Policy Statement may be complemented by provincial plans or by locally-generated policies regarding matters of municipal interest. Provincial plans and municipal official plans provide a framework for comprehensive, integrated, place-based and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth, for the long term.

Municipal official plans are the most important vehicle for implementation of this Provincial Policy Statement and for achieving comprehensive, integrated and long-term planning. Official plans shall identify provincial interests and set out appropriate land use designations and policies.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas. In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement.

Zoning and development permit by-laws are also important for implementation of this Provincial Policy Statement. Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and this Provincial Policy Statement.

Land use planning is only one of the tools for implementing provincial interests. A wide range of legislation, regulations, policies and programs may apply to decisions with respect to *Planning Act* applications and affect planning matters, and assist in implementing these interests.

Within the Great Lakes – St. Lawrence River Basin, there may be circumstances where planning authorities should consider agreements related to the protection or restoration of the Great Lakes – St. Lawrence River Basin. Examples of these agreements include Great Lakes agreements between Ontario and Canada, between Ontario and Quebec and the Great Lakes States of the United States of America, and between Canada and the United States of America.

Part II: Legislative Authority

The Provincial Policy Statement is issued under the authority of section 3 of the *Planning Act* and came into effect on May 1, 2020.

In respect of the exercise of any authority that affects a planning matter, section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Comments, submissions or advice that affect a planning matter that are provided by the council of a municipality, a local board, a planning board, a minister or ministry, board, commission or agency of the government “shall be consistent with” this Provincial Policy Statement.

Part III: How to Read the Provincial Policy Statement

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The Provincial Policy Statement supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

Read the Entire Provincial Policy Statement

The Provincial Policy Statement is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation. When more than one policy is relevant, a decision-maker should consider all of the relevant policies to understand how they work together. The language of each policy, including the Implementation and Interpretation policies, will assist decision-makers in understanding how the policies are to be implemented.

While specific policies sometimes refer to other policies for ease of use, these cross-references do not take away from the need to read the Provincial Policy Statement as a whole.

There is no implied priority in the order in which the policies appear.

Consider Specific Policy Language

When applying the Provincial Policy Statement it is important to consider the specific language of the policies. Each policy provides direction on how it is to be implemented, how it is situated within the broader Provincial Policy Statement, and how it relates to other policies.

Some policies set out positive directives, such as “settlement areas shall be the focus of growth and development.” Other policies set out limitations and prohibitions, such as “development and site alteration shall not be permitted.” Other policies use enabling or supportive language, such as “should,” “promote” and “encourage.”

The choice of language is intended to distinguish between the types of policies and the nature of implementation. There is some discretion when applying a policy with enabling or supportive language in contrast to a policy with a directive, limitation or prohibition.

Geographic Scale of Policies

The Provincial Policy Statement recognizes the diversity of Ontario and that local context is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld.

While the Provincial Policy Statement is to be read as a whole, not all policies will be applicable to every site, feature or area. The Provincial Policy Statement applies at a range of geographic scales.

Some of the policies refer to specific areas or features and can only be applied where these features or areas exist. Other policies refer to planning objectives that need to be considered in the context of the municipality or planning area as a whole, and are not necessarily applicable to a specific site or development proposal.

Policies Represent Minimum Standards

The policies of the Provincial Policy Statement represent minimum standards.

Within the framework of the provincial policy-led planning system, planning authorities and decision-makers may go beyond these minimum standards to address matters of importance to a specific community, unless doing so would conflict with any policy of the Provincial Policy Statement.

Defined Terms and Meanings

Except for references to legislation which are italicized, other italicized terms in the Provincial Policy Statement are defined in the Definitions section. For non-italicized terms, the normal meaning of the word applies. Terms may be italicized only in specific policies; for these terms, the defined meaning applies where they are italicized and the normal meaning applies where they are not italicized. Defined terms in the Definitions section are intended to capture both singular and plural forms of these terms in the policies.

Guidance Material

Guidance material and technical criteria may be issued from time to time to assist planning authorities and decision-makers with implementing the policies of the Provincial Policy Statement. Information, technical criteria and approaches outlined in guidance material are meant to support but not add to or detract from the policies of the Provincial Policy Statement.

Relationship with Provincial Plans

The Provincial Policy Statement provides overall policy directions on matters of provincial interest related to land use planning and development in Ontario, and applies province-wide, except where this policy statement or another provincial plan provides otherwise.

Provincial plans, such as the Greenbelt Plan, A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the Growth Plan for Northern Ontario, build upon the policy foundation provided by the Provincial Policy Statement. They provide additional land use planning policies to address issues facing specific geographic areas in Ontario.

Provincial plans are to be read in conjunction with the Provincial Policy Statement. They take precedence over the policies of the Provincial Policy Statement to the extent of any conflict, except where the relevant legislation provides otherwise.

Where the policies of provincial plans address the same, similar, related, or overlapping matters as the policies of the Provincial Policy Statement, applying the more specific policies of the provincial plan satisfies the more general requirements of the Provincial Policy Statement. In contrast, where matters addressed in the Provincial Policy Statement do not overlap with policies in provincial plans, the policies in the Provincial Policy Statement must be independently satisfied.

Land use planning decisions made by municipalities, planning boards, the Province, or a commission or agency of the government must be consistent with the Provincial Policy Statement. Where provincial plans are in effect, planning decisions must conform or not conflict with them, as the case may be.

Part IV: Vision for Ontario's Land Use Planning System

The long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.

Ontario is a vast province with diverse urban, rural and northern communities which may face different challenges related to diversity in population, economic activity, pace of growth and physical and natural conditions. Some areas face challenges related to maintaining population and diversifying their economy, while other areas face challenges related to accommodating and managing the development and population growth which is occurring, while protecting important resources and the quality of the natural environment.

The Province's rich cultural diversity is one of its distinctive and defining features. Indigenous communities have a unique relationship with the land and its resources, which continues to shape the history and economy of the Province today. Ontario recognizes the unique role Indigenous communities have in land use planning and development, and the contribution of Indigenous communities' perspectives and traditional knowledge to land use planning decisions. The Province recognizes the importance of consulting with Aboriginal communities on planning matters that may affect their section 35 Aboriginal or treaty rights. Planning authorities are encouraged to build constructive, cooperative relationships through meaningful engagement with Indigenous communities to facilitate knowledge-sharing in land use planning processes and inform decision-making.

The Provincial Policy Statement focuses growth and development within urban and rural settlement areas while supporting the viability of rural areas. It recognizes that the wise management of land use change may involve directing, promoting or sustaining development. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.

Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region.

Strong, liveable and healthy communities promote and enhance human health and social well-being, are economically and environmentally sound, and are resilient to climate change.

The Province's natural heritage resources, water resources, including the Great Lakes, agricultural resources, mineral resources, and cultural heritage and archaeological resources provide important environmental, economic and social benefits. The wise use and management of these resources over the long term is a key provincial interest. The Province must ensure that its resources are managed in a sustainable way to conserve biodiversity, protect essential ecological processes and public health and safety, provide for the production of food and fibre, minimize environmental and social impacts, provide for recreational opportunities (e.g. fishing, hunting and hiking) and meet its long-term needs.

It is equally important to protect the overall health and safety of the population, including preparing for the impacts of a changing climate. The Provincial Policy Statement directs development away from areas of natural and human-made hazards. This preventative approach supports provincial and municipal financial well-being over the long term, protects public health and safety, and minimizes cost, risk and social disruption.

Taking action to conserve land and resources avoids the need for costly remedial measures to correct problems and supports economic and environmental principles.

Strong communities, a clean and healthy environment and a strong economy are inextricably linked. Long-term prosperity, human and environmental health and social well-being should take precedence over short-term considerations.

The fundamental principles set out in the Provincial Policy Statement apply throughout Ontario. To support our collective well-being, now and in the future, all land use must be well managed.

Part V: Policies

1.0 Building Strong Healthy Communities

Ontario is a vast province with urban, rural, and northern communities with diversity in population, economic activities, pace of growth, service levels and physical and natural conditions. Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

Accordingly:

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
- e) promoting the integration of land use planning, growth management, *transit-supportive* development, *intensification* and *infrastructure* planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

- 1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

Within *settlement areas*, sufficient land shall be made available through *intensification* and *redevelopment* and, if necessary, *designated growth areas*.

Nothing in policy 1.1.2 limits the planning for *infrastructure*, *public service facilities* and *employment areas* beyond a 25-year time horizon.

1.1.3 Settlement Areas

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario's settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

- 1.1.3.1 *Settlement areas* shall be the focus of growth and development.
- 1.1.3.2 Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:
- a) efficiently use land and resources;
 - b) are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - d) prepare for the *impacts of a changing climate*;
 - e) support *active transportation*;
 - f) are *transit-supportive*, where transit is planned, exists or may be developed; and
 - g) are *freight-supportive*.

Land use patterns within *settlement areas* shall also be based on a range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for *transit-supportive* development, accommodating a significant supply and range of *housing options* through *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.
- 1.1.3.6 New development taking place in *designated growth areas* should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.
- 1.1.3.7 Planning authorities should establish and implement phasing policies to ensure:
 - a) that specified targets for *intensification* and *redevelopment* are achieved prior to, or concurrent with, new development within *designated growth areas*; and
 - b) the orderly progression of development within *designated growth areas* and the timely provision of the *infrastructure* and *public service facilities* required to meet current and projected needs.
- 1.1.3.8 A planning authority may identify a *settlement area* or allow the expansion of a *settlement area* boundary only at the time of a *comprehensive review* and only where it has been demonstrated that:
 - a) sufficient opportunities to accommodate growth and to satisfy market demand are not available through *intensification*, *redevelopment* and *designated growth areas* to accommodate the projected needs over the identified planning horizon;
 - b) the *infrastructure* and *public service facilities* which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;
 - c) in *prime agricultural areas*:
 - 1. the lands do not comprise *specialty crop areas*;
 - 2. alternative locations have been evaluated, and

- i. there are no reasonable alternatives which avoid *prime agricultural areas*; and
 - ii. there are no reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*;
- d) the new or expanding *settlement area* is in compliance with the *minimum distance separation formulae*; and
- e) impacts from new or expanding *settlement areas* on agricultural operations which are adjacent or close to the *settlement area* are mitigated to the extent feasible.

In undertaking a *comprehensive review*, the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary expansion or development proposal.

1.1.3.9 Notwithstanding policy 1.1.3.8, municipalities may permit adjustments of *settlement area* boundaries outside a *comprehensive review* provided:

- a) there would be no net increase in land within the *settlement areas*;
- b) the adjustment would support the municipality's ability to meet *intensification* and *redevelopment* targets established by the municipality;
- c) *prime agricultural areas* are addressed in accordance with 1.1.3.8 (c), (d) and (e); and
- d) the *settlement area* to which lands would be added is appropriately serviced and there is sufficient reserve *infrastructure* capacity to service the lands.

1.1.4 Rural Areas in Municipalities

Rural areas are important to the economic success of the Province and our quality of life. Rural areas are a system of lands that may include rural settlement areas, rural lands, prime agricultural areas, natural heritage features and areas, and other resource areas. Rural areas and urban areas are interdependent in terms of markets, resources and amenities. It is important to leverage rural assets and amenities and protect the environment as a foundation for a sustainable economy.

Ontario's rural areas have diverse population levels, natural resources, geographies and physical characteristics, and economies. Across rural Ontario, local circumstances vary by region. For example, northern Ontario's natural environment and vast geography offer different opportunities than the predominately agricultural areas of southern regions of the Province.

1.1.4.1 Healthy, integrated and viable *rural areas* should be supported by:

- a) building upon rural character, and leveraging rural amenities and assets;
- b) promoting regeneration, including the redevelopment of *brownfield sites*;
- c) accommodating an appropriate range and mix of housing in rural *settlement areas*;
- d) encouraging the conservation and *redevelopment* of existing rural housing stock on *rural lands*;
- e) using rural *infrastructure* and *public service facilities* efficiently;

- f) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;
 - g) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;
 - h) conserving biodiversity and considering the ecological benefits provided by nature; and
 - i) providing opportunities for economic activities in *prime agricultural areas*, in accordance with policy 2.3.
- 1.1.4.2 In *rural areas*, *rural settlement areas* shall be the focus of growth and development and their vitality and regeneration shall be promoted.
- 1.1.4.3 When directing development in *rural settlement areas* in accordance with policy 1.1.3, planning authorities shall give consideration to rural characteristics, the scale of development and the provision of appropriate service levels.
- 1.1.4.4 Growth and development may be directed to *rural lands* in accordance with policy 1.1.5, including where a municipality does not have a *settlement area*.

1.1.5 Rural Lands in Municipalities

- 1.1.5.1 When directing development on *rural lands*, a planning authority shall apply the relevant policies of Section 1: Building Strong Healthy Communities, as well as the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.
- 1.1.5.2 On *rural lands* located in municipalities, permitted uses are:
- a) the management or use of resources;
 - b) resource-based recreational uses (including recreational dwellings);
 - c) residential development, including lot creation, that is locally appropriate;
 - d) *agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices*, in accordance with provincial standards;
 - e) home occupations and home industries;
 - f) cemeteries; and
 - g) other rural land uses.
- 1.1.5.3 Recreational, tourism and other economic opportunities should be promoted.
- 1.1.5.4 Development that is compatible with the rural landscape and can be sustained by rural service levels should be promoted.
- 1.1.5.5 Development shall be appropriate to the *infrastructure* which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this *infrastructure*.

- 1.1.5.6 Opportunities should be retained to locate new or expanding land uses that require separation from other uses.
- 1.1.5.7 Opportunities to support a diversified rural economy should be promoted by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.
- 1.1.5.8 New land uses, including the creation of lots, and new or expanding livestock facilities, shall comply with the *minimum distance separation formulae*.

1.1.6 Territory Without Municipal Organization

- 1.1.6.1 On *rural lands* located in territory without municipal organization, the focus of development activity shall be related to the sustainable management or use of resources and resource-based recreational uses (including recreational dwellings).
- 1.1.6.2 Development shall be appropriate to the *infrastructure* which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this *infrastructure*.
- 1.1.6.3 The establishment of new permanent townsites shall not be permitted.
- 1.1.6.4 In areas adjacent to and surrounding municipalities, only development that is related to the sustainable management or use of resources and resource-based recreational uses (including recreational dwellings) shall be permitted. Other uses may only be permitted if:
 - a) the area forms part of a planning area;
 - b) the necessary *infrastructure* and *public service facilities* are planned or available to support the development and are financially viable over their life cycle; and
 - c) it has been determined, as part of a *comprehensive review*, that the impacts of development will not place an undue strain on the *public service facilities* and *infrastructure* provided by adjacent municipalities, regions and/or the Province.

1.2 Coordination

- 1.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:
 - a) managing and/or promoting growth and development that is integrated with *infrastructure* planning;
 - b) economic development strategies;

- c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
 - d) *infrastructure, multimodal transportation systems, public service facilities and waste management systems*;
 - e) ecosystem, shoreline, watershed, and Great Lakes related issues;
 - f) natural and human-made hazards;
 - g) population, housing and employment projections, based on *regional market areas*; and
 - h) addressing housing needs in accordance with provincial policy statements such as the Policy Statement: Service Manager Housing and Homelessness Plans.
- 1.2.2 Planning authorities shall engage with Indigenous communities and coordinate on land use planning matters.
- 1.2.3 Planning authorities should coordinate emergency management and other economic, environmental and social planning considerations to support efficient and resilient communities.
- 1.2.4 Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:
- a) identify and allocate population, housing and employment projections for lower-tier municipalities. Allocations and projections by upper-tier municipalities shall be based on and reflect *provincial plans* where these exist and informed by provincial guidelines;
 - b) identify areas where growth or development will be directed, including the identification of nodes and the corridors linking these nodes;
 - c) identify targets for *intensification* and *redevelopment* within all or any of the lower-tier municipalities, including minimum targets that should be met before expansion of the boundaries of *settlement areas* is permitted in accordance with policy 1.1.3.8;
 - d) where major transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors and stations, including minimum targets that should be met before expansion of the boundaries of *settlement areas* is permitted in accordance with policy 1.1.3.8; and
 - e) provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.
- 1.2.5 Where there is no upper-tier municipality, planning authorities shall ensure that policy 1.2.4 is addressed as part of the planning process, and should coordinate these matters with adjacent planning authorities.

1.2.6 Land Use Compatibility

- 1.2.6.1 *Major facilities and sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.
- 1.2.6.2 Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and *development* of proposed adjacent *sensitive land uses* are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:
- a) there is an identified need for the proposed use;
 - b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
 - c) *adverse effects* to the proposed *sensitive land use* are minimized and mitigated; and
 - d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

1.3 Employment

- 1.3.1 Planning authorities shall promote economic development and competitiveness by:
- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
 - c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
 - d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and
 - e) ensuring the necessary *infrastructure* is provided to support current and projected needs.

1.3.2 Employment Areas

1.3.2.1 Planning authorities shall plan for, protect and preserve *employment areas* for current and future uses and ensure that the necessary *infrastructure* is provided to support current and projected needs.

1.3.2.2 At the time of the official plan review or update, planning authorities should assess *employment areas* identified in local official plans to ensure that this designation is appropriate to the planned function of the *employment area*.

Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from *sensitive land uses* to maintain the long-term operational and economic viability of the planned uses and function of these areas.

1.3.2.3 Within *employment areas* planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other *sensitive land uses* that are not ancillary to the primary employment uses in order to maintain land use compatibility.

Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-*employment areas*.

1.3.2.4 Planning authorities may permit conversion of lands within *employment areas* to non-employment uses through a *comprehensive review*, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

1.3.2.5 Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing *employment areas* may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation working together with affected upper and single-tier municipalities and subject to the following:

- a) there is an identified need for the conversion and the land is not required for employment purposes over the long term;
- b) the proposed uses would not adversely affect the overall viability of the *employment area*; and
- c) existing or planned *infrastructure* and *public service facilities* are available to accommodate the proposed uses.

1.3.2.6 Planning authorities shall protect *employment areas* in proximity to *major goods movement facilities and corridors* for employment uses that require those locations.

1.3.2.7 Planning authorities may plan beyond 25 years for the long-term protection of employment areas provided lands are not designated beyond the planning horizon identified in policy 1.1.2.

1.4 Housing

1.4.1 To provide for an appropriate range and mix of *housing options* and densities required to meet projected requirements of current and future residents of the *regional market area*, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through *residential intensification* and *redevelopment* and, if necessary, lands which are *designated and available* for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate *residential intensification* and *redevelopment*, and land in draft approved and registered plans.

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate *residential intensification* and *redevelopment*, and land in draft approved and registered plans.

1.4.2 Where planning is conducted by an upper-tier municipality:

- a) the land and unit supply maintained by the lower-tier municipality identified in policy 1.4.1 shall be based on and reflect the allocation of population and units by the upper-tier municipality; and
- b) the allocation of population and units by the upper-tier municipality shall be based on and reflect *provincial plans* where these exist.

1.4.3 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected market-based and affordable housing needs of current and future residents of the *regional market area* by:

- a) establishing and implementing minimum targets for the provision of housing which is *affordable to low and moderate income households* and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
 - 1. all *housing options* required to meet the social, health, economic and well-being requirements of current and future residents, including *special needs* requirements and needs arising from demographic changes and employment opportunities; and
 - 2. all types of *residential intensification*, including additional residential units, and *redevelopment* in accordance with policy 1.1.3.3;

- c) directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation* and transit in areas where it exists or is to be developed;
- e) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for *residential intensification*, *redevelopment* and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate *active transportation* and community connectivity;
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for *recreation*, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- c) providing opportunities for public access to shorelines; and
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

1.6 Infrastructure and Public Service Facilities

1.6.1 *Infrastructure* and *public service facilities* shall be provided in an efficient manner that prepares for the *impacts of a changing climate* while accommodating projected needs.

Planning for *infrastructure* and *public service facilities* shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b) available to meet current and projected needs.

1.6.2 Planning authorities should promote *green infrastructure* to complement *infrastructure*.

1.6.3 Before consideration is given to developing new *infrastructure* and *public service facilities*:

- a) the use of existing *infrastructure* and *public service facilities* should be optimized; and
- b) opportunities for adaptive re-use should be considered, wherever feasible.

1.6.4 *Infrastructure* and *public service facilities* should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protecting Public Health and Safety.

1.6.5 *Public service facilities* should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and *active transportation*.

1.6.6 Sewage, Water and Stormwater

1.6.6.1 Planning for *sewage and water services* shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 - 1. *municipal sewage services* and *municipal water services*; and
 - 2. *private communal sewage services* and *private communal water services*, where *municipal sewage services* and *municipal water services* are not available or feasible;
- b) ensure that these systems are provided in a manner that:
 - 1. can be sustained by the water resources upon which such services rely;
 - 2. prepares for the *impacts of a changing climate*;
 - 3. is feasible and financially viable over their lifecycle; and
 - 4. protects human health and safety, and the natural environment;
- c) promote water conservation and water use efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process; and
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where *municipal sewage services* and *municipal water services* are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.

1.6.6.2 *Municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. Within *settlement areas* with existing *municipal sewage services* and *municipal water services*, *intensification* and *redevelopment* shall be promoted wherever feasible to optimize the use of the services.

1.6.6.3 Where *municipal sewage services* and *municipal water services* are not available, planned or feasible, *private communal sewage services* and *private communal water services* are the preferred form of servicing for multi-unit/lot development to support protection of the environment and minimize potential risks to human health and safety.

1.6.6.4 Where *municipal sewage services* and *municipal water services* or *private communal sewage services* and *private communal water services* are not available, planned or feasible, *individual on-site sewage services* and *individual on-site water services* may be used provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*. In *settlement areas*, *individual on-site sewage services* and *individual on-site water services* may be used for infilling and minor rounding out of existing development.

At the time of the official plan review or update, planning authorities should assess the long-term impacts of *individual on-site sewage services* and *individual on-site water services* on the environmental health and the character of rural *settlement areas*. Where planning is conducted by an upper-tier municipality, the upper-tier municipality should work with lower-tier municipalities at the time of the official plan review or update to assess the long-term impacts of *individual on-site sewage services* and *individual on-site water services* on the environmental health and the desired character of rural *settlement areas* and the feasibility of other forms of servicing set out in policies 1.6.6.2 and 1.6.6.3.

1.6.6.5 *Partial services* shall only be permitted in the following circumstances:

- a) where they are necessary to address failed *individual on-site sewage services* and *individual on-site water services* in existing development; or
- b) within *settlement areas*, to allow for infilling and minor rounding out of existing development on *partial services* provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*.

Where *partial services* have been provided to address failed services in accordance with subsection (a), infilling on existing lots of record in *rural areas* in municipalities may be permitted where this would represent a logical and financially viable connection to the existing *partial service* and provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*. In accordance with subsection (a), the extension of *partial services* into *rural areas* is only permitted to address failed *individual on-site sewage* and *individual on-site water services* for existing development.

1.6.6.6 Subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5, planning authorities may allow lot creation only if there is confirmation of sufficient *reserve sewage system capacity* and *reserve water system capacity* within *municipal sewage services* and *municipal water services* or *private communal sewage services* and *private communal water services*. The determination of

sufficient *reserve sewage system capacity* shall include treatment capacity for hauled sewage from *private communal sewage services* and *individual on-site sewage services*.

1.6.6.7 Planning for stormwater management shall:

- a) be integrated with planning for *sewage and water services* and ensure that systems are optimized, feasible and financially viable over the long term;
- b) minimize, or, where possible, prevent increases in contaminant loads;
- c) minimize erosion and changes in water balance, and prepare for the *impacts of a changing climate* through the effective management of stormwater, including the use of *green infrastructure*;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces; and
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

1.6.7 Transportation Systems

- 1.6.7.1 *Transportation systems* should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- 1.6.7.2 Efficient use should be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.
- 1.6.7.3 As part of a *multimodal transportation system*, connectivity within and among *transportation systems* and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and *active transportation*.

1.6.8 Transportation and Infrastructure Corridors

- 1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.
- 1.6.8.2 *Major goods movement facilities and corridors* shall be protected for the long term.
- 1.6.8.3 Planning authorities shall not permit *development* in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New *development* proposed on *adjacent lands* to existing or *planned corridors* and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

- 1.6.8.4 The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.
- 1.6.8.5 The co-location of linear *infrastructure* should be promoted, where appropriate.
- 1.6.8.6 When planning for corridors and rights-of-way for significant transportation, electricity transmission, and *infrastructure* facilities, consideration will be given to the significant resources in Section 2: Wise Use and Management of Resources.

1.6.9 Airports, Rail and Marine Facilities

- 1.6.9.1 Planning for land uses in the vicinity of *airports*, *rail facilities* and *marine facilities* shall be undertaken so that:

- a) their long-term operation and economic role is protected; and
- b) *airports*, *rail facilities* and *marine facilities* and *sensitive land uses* are appropriately designed, buffered and/or separated from each other, in accordance with policy 1.2.6.

- 1.6.9.2 *Airports* shall be protected from incompatible land uses and development by:

- a) prohibiting new residential *development* and other sensitive land uses in areas near *airports* above 30 NEF/NEP;
- b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the *airport*; and
- c) discouraging land uses which may cause a potential aviation safety hazard.

1.6.10 Waste Management

- 1.6.10.1 *Waste management systems* need to be provided that are of an appropriate size and type to accommodate present and future requirements, and facilitate, encourage and promote reduction, reuse and recycling objectives.

Waste management systems shall be located and designed in accordance with provincial legislation and standards.

1.6.11 Energy Supply

- 1.6.11.1 Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, district energy, and *renewable energy systems* and *alternative energy systems*, to accommodate current and projected needs.

1.7 Long-Term Economic Prosperity

- 1.7.1 Long-term economic prosperity should be supported by:
- a) promoting opportunities for economic development and community investment-readiness;
 - b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of *housing options* for a diverse workforce;
 - c) optimizing the long-term availability and use of land, resources, *infrastructure* and *public service facilities*;
 - d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
 - e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including *built heritage resources* and *cultural heritage landscapes*;
 - f) promoting the redevelopment of *brownfield sites*;
 - g) providing for an efficient, cost-effective, reliable *multimodal transportation system* that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;
 - h) providing opportunities for sustainable tourism development;
 - i) sustaining and enhancing the viability of the *agricultural system* through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the *agri-food network*;
 - j) promoting energy conservation and providing opportunities for increased energy supply;
 - k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and
 - l) encouraging efficient and coordinated communications and telecommunications infrastructure.

1.8 Energy Conservation, Air Quality and Climate Change

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the *impacts of a changing climate* through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
- d) focus freight-intensive land uses to areas well served by major highways, *airports, rail facilities and marine facilities*;
- e) encourage *transit-supportive* development and *intensification* to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and *green infrastructure*; and
- g) maximize vegetation within *settlement areas*, where feasible.

2.0 Wise Use and Management of Resources

Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.

Accordingly:

2.1 Natural Heritage

- 2.1.1 Natural features and areas shall be protected for the long term.
- 2.1.2 The diversity and connectivity of natural features in an area, and the long-term *ecological function* and biodiversity of *natural heritage systems*, should be maintained, restored or, where possible, improved, recognizing linkages between and among *natural heritage features and areas*, *surface water features* and *ground water features*.
- 2.1.3 *Natural heritage systems* shall be identified in Ecoregions 6E & 7E¹, recognizing that *natural heritage systems* will vary in size and form in *settlement areas*, *rural areas*, and *prime agricultural areas*.
- 2.1.4 *Development* and *site alteration* shall not be permitted in:
- a) *significant wetlands* in Ecoregions 5E, 6E and 7E¹; and
 - b) *significant coastal wetlands*.
- 2.1.5 *Development* and *site alteration* shall not be permitted in:
- a) *significant wetlands* in the Canadian Shield north of Ecoregions 5E, 6E and 7E¹;
 - b) *significant woodlands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
 - c) *significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
 - d) *significant wildlife habitat*;
 - e) *significant areas of natural and scientific interest*; and
 - f) *coastal wetlands* in Ecoregions 5E, 6E and 7E¹ that are not subject to policy 2.1.4(b)
- unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions*.

¹ Ecoregions 5E, 6E and 7E are shown on Figure 1.

- 2.1.6 *Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*
- 2.1.7 *Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*
- 2.1.8 *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*
- 2.1.9 Nothing in policy 2.1 is intended to limit the ability of *agricultural uses* to continue.

2.2 Water

- 2.2.1 Planning authorities shall protect, improve or restore the *quality and quantity of water* by:
- a) using the *watershed* as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;
 - b) minimizing potential *negative impacts*, including cross-jurisdictional and cross-*watershed* impacts;
 - c) evaluating and preparing for the *impacts of a changing climate* to water resource systems at the watershed level;
 - d) identifying water resource systems consisting of *ground water features, hydrologic functions, natural heritage features and areas, and surface water features* including shoreline areas, which are necessary for the ecological and hydrological integrity of the *watershed*;
 - e) maintaining linkages and related functions among *ground water features, hydrologic functions, natural heritage features and areas, and surface water features* including shoreline areas;
 - f) implementing necessary restrictions on *development and site alteration* to:
 - 1. protect all municipal drinking water supplies and *designated vulnerable areas*; and
 - 2. protect, improve or restore *vulnerable* surface and ground water, *sensitive surface water features* and *sensitive ground water features*, and their *hydrologic functions*;
 - g) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;
 - h) ensuring consideration of environmental lake capacity, where applicable; and
 - i) ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.

- 2.2.2 *Development and site alteration* shall be restricted in or near *sensitive surface water features* and *sensitive ground water features* such that these features and their related *hydrologic functions* will be protected, improved or restored.

Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore *sensitive surface water features*, *sensitive ground water features*, and their *hydrologic functions*.

2.3 Agriculture

- 2.3.1 *Prime agricultural areas* shall be protected for long-term use for agriculture.

Prime agricultural areas are areas where *prime agricultural lands* predominate. *Specialty crop areas* shall be given the highest priority for protection, followed by Canada Land Inventory Class 1, 2, and 3 lands, and any associated Class 4 through 7 lands within the *prime agricultural area*, in this order of priority.

- 2.3.2 Planning authorities shall designate *prime agricultural areas* and *specialty crop areas* in accordance with guidelines developed by the Province, as amended from time to time.

Planning authorities are encouraged to use an *agricultural system* approach to maintain and enhance the geographic continuity of the agricultural land base and the functional and economic connections to the *agri-food network*.

2.3.3 Permitted Uses

- 2.3.3.1 In *prime agricultural areas*, permitted uses and activities are: *agricultural uses*, *agriculture-related uses* and *on-farm diversified uses*.

Proposed *agriculture-related uses* and *on-farm diversified uses* shall be compatible with, and shall not hinder, surrounding agricultural operations. Criteria for these uses may be based on guidelines developed by the Province or municipal approaches, as set out in municipal planning documents, which achieve the same objectives.

- 2.3.3.2 In *prime agricultural areas*, all types, sizes and intensities of *agricultural uses* and *normal farm practices* shall be promoted and protected in accordance with provincial standards.

- 2.3.3.3 New land uses in *prime agricultural areas*, including the creation of lots and new or expanding livestock facilities, shall comply with the *minimum distance separation formulae*.

2.3.4 Lot Creation and Lot Adjustments

- 2.3.4.1 Lot creation in *prime agricultural areas* is discouraged and may only be permitted for:
- a) *agricultural uses*, provided that the lots are of a size appropriate for the type of agricultural use(s) common in the area and are sufficiently large to maintain flexibility for future changes in the type or size of agricultural operations;
 - b) *agriculture-related uses*, provided that any new lot will be limited to a minimum size needed to accommodate the use and appropriate *sewage and water services*;
 - c) *a residence surplus to a farming operation* as a result of farm consolidation, provided that:
 - 1. the new lot will be limited to a minimum size needed to accommodate the use and appropriate *sewage and water services*; and
 - 2. the planning authority ensures that new residential dwellings are prohibited on any remnant parcel of farmland created by the severance. The approach used to ensure that no new residential dwellings are permitted on the remnant parcel may be recommended by the Province, or based on municipal approaches which achieve the same objective; and
 - d) *infrastructure*, where the facility or corridor cannot be accommodated through the use of easements or rights-of-way.
- 2.3.4.2 Lot adjustments in *prime agricultural areas* may be permitted for *legal or technical reasons*.
- 2.3.4.3 The creation of new residential lots in *prime agricultural areas* shall not be permitted, except in accordance with policy 2.3.4.1(c).

2.3.5 Removal of Land from Prime Agricultural Areas

- 2.3.5.1 Planning authorities may only exclude land from *prime agricultural areas* for expansions of or identification of *settlement areas* in accordance with policy 1.1.3.8.

2.3.6 Non-Agricultural Uses in Prime Agricultural Areas

- 2.3.6.1 Planning authorities may only permit non-agricultural uses in *prime agricultural areas* for:
- a) extraction of *minerals, petroleum resources and mineral aggregate resources*; or
 - b) limited non-residential uses, provided that all of the following are demonstrated:

1. the land does not comprise a *specialty crop area*;
2. the proposed use complies with the *minimum distance separation formulae*;
3. there is an identified need within the planning horizon provided for in policy 1.1.2 for additional land to accommodate the proposed use; and
4. alternative locations have been evaluated, and
 - i. there are no reasonable alternative locations which avoid *prime agricultural areas*; and
 - ii. there are no reasonable alternative locations in *prime agricultural areas* with lower priority agricultural lands.

2.3.6.2 Impacts from any new or expanding non-agricultural uses on surrounding agricultural operations and lands are to be mitigated to the extent feasible.

2.4 Minerals and Petroleum

2.4.1 *Minerals and petroleum resources* shall be protected for long-term use.

2.4.2 Protection of Long-Term Resource Supply

2.4.2.1 *Mineral mining operations and petroleum resource operations* shall be identified and protected from *development* and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact.

2.4.2.2 Known *mineral deposits*, known *petroleum resources* and *significant areas of mineral potential* shall be identified and *development* and activities in these resources or on *adjacent lands* which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:

- a) resource use would not be feasible; or
- b) the proposed land use or development serves a greater long-term public interest; and
- c) issues of public health, public safety and environmental impact are addressed.

2.4.3 Rehabilitation

2.4.3.1 Rehabilitation to accommodate subsequent land uses shall be required after extraction and other related activities have ceased. Progressive rehabilitation should be undertaken wherever feasible.

2.4.4 Extraction in Prime Agricultural Areas

- 2.4.4.1 Extraction of *minerals* and *petroleum resources* is permitted in *prime agricultural areas* provided that the site will be rehabilitated.

2.5 Mineral Aggregate Resources

- 2.5.1 *Mineral aggregate resources* shall be protected for long-term use and, where provincial information is available, *deposits of mineral aggregate resources* shall be identified.

2.5.2 Protection of Long-Term Resource Supply

- 2.5.2.1 As much of the *mineral aggregate resources* as is realistically possible shall be made available as close to markets as possible.

Demonstration of need for *mineral aggregate resources*, including any type of supply/demand analysis, shall not be required, notwithstanding the availability, designation or licensing for extraction of *mineral aggregate resources* locally or elsewhere.

- 2.5.2.2 Extraction shall be undertaken in a manner which minimizes social, economic and environmental impacts.

- 2.5.2.3 *Mineral aggregate resource conservation* shall be undertaken, including through the use of accessory aggregate recycling facilities within operations, wherever feasible.

- 2.5.2.4 *Mineral aggregate operations* shall be protected from *development* and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact. Existing *mineral aggregate operations* shall be permitted to continue without the need for official plan amendment, rezoning or development permit under the *Planning Act*. Where the *Aggregate Resources Act* applies, only processes under the *Aggregate Resources Act* shall address the depth of extraction of new or existing *mineral aggregate operations*. When a license for extraction or operation ceases to exist, policy 2.5.2.5 continues to apply.

- 2.5.2.5 In known *deposits of mineral aggregate resources* and on *adjacent lands*, *development* and activities which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:

- a) resource use would not be feasible; or
- b) the proposed land use or development serves a greater long-term public interest; and
- c) issues of public health, public safety and environmental impact are addressed.

2.5.3 Rehabilitation

- 2.5.3.1 Progressive and final rehabilitation shall be required to accommodate subsequent land uses, to promote land use compatibility, to recognize the interim nature of extraction, and to mitigate negative impacts to the extent possible. Final rehabilitation shall take surrounding land use and approved land use designations into consideration.
- 2.5.3.2 *Comprehensive rehabilitation* planning is encouraged where there is a concentration of mineral aggregate operations.
- 2.5.3.3 In parts of the Province not designated under the *Aggregate Resources Act*, rehabilitation standards that are compatible with those under the Act should be adopted for extraction operations on private lands.

2.5.4 Extraction in Prime Agricultural Areas

- 2.5.4.1 In *prime agricultural areas*, on *prime agricultural land*, extraction of *mineral aggregate resources* is permitted as an interim use provided that the site will be rehabilitated back to an *agricultural condition*.

Complete rehabilitation to an *agricultural condition* is not required if:

- a) outside of a *specialty crop area*, there is a substantial quantity of *mineral aggregate resources* below the water table warranting extraction, or the depth of planned extraction in a quarry makes restoration of pre-extraction agricultural capability unfeasible;
- b) in a *specialty crop area*, there is a substantial quantity of *high quality mineral aggregate resources* below the water table warranting extraction, and the depth of planned extraction makes restoration of pre-extraction agricultural capability unfeasible;
- c) other alternatives have been considered by the applicant and found unsuitable. The consideration of other alternatives shall include resources in areas of Canada Land Inventory Class 4 through 7 lands, resources on lands identified as *designated growth areas*, and resources on *prime agricultural lands* where rehabilitation is feasible. Where no other alternatives are found, *prime agricultural lands* shall be protected in this order of priority: *specialty crop areas*, Canada Land Inventory Class 1, 2 and 3 lands; and
- d) agricultural rehabilitation in remaining areas is maximized.

2.5.5 Wayside Pits and Quarries, Portable Asphalt Plants and Portable Concrete Plants

- 2.5.5.1 *Wayside pits and quarries*, *portable asphalt plants* and *portable concrete plants* used on public authority contracts shall be permitted, without the need for an official plan

amendment, rezoning, or development permit under the *Planning Act* in all areas, except those areas of existing development or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities.

2.6 Cultural Heritage and Archaeology

- 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
- 2.6.2 *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*
- 2.6.3 Planning authorities shall not permit *development and site alteration on adjacent lands to protected heritage property* except where the proposed *development and site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved*.
- 2.6.4 Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.
- 2.6.5 Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

3.0 Protecting Public Health and Safety

Ontario's long-term prosperity, environmental health and social well-being depend on reducing the potential for public cost or risk to Ontario's residents from natural or human-made hazards.

Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

Mitigating potential risk to public health or safety or of property damage from natural hazards, including the risks that may be associated with the impacts of a changing climate, will require the Province, planning authorities, and conservation authorities to work together.

Accordingly:

3.1 Natural Hazards

3.1.1 Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:

- a) *hazardous lands* adjacent to the shorelines of the *Great Lakes - St. Lawrence River System* and *large inland lakes* which are impacted by *flooding hazards*, *erosion hazards* and/or *dynamic beach hazards*;
- b) *hazardous lands* adjacent to *river, stream and small inland lake systems* which are impacted by *flooding hazards* and/or *erosion hazards*; and
- c) *hazardous sites*.

3.1.2 *Development* and *site alteration* shall not be permitted within:

- a) the *dynamic beach hazard*;
- b) *defined portions of the flooding hazard along connecting channels* (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);
- c) areas that would be rendered inaccessible to people and vehicles during times of *flooding hazards*, *erosion hazards* and/or *dynamic beach hazards*, unless it has been demonstrated that the site has safe access appropriate for the nature of the *development* and the natural hazard; and
- d) a *floodway* regardless of whether the area of inundation contains high points of land not subject to flooding.

3.1.3 Planning authorities shall prepare for the *impacts of a changing climate* that may increase the risk associated with natural hazards.

3.1.4 Despite policy 3.1.2, *development* and *site alteration* may be permitted in certain areas associated with the *flooding hazard along river, stream and small inland lake systems*:

- a) in those exceptional situations where a *Special Policy Area* has been approved. The designation of a *Special Policy Area*, and any change or modification to the official plan policies, land use designations or boundaries applying to *Special Policy Area* lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications; or
- b) where the *development* is limited to uses which by their nature must locate within the *floodway*, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.

3.1.5 *Development* shall not be permitted to locate in *hazardous lands* and *hazardous sites* where the use is:

- a) an *institutional use* including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;
- b) an *essential emergency service* such as that provided by fire, police and ambulance stations and electrical substations; or
- c) uses associated with the disposal, manufacture, treatment or storage of *hazardous substances*.

3.1.6 Where the *two zone concept* for *flood plains* is applied, *development* and *site alteration* may be permitted in the *flood fringe*, subject to appropriate floodproofing to the *flooding hazard* elevation or another *flooding hazard* standard approved by the Minister of Natural Resources and Forestry.

3.1.7 Further to policy 3.1.6, and except as prohibited in policies 3.1.2 and 3.1.5, *development* and *site alteration* may be permitted in those portions of *hazardous lands* and *hazardous sites* where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:

- a) *development* and *site alteration* is carried out in accordance with *floodproofing standards*, *protection works standards*, and *access standards*;
- b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
- c) new hazards are not created and existing hazards are not aggravated; and
- d) no adverse environmental impacts will result.

3.1.8 *Development* shall generally be directed to areas outside of lands that are unsafe for *development* due to the presence of *hazardous forest types for wildland fire*.

Development may however be permitted in lands with *hazardous forest types for wildland fire* where the risk is mitigated in accordance with *wildland fire assessment and mitigation standards*.

3.2 Human-Made Hazards

- 3.2.1 Development on, abutting or adjacent to lands affected by *mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations* may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.
- 3.2.2 Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no *adverse effects*.
- 3.2.3 Planning authorities should support, where feasible, on-site and local re-use of excess soil through planning and development approvals while protecting human health and the environment.

4.0 Implementation and Interpretation

- 4.1 This Provincial Policy Statement applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after May 1, 2020.
- 4.2 This Provincial Policy Statement shall be read in its entirety and all relevant policies are to be applied to each situation.
- 4.3 This Provincial Policy Statement shall be implemented in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights in section 35 of the *Constitution Act, 1982*.
- 4.4 This Provincial Policy Statement shall be implemented in a manner that is consistent with Ontario *Human Rights Code* and the *Canadian Charter of Rights and Freedoms*.
- 4.5 In implementing the Provincial Policy Statement, the Minister of Municipal Affairs and Housing may take into account other considerations when making decisions to support strong communities, a clean and healthy environment and the economic vitality of the Province.
- 4.6 The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

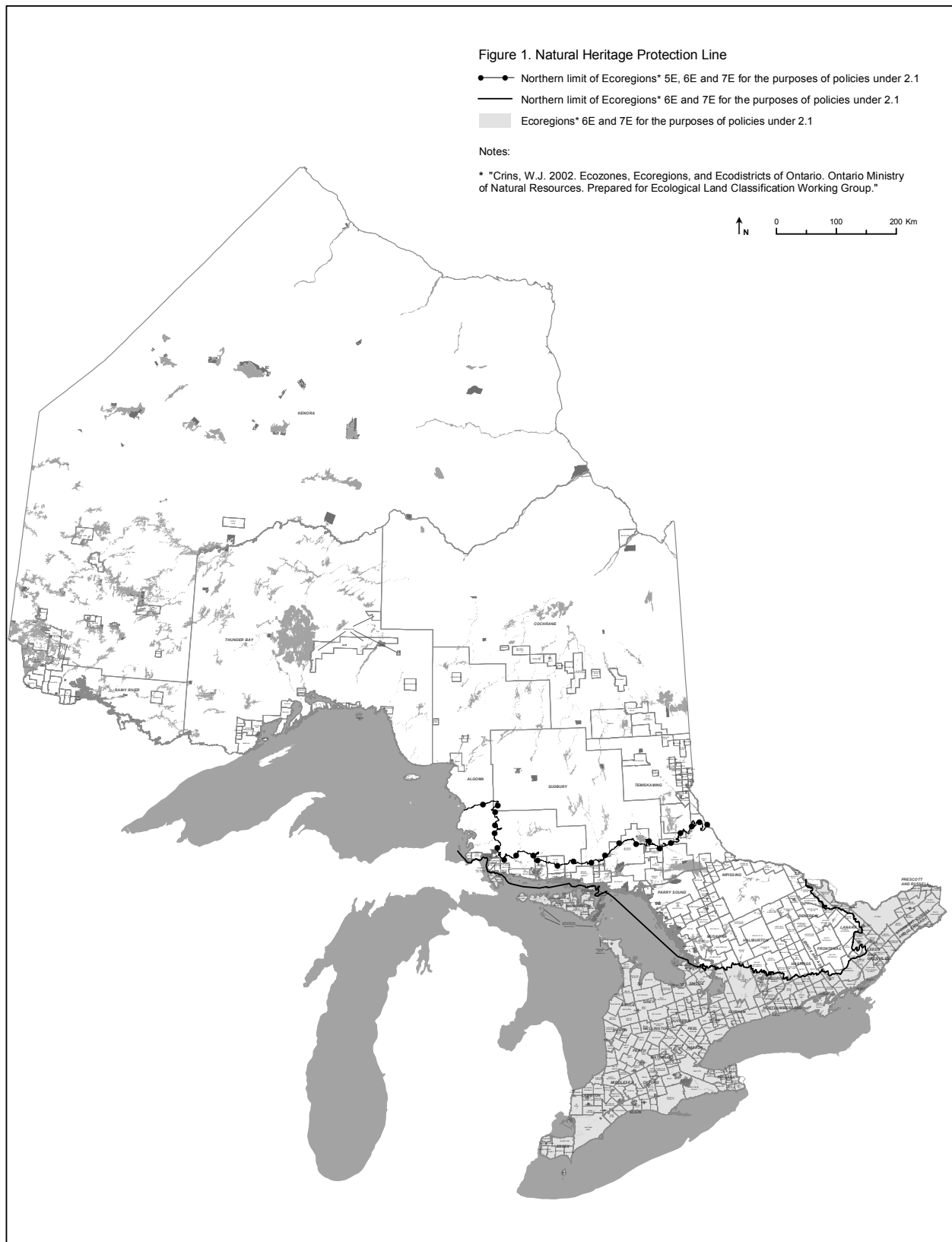
- 4.7 In addition to land use approvals under the *Planning Act*, *infrastructure* may also require approval under other legislation and regulations. An environmental assessment process may be required for new *infrastructure* and modifications to existing *infrastructure* under applicable legislation.

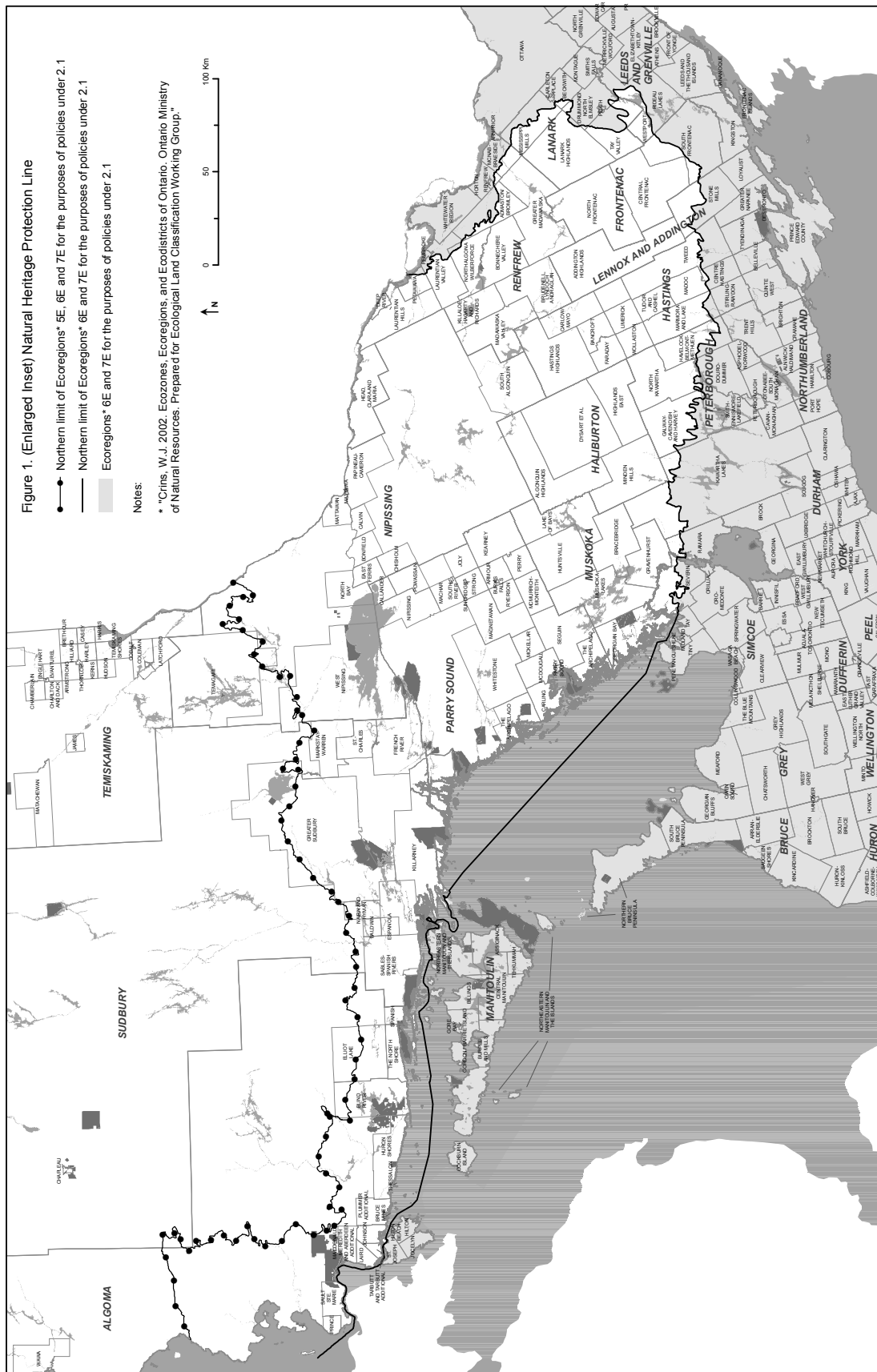
Wherever possible and practical, approvals under the *Planning Act* and other legislation or regulations should be integrated provided the intent and requirements of both processes are met.

- 4.8 The Province, in consultation with municipalities, Indigenous communities, other public bodies and stakeholders shall identify performance indicators for measuring the effectiveness of some or all of the policies. The Province shall monitor their implementation, including reviewing performance indicators concurrent with any review of this Provincial Policy Statement.

- 4.9 Municipalities are encouraged to monitor and report on the implementation of the policies in their official plans, in accordance with any reporting requirements, data standards and any other guidelines that may be issued by the Minister.

5.0 Figure 1 Natural Heritage Protection Line





6.0 Definitions

Access standards: means methods or procedures to ensure safe vehicular and pedestrian movement, and access for the maintenance and repair of protection works, during times of *flooding hazards, erosion hazards* and/or *other water-related hazards*.

Active transportation: means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Adjacent lands: means

- a) for the purposes of policy 1.6.8.3, those lands contiguous to existing or planned corridors and transportation facilities where *development* would have a negative impact on the corridor or facility. The extent of the *adjacent lands* may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives;
- b) for the purposes of policy 2.1.8, those lands contiguous to a specific *natural heritage feature or area* where it is likely that *development* or *site alteration* would have a *negative impact* on the feature or area. The extent of the *adjacent lands* may be recommended by the Province or based on municipal approaches which achieve the same objectives;
- c) for the purposes of policies 2.4.2.2 and 2.5.2.5, those lands contiguous to lands on the surface of known *petroleum resources, mineral deposits, or deposits of mineral aggregate resources* where it is likely that *development* would constrain future access to the resources. The extent of the *adjacent lands* may be recommended by the Province; and
- d) for the purposes of policy 2.6.3, those lands contiguous to a *protected heritage property* or as otherwise defined in the municipal official plan.

Adverse effects: as defined in the *Environmental Protection Act*, means one or more of:

- a) impairment of the quality of the natural environment for any use that can be made of it;
- b) injury or damage to property or plant or animal life;
- c) harm or material discomfort to any person;
- d) an adverse effect on the health of any person;
- e) impairment of the safety of any person;
- f) rendering any property or plant or animal life unfit for human use;
- g) loss of enjoyment of normal use of property; and
- h) interference with normal conduct of business.

Affordable: means

- 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 percent of gross annual household income for *low and moderate income households*; or
 2. housing for which the purchase price is at least 10 percent 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 percent 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*.

Agricultural condition: means

- a) in regard to *specialty crop areas*, a condition in which substantially the same areas and same average soil capability for agriculture are restored, the same range and productivity of specialty crops common in the area can be achieved, and, where

applicable, the microclimate on which the site and surrounding area may be dependent for specialty crop production will be maintained or restored; and

- b) in regard to *prime agricultural land* outside of *specialty crop areas*, a condition in which substantially the same areas and same average soil capability for agriculture are restored.

Agricultural System: A system comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has two components:

- a) An agricultural land base comprised of *prime agricultural areas*, including *specialty crop areas*, and *rural lands* that together create a continuous productive land base for agriculture; and
- b) An *agri-food network* which includes *infrastructure*, services, and assets important to the viability of the agri-food sector.

Agricultural uses: means the growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and accommodation for full-time farm labour when the size and nature of the operation requires additional employment.

Agri-food network: Within the *agricultural system*, a network that includes elements important to the viability of the agri-food sector such as regional *infrastructure* and transportation networks; on-farm buildings and infrastructure; agricultural services, farm markets, distributors, and primary processing; and vibrant, agriculture-supportive communities.

Agri-tourism uses: means those farm-related tourism uses, including limited accommodation such as a bed and breakfast, that promote the enjoyment, education or activities related to the farm operation.

Agriculture-related uses: means those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity.

Airports: means all Ontario airports, including designated lands for future airports, with Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) mapping.

Alternative energy system: means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

Archaeological resources: includes artifacts, archaeological sites, marine archaeological sites, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*.

Areas of archaeological potential: means areas with the likelihood to contain *archaeological resources*. Criteria to identify archaeological potential are established by the Province. The *Ontario Heritage Act* requires archaeological potential to be confirmed by a licensed archaeologist.

Areas of mineral potential: means areas favourable to the discovery of *mineral deposits* due to geology, the presence of known *mineral deposits* or other technical evidence.

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.

Brownfield sites: means 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.

Built heritage resource: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. *Built heritage resources* are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers.

Coastal wetland: means

- a) any *wetland* that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers); or
- b) 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.

Comprehensive rehabilitation: means rehabilitation of land from which *mineral aggregate resources* have been extracted that is coordinated and complementary, to the extent possible, with the rehabilitation of other sites in an area where there is a high concentration of *mineral aggregate operations*.

Comprehensive review: means

- a) for the purposes of policies 1.1.3.8, 1.1.3.9 and 1.3.2.4, an official plan review which is initiated by a planning authority, or an official plan amendment which is initiated or adopted by a planning authority, which:
 1. is based on a review of population and employment projections and which reflect projections and allocations by upper-tier municipalities and *provincial plans*, where applicable; considers alternative directions for growth or development; and determines how best

to accommodate the development while protecting provincial interests;

2. utilizes opportunities to accommodate projected growth or development through *intensification* and *redevelopment*; and considers physical constraints to accommodating the proposed development within existing *settlement area* boundaries;
3. is integrated with planning for *infrastructure* and *public service facilities*, and considers financial viability over the life cycle of these assets, which may be demonstrated through asset management planning;
4. confirms sufficient water quality, quantity and assimilative capacity of receiving water are available to accommodate the proposed development;
5. confirms that sewage and water services can be provided in accordance with policy 1.6.6; and
6. considers cross-jurisdictional issues.
- b) for the purposes of policy 1.1.6, means a review undertaken by a planning authority or comparable body which:
 1. addresses long-term population projections, *infrastructure* requirements and related matters;
 2. confirms that the lands to be developed do not comprise *specialty crop areas* in accordance with policy 2.3.2; and
 3. considers cross-jurisdictional issues.

In undertaking a *comprehensive review* the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary or development proposal.

Conserved: means the identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-

maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Cultural heritage landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. *Cultural heritage landscapes* may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.

Defined portions of the flooding hazard along connecting channels: means those areas which are critical to the conveyance of the flows associated with the *one hundred year flood level* along the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers, where *development or site alteration* will create *flooding hazards*, cause updrift and/or downdrift impacts and/or cause adverse environmental impacts.

Deposits of mineral aggregate resources: means an area of identified *mineral aggregate resources*, as delineated in Aggregate Resource Inventory Papers or comprehensive studies prepared using evaluation procedures established by the Province for surficial and bedrock resources, as amended from time to time, that has a sufficient quantity and quality to warrant present or future extraction.

Designated and available: means lands designated in the official plan for urban residential use. For municipalities where more detailed official plan policies (e.g. secondary plans) are required before development applications can be considered for approval, only lands that have commenced the more detailed planning process are considered to be

designated and available for the purposes of this definition.

Designated growth areas: means lands within *settlement areas* designated in an official plan for growth over the long-term planning horizon provided in policy 1.1.2, but which have not yet been fully developed. *Designated growth areas* include lands which are *designated and available* for residential growth in accordance with policy 1.4.1(a), as well as lands required for employment and other uses.

Designated vulnerable area: means areas defined as vulnerable, in accordance with provincial standards, by virtue of their importance as a drinking water source.

Development: means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the *Planning Act*, but does not include:

- a) activities that create or maintain *infrastructure* authorized under an environmental assessment process;
- b) works subject to the *Drainage Act*; or
- c) for the purposes of policy 2.1.4(a), underground or surface mining of *minerals* or advanced exploration on mining lands in *significant areas of mineral potential* in Ecoregion 5E, where advanced exploration has the same meaning as under the *Mining Act*. Instead, those matters shall be subject to policy 2.1.5(a).

Dynamic beach hazard: means areas of inherently unstable accumulations of shoreline sediments along the *Great Lakes - St. Lawrence River System* and *large inland lakes*, as identified by provincial standards, as amended from time to time. The *dynamic beach hazard* limit consists of the *flooding hazard* limit plus a dynamic beach allowance.

Ecological function: means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions.

Employment area: means those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

Endangered species: means a species that is classified as “Endangered Species” on the Species at Risk in Ontario List, as updated and amended from time to time.

Erosion hazard: means the loss of land, due to human or natural processes, that poses a threat to life and property. The *erosion hazard* limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.

Essential emergency service: means services which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion.

Fish: means fish, which as defined in the *Fisheries Act*, includes fish, shellfish, crustaceans, and marine animals, at all stages of their life cycles.

Fish habitat: as defined in the *Fisheries Act*, means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which *fish* depend directly or indirectly in order to carry out their life processes.

Flood fringe: for *river, stream and small inland lake systems*, means the outer portion of the *flood plain* between the *floodway* and the *flooding hazard* limit. Depths and velocities of flooding are generally less severe in the flood fringe than those experienced in the *floodway*.

Flood plain: for *river, stream and small inland lake systems*, means the area, usually low lands adjoining a watercourse, which has been or may be subject to *flooding hazards*.

Flooding hazard: means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

- a) along the shorelines of the *Great Lakes - St. Lawrence River System* and *large inland lakes*, the *flooding hazard* limit is based on the *one hundred year flood level* plus an allowance for *wave uprush* and *other water-related hazards*;
- b) along *river, stream and small inland lake systems*, the *flooding hazard* limit is the greater of:
 1. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;
 2. the *one hundred year flood*; and
 3. a flood which is greater than 1. or 2. which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources and Forestry;

except where the use of the *one hundred year flood* or the actually experienced event has been approved by the Minister of Natural Resources and Forestry as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).

Floodproofing standard: means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate *flooding hazards, wave uprush* and *other water-related hazards* along the shorelines of the *Great Lakes - St. Lawrence River System* and *large inland lakes*, and *flooding hazards* along *river, stream and small inland lake systems*.

Floodway: for *river, stream and small inland lake systems*, means the portion of the *flood*

plain where *development* and *site alteration* would cause a danger to public health and safety or property damage.

Where the one zone concept is applied, the *floodway* is the entire contiguous *flood plain*.

Where the *two zone concept* is applied, the *floodway* is the contiguous inner portion of the *flood plain*, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the *two zone concept* applies, the outer portion of the *flood plain* is called the *flood fringe*.

Freight-supportive: in regard to land use patterns, means transportation systems and facilities that facilitate the movement of goods. This includes policies or programs intended to support efficient freight movement through the planning, design and operation of land use and transportation systems. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Great Lakes - St. Lawrence River System: means the major water system consisting of Lakes Superior, Huron, St. Clair, Erie and Ontario and their connecting channels, and the St. Lawrence River within the boundaries of the Province of Ontario.

Green infrastructure: means natural and human-made elements that provide ecological and hydrological functions and processes. *Green infrastructure* can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

Ground water feature: means 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.

Habitat of endangered species and threatened species: means habitat within the meaning of Section 2 of the *Endangered Species Act, 2007*.

Hazardous forest types for wildland fire: means forest types assessed as being associated with the risk of high to extreme wildland fire using risk assessment tools established by the Ontario Ministry of Natural Resources and Forestry, as amended from time to time.

Hazardous lands: means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the *Great Lakes - St. Lawrence River System*, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the *flooding hazard, erosion hazard or dynamic beach hazard* limits. Along the shorelines of *large inland lakes*, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the *flooding hazard, erosion hazard or dynamic beach hazard* limits. Along *river, stream and small inland lake systems*, this means the land, including that covered by water, to the furthest landward limit of the *flooding hazard or erosion hazard* limits.

Hazardous sites: means property or lands that could be unsafe for *development* and *site alteration* due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography).

Hazardous substances: means substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

Heritage attributes: means the principal features or elements that contribute to a *protected heritage property's* cultural heritage value or interest, and may include the

property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a *protected heritage property*).

High quality: means primary and secondary sand and gravel resources and bedrock resources as defined in the Aggregate Resource Inventory Papers (ARIP).

Housing options: means a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi-residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, *affordable* housing, housing for people with *special needs*, and housing related to employment, institutional or educational uses.

Hydrologic function: means the functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things.

Impacts of a changing climate: means the present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.

Individual on-site sewage services: means sewage systems, as defined in O. Reg. 332/12 under the *Building Code Act, 1992*, that are owned, operated and managed by the owner of the property upon which the system is located.

Individual on-site water services: means individual, autonomous water supply systems that are owned, operated and managed by the owner of the property upon which the system is located.

Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. *Infrastructure* includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

Institutional use: for the purposes of policy 3.1.5, means land uses where there is a threat to the safe evacuation of vulnerable populations such as older persons, persons with disabilities, and those who are sick or young, during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion.

Intensification: means 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.

Large inland lakes: means those waterbodies having a surface area of equal to or greater than 100 square kilometres where there is not a measurable or predictable response to a single runoff event.

Legal or technical reasons: means severances for purposes such as easements, corrections of deeds, quit claims, and minor boundary adjustments, which do not result in the creation of a new lot.

Low and moderate income households: means

- a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the *regional market area*; or

- b) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the *regional market area*.

Major facilities: means facilities which may require separation from *sensitive land uses*, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, *rail facilities*, *marine facilities*, sewage treatment facilities, *waste management systems*, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

Major goods movement facilities and corridors: means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, *airports*, *rail facilities*, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are *freight-supportive* may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Marine facilities: means ferries, harbours, ports, ferry terminals, canals and associated uses, including designated lands for future *marine facilities*.

Mine hazard: means any feature of a mine as defined under the *Mining Act*, or any related disturbance of the ground that has not been rehabilitated.

Minerals: means metallic minerals and non-metallic minerals as herein defined, but does not include *mineral aggregate resources* or *petroleum resources*.

Metallic minerals means those minerals from which metals (e.g. copper, nickel, gold) are derived.

Non-metallic minerals means those minerals that are of value for intrinsic properties of the

minerals themselves and not as a source of metal. They are generally synonymous with industrial minerals (e.g. asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, and wollastonite).

Mineral aggregate operation: means

- a) lands under license or permit, other than for *wayside pits and quarries*, issued in accordance with the *Aggregate Resources Act*;
- b) for lands not designated under the *Aggregate Resources Act*, established pits and quarries that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and
- c) associated facilities used in extraction, transport, beneficiation, processing or recycling of *mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary related products.

Mineral aggregate resources: means 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*.

Mineral aggregate resource conservation: means

- a) the recovery and recycling of manufactured materials derived from mineral aggregates (e.g. glass, porcelain, brick, concrete, asphalt, slag, etc.), for re-use in construction, manufacturing, industrial or maintenance projects as a substitute for new mineral aggregates; and
- b) the wise use of mineral aggregates including utilization or extraction of on-site *mineral aggregate resources* prior to development occurring.

Mineral deposits: means areas of identified *minerals* that have sufficient quantity and quality based on specific geological evidence to warrant present or future extraction.

Mineral mining operation: means mining operations and associated facilities, or, past producing mines with remaining mineral development potential that have not been permanently rehabilitated to another use.

Minimum distance separation formulae: means formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Multimodal transportation system: means a transportation system which may include several forms of transportation such as automobiles, walking, trucks, cycling, buses, rapid transit, rail (such as commuter and freight), air and marine.

Municipal sewage services: means a sewage works within the meaning of section 1 of the *Ontario Water Resources Act* that is owned or operated by a municipality, including centralized and decentralized systems.

Municipal water services: means a municipal drinking-water system within the meaning of section 2 of the *Safe Drinking Water Act, 2002*, including centralized and decentralized systems.

Natural heritage features and areas: means features and areas, including *significant wetlands, significant coastal wetlands, other coastal wetlands* in Ecoregions 5E, 6E and 7E, *fish habitat, significant woodlands* and *significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River), *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.

Natural heritage system: means a system made up of *natural heritage features and areas*,

and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include *natural heritage features and areas*, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable ecological functions to continue. The Province has a recommended approach for identifying *natural heritage systems*, but municipal approaches that achieve or exceed the same objective may also be used.

Negative impacts: means

- a) in regard to policy 1.6.6.4 and 1.6.6.5, potential risks to human health and safety and degradation to the *quality and quantity of water, sensitive surface water features and sensitive ground water features*, and their related *hydrologic functions*, due to single, multiple or successive *development*. *Negative impacts* should be assessed through environmental studies including hydrogeological or water quality impact assessments, in accordance with provincial standards;
- b) in regard to policy 2.2, degradation to the *quality and quantity of water, sensitive surface water features and sensitive ground water features*, and their related *hydrologic functions*, due to single, multiple or successive *development* or *site alteration* activities;
- c) in regard to *fish habitat*, any permanent alteration to, or destruction of *fish habitat*, except where, in conjunction with the appropriate authorities, it has been authorized under the *Fisheries Act*; and
- d) in regard to other *natural heritage features and areas*, degradation that threatens the health and integrity of the natural features or *ecological functions* for which an area is identified due to single, multiple or successive *development* or *site alteration* activities.

Normal farm practices: means a practice, as defined in the *Farming and Food Production Protection Act, 1998*, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. Normal farm practices shall be consistent with the *Nutrient Management Act, 2002* and regulations made under that Act.

Oil, gas and salt hazards: means any feature of a well or work as defined under the *Oil, Gas and Salt Resources Act*, or any related disturbance of the ground that has not been rehabilitated.

On-farm diversified uses: means uses that are secondary to the principal agricultural use of the property, and are limited in area. *On-farm diversified uses* include, but are not limited to, home occupations, home industries, *agri-tourism uses*, and uses that produce value-added agricultural products. Ground-mounted solar facilities are permitted in *prime agricultural areas*, including *specialty crop areas*, only as *on-farm diversified uses*.

One hundred year flood: for *river, stream and small inland lake systems*, means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of 100 years on average, or having a 1% chance of occurring or being exceeded in any given year.

One hundred year flood level: means

- a) for the shorelines of the Great Lakes, the peak instantaneous stillwater level, resulting from combinations of mean monthly lake levels and wind setups, which has a 1% chance of being equalled or exceeded in any given year;
- b) in the connecting channels (St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers), the peak instantaneous stillwater level which has a 1% chance of being equalled or exceeded in any given year; and
- c) for large inland lakes, lake levels and wind setups that have a 1% chance of being

equalled or exceeded in any given year, except that, where sufficient water level records do not exist, the one hundred year flood level is based on the highest known water level and wind setups.

Other water-related hazards: means water-associated phenomena other than *flooding hazards* and *wave uprush* which act on shorelines. This includes, but is not limited to ship-generated waves, ice piling and ice jamming.

Partial services: means

- a) *municipal sewage services* or *private communal sewage services* combined with *individual on-site water services*; or
- b) *municipal water services* or *private communal water services* combined with *individual on-site sewage services*.

Petroleum resource operations: means oil, gas and salt wells and associated facilities and other drilling operations, oil field fluid disposal wells and associated facilities, and wells and facilities for the underground storage of natural gas and other hydrocarbons.

Petroleum resources: means oil, gas, and salt (extracted by solution mining method) and formation water resources which have been identified through exploration and verified by preliminary drilling or other forms of investigation. This may include sites of former operations where resources are still present or former sites that may be converted to underground storage for natural gas or other hydrocarbons.

Planned corridors: means corridors or future corridors which are required to meet projected needs, and are identified through *provincial plans*, preferred alignment(s) determined through the *Environmental Assessment Act* process, or identified through planning studies where the Ontario Ministry of Transportation, Metrolinx, Ontario Ministry of Energy, Northern Development and Mines or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing the identification of a corridor.

Approaches for the protection of *planned corridors* may be recommended in guidelines developed by the Province.

Portable asphalt plant: means a facility

- a) with equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and
- b) which is not of permanent construction, but which is to be dismantled at the completion of the construction project.

Portable concrete plant: means a building or structure

- a) with equipment designed to mix cementing materials, aggregate, water and admixtures to produce concrete, and includes stockpiling and storage of bulk materials used in the process; and
- b) which is not of permanent construction, but which is designed to be dismantled at the completion of the construction project.

Prime agricultural area: means areas where *prime agricultural lands* predominate. This includes areas of *prime agricultural lands* and associated Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. *Prime agricultural areas* may be identified by the Ontario Ministry of Agriculture and Food using guidelines developed by the Province as amended from time to time. A *prime agricultural area* may also be identified through an alternative agricultural land evaluation system approved by the Province.

Prime agricultural land: means *specialty crop areas* and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection.

Private communal sewage services: means a sewage works within the meaning of section 1 of the *Ontario Water Resources Act* that serves six or more lots or private residences and is not owned by a municipality.

Private communal water services: means a non-municipal drinking-water system within the meaning of section 2 of the *Safe Drinking Water Act, 2002* that serves six or more lots or private residences.

Protected heritage property: means property designated under Parts IV, V or VI of the *Ontario Heritage Act*; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

Protection works standards: means the combination of non-structural or structural works and allowances for slope stability and flooding/erosion to reduce the damage caused by *flooding hazards*, *erosion hazards* and *other water-related hazards*, and to allow access for their maintenance and repair.

Provincial and federal requirements: means

- a) in regard to policy 2.1.6, legislation and policies administered by the federal or provincial governments for the purpose of fisheries protection (including *fish* and *fish habitat*), and related, scientifically established standards such as water quality criteria for protecting lake trout populations; and
- b) in regard to policy 2.1.7, legislation and policies administered by the provincial government or federal government, where applicable, for the purpose of protecting species at risk and their habitat.

Provincial plan: means a provincial plan within the meaning of section 1 of the *Planning Act*.

Public service facilities: means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, long-term care services, and cultural services.

Public service facilities do not include *infrastructure*.

Quality and quantity of water: is measured by indicators associated with hydrologic function such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime.

Rail facilities: means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future *rail facilities*.

Recreation: means leisure time activity undertaken in built or natural settings for purposes of physical activity, health benefits, sport participation and skill development, personal enjoyment, positive social interaction and the achievement of human potential.

Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including *brownfield sites*.

Regional market area: refers to an area that has a high degree of social and economic interaction. The upper or single-tier municipality, or planning area, will normally serve as the *regional market area*. However, where a *regional market area* extends significantly beyond these boundaries, then the *regional market area* may be based on the larger market area. Where *regional market areas* are very large and sparsely populated, a smaller area, if defined in an official plan, may be utilized.

Renewable energy source: means an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces.

Renewable energy system: means a system that generates electricity, heat and/or cooling from a *renewable energy source*.

Reserve sewage system capacity: means design or planned capacity in a centralized waste water treatment facility which is not yet committed to existing or approved development. For the purposes of policy 1.6.6.6, reserve capacity for *private communal sewage services* and *individual on-site sewage services* is considered sufficient if the hauled sewage from the development can be treated and land-applied on agricultural land under the *Nutrient Management Act*, or disposed of at sites approved under the *Environmental Protection Act* or the *Ontario Water Resources Act*, but not by land-applying untreated, hauled sewage.

Reserve water system capacity: means design or planned capacity in a centralized water treatment facility which is not yet committed to existing or approved development.

Residence surplus to a farming operation: means an existing habitable farm residence that is rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation).

Residential intensification: means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

- redemption, including the redevelopment of *brownfield sites*;
- the development of vacant or underutilized lots within previously developed areas;
- infill development;
- development and introduction of new *housing options* within previously developed areas;
- the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, additional residential units, rooming houses, and other *housing options*.

River, stream and small inland lake systems: means all watercourses, rivers, streams, and

small inland lakes or waterbodies that have a measurable or predictable response to a single runoff event.

Rural areas: means a system of lands within municipalities that may include rural *settlement areas*, *rural lands*, *prime agricultural areas*, natural heritage features and areas, and resource areas.

Rural lands: means lands which are located outside *settlement areas* and which are outside *prime agricultural areas*.

Sensitive: in regard to *surface water features* and *ground water features*, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants.

Sensitive land uses: means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges generated by a nearby *major facility*. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

Settlement areas: means 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. In cases where land in *designated growth areas* is not available, the *settlement area* may be no larger than the area where development is concentrated.

Sewage and water services: includes *municipal sewage services* and *municipal water services*, *private communal sewage services* and *private communal water services*, *individual on-site sewage services* and *individual on-site water services*, and *partial services*.

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 and Forestry using evaluation procedures established by the Province, as amended from time to time;
- b) 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. These are to be identified using criteria established by the Ontario Ministry of Natural Resources and Forestry;
- c) in regard to other features and areas in policy 2.1, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or *natural heritage system*;
- d) in regard to *mineral* potential, an area identified as provincially significant through evaluation procedures developed by the Province, as amended from time to time, such as the Provincially Significant Mineral Potential Index; and
- e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.

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.

Site alteration: means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

For the purposes of policy 2.1.4(a), *site alteration* does not include underground or surface mining of *minerals* or advanced exploration on mining lands in *significant areas of mineral potential* in Ecoregion 5E, where advanced exploration has the same meaning as in the *Mining Act*. Instead, those matters shall be subject to policy 2.1.5(a).

Special needs: means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of *special needs* housing may include, but are not limited to long-term care homes, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.

Special Policy Area: means an area within a community that has historically existed in the *flood plain* and where site-specific policies, approved by both the Ministers of Natural Resources and Forestry and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning *development*. The criteria and procedures for approval are established by the Province.

A *Special Policy Area* is not intended to allow for new or intensified *development* and *site alteration*, if a community has feasible opportunities for *development* outside the *flood plain*.

Specialty crop area: means areas designated using guidelines developed by the Province, as amended from time to time. In these areas, specialty crops are predominantly grown such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil, usually resulting from:

- soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both;
- farmers skilled in the production of specialty crops; and
- a long-term investment of capital in areas such as crops, drainage, infrastructure and related facilities and services to produce, store, or process specialty crops.

Surface water feature: means 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.

Threatened species: means a species that is classified as "Threatened Species" on the Species at Risk in Ontario List, as updated and amended from time to time.

Transit-supportive: in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the *transportation system*. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Transportation demand management: means a set of strategies that result in more efficient use of the *transportation system* by influencing travel behaviour by mode, time of day,

frequency, trip length, regulation, route, or cost.

Transportation system: means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, *rail facilities*, parking facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, *airports*, *marine facilities*, ferries, canals and associated facilities such as storage and maintenance.

Two zone concept: means an approach to *flood plain* management where the *flood plain* is differentiated in two parts: the *floodway* and the *flood fringe*.

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.

Vulnerable: means surface and/or ground water that can be easily changed or impacted.

Waste management system: means sites and facilities to accommodate solid waste from one or more municipalities and includes recycling facilities, transfer stations, processing sites and disposal sites.

Watershed: means an area that is drained by a river and its tributaries.

Wave uprush: means the rush of water up onto a shoreline or structure following the breaking of a wave; the limit of wave uprush is the point of furthest landward rush of water onto the shoreline.

Wayside pits and quarries: means a temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.

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.

Wildland fire assessment and mitigation standards: means the combination of risk assessment tools and environmentally appropriate mitigation measures identified by the Ontario Ministry of Natural Resources and Forestry to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, infrastructure and property from wildland fire.

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 which are important to migratory or non-migratory species.

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. *Woodlands* may be delineated according to the *Forestry Act* definition or the Province's Ecological Land Classification system definition for "forest".

Ministry of Municipal Affairs and Housing

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Blackline Comparison between the PPS, 2014 and PPS, 2020

Blackline Document Legend

Text = Added text.

~~Text~~ = Removed text.

Text = Retained text.

Part I: Preamble

The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians.

The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The policies of the Provincial Policy Statement may be complemented by provincial plans or by locally-generated policies regarding matters of municipal interest. Provincial plans and municipal official plans provide a framework for comprehensive, integrated, place-based and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth, for the long term.

Municipal official plans are the most important vehicle for implementation of this Provincial Policy Statement and for achieving comprehensive, integrated and long-term planning. Official plans shall identify provincial interests and set out appropriate land use designations and policies.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas. In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement.

Zoning and development permit by-laws are also important for implementation of this Provincial Policy Statement. Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and this Provincial Policy Statement.

Land use planning is only one of the tools for implementing provincial interests. A wide range of legislation, regulations, policies and programs may ~~also~~apply to decisions with respect to Planning Act applications and affect planning matters, and assist in implementing these interests.

Within the Great Lakes – St. Lawrence River Basin, there may be circumstances where planning authorities should consider agreements related to the protection or restoration of the Great Lakes – St. Lawrence River Basin. Examples of these agreements include Great Lakes agreements between Ontario and Canada, between Ontario and Quebec and the Great Lakes States of the United States of America, and between Canada and the United States of America.

Part II: Legislative Authority

The Provincial Policy Statement is issued under the authority of section 3 of the *Planning Act* and came into effect on ~~April 30, 2014~~ [May 1, 2020](#).

In respect of the exercise of any authority that affects a planning matter, section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

[Comments, submissions or advice that affect a planning matter that are provided by the council of a municipality, a local board, a planning board, a minister or ministry, board, commission or agency of the government “shall be consistent with” this Provincial Policy Statement.](#)

Part III: How to Read the Provincial Policy Statement

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The Provincial Policy Statement supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

Read the Entire Provincial Policy Statement

The Provincial Policy Statement is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation. When more than one policy is relevant, a decision-maker should consider all of the relevant policies to understand how they work together. The language of each policy, including the Implementation and Interpretation policies, will assist decision-makers in understanding how the policies are to be implemented. While specific policies sometimes refer to other policies for ease of use, these cross-references do not take away from the need to read the Provincial Policy Statement as a whole. There is no implied priority in the order in which the policies appear.

Consider Specific Policy Language

When applying the Provincial Policy Statement it is important to consider the specific language of the policies. Each policy provides direction on how it is to be implemented, how it is situated within the broader Provincial Policy Statement, and how it relates to other policies. Some policies set out positive directives, such as “settlement areas shall be the focus of growth and development.” Other policies set out limitations and prohibitions, such as “development and site alteration shall not be permitted.” Other policies use enabling or supportive language, such as “should,” “promote” and “encourage.” The choice of language is intended to distinguish between the types of policies and the nature of implementation. There is some discretion when applying a policy with enabling or supportive language in contrast to a policy with a directive, limitation or prohibition.

Geographic Scale of Policies

The Provincial Policy Statement recognizes the diversity of Ontario and that local context is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld.

While the Provincial Policy Statement is to be read as a whole, not all policies will be applicable to every site, feature or area. The Provincial Policy Statement applies at a range of geographic scales.

Some of the policies refer to specific areas or features and can only be applied where these features or areas exist. Other policies refer to planning objectives that need to be considered in the context of the municipality or planning area as a whole, and are not necessarily applicable to a specific site or development proposal.

Policies Represent Minimum Standards

[The policies of the Provincial Policy Statement represent minimum standards.](#)

Within the framework of the provincial policy-led planning system, planning authorities and decision-makers may go beyond these minimum standards to address matters of importance to a specific community, unless doing so would conflict with any policy of the Provincial Policy Statement.

Defined Terms and Meanings

Except for references to legislation which are italicized, other italicized terms in the Provincial Policy Statement are defined in the Definitions section. For non-italicized terms, the normal meaning of the word applies. Terms may be italicized only in specific policies; for these terms, the defined meaning applies where they are italicized and the normal meaning applies where they are not italicized. Defined terms in the Definitions section are intended to capture both singular and plural forms of these terms in the policies.

Guidance Material

Guidance material and technical criteria may be issued from time to time to assist planning authorities and decision-makers with implementing the policies of the Provincial Policy Statement. Information, technical criteria and approaches outlined in guidance material are meant to support but not add to or detract from the policies of the Provincial Policy Statement.

Relationship with Provincial Plans

[The Provincial Policy Statement provides overall policy directions on matters of provincial interest related to land use planning and development in Ontario, and applies province-wide, except where this policy statement or another provincial plan provides otherwise.](#)

Provincial plans, such as the Greenbelt Plan, ~~the~~ [A Place to Grow: Growth Plan for the Greater Golden Horseshoe](#) and the Growth Plan for Northern Ontario, build upon the policy foundation

provided by the Provincial Policy Statement. They provide [additional](#) land use planning policies to address issues facing specific geographic areas in Ontario.

Provincial plans are to be read in conjunction with the Provincial Policy Statement. They take precedence over the policies of the Provincial Policy Statement to the extent of any conflict, except where the relevant legislation provides otherwise.

Where the policies of provincial plans address the same, similar, related, or overlapping matters as the policies of the Provincial Policy Statement, applying the more specific policies of the provincial plan satisfies the more general requirements of the Provincial Policy Statement. In contrast, where matters addressed in the Provincial Policy Statement do not overlap with policies in provincial plans, the policies in the Provincial Policy Statement must be independently satisfied.

Land use planning decisions made by municipalities, planning boards, the Province, or a commission or agency of the government must be consistent with the Provincial Policy Statement. Where provincial plans are in effect, planning decisions must conform or not conflict with them, as the case may be.

Part IV: Vision for Ontario's Land Use Planning System

The long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.

Ontario is a vast province with diverse urban, rural and northern communities which may face different challenges related to diversity in population, economic activity, pace of growth and physical and natural conditions. Some areas face challenges related to maintaining population and diversifying their economy, while other areas face challenges related to accommodating and managing the development and population growth which is occurring, while protecting important resources and the quality of the natural environment.

~~Ontario's~~The Province's rich cultural diversity is one of its distinctive and defining features. ~~The Provincial Policy Statement reflects Ontario's diversity~~Indigenous communities have a unique relationship with the land and its resources, which ~~includes~~continues to shape the ~~histories~~history and ~~cultures~~economy of ~~Aboriginal peoples, and is based on good land use planning principles that apply in communities across Ontario~~the Province today. Ontario recognizes the unique role Indigenous communities have in land use planning and development, and the contribution of Indigenous communities' perspectives and traditional knowledge to land use planning decisions. The Province recognizes the importance of consulting with Aboriginal communities on planning matters that may affect their ~~rights and interests~~section 35 Aboriginal or treaty rights. Planning authorities are encouraged to build constructive, cooperative relationships through meaningful engagement with Indigenous communities to facilitate knowledge-sharing in land use planning processes and inform decision-making.

The Provincial Policy Statement focuses growth and development within urban and rural settlement areas while supporting the viability of rural areas. It recognizes that the wise management of land use change may involve directing, promoting or sustaining development. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.

Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They ~~also~~ support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region.

Strong, liveable and healthy communities promote and enhance human health and social well-being, are economically and environmentally sound, and are resilient to climate change. The Province's natural heritage resources, water resources, including the Great Lakes, agricultural

resources, mineral resources, and cultural heritage and archaeological resources provide important environmental, economic and social benefits. The wise use and management of these resources over the long term is a key provincial interest. The Province must ensure that its resources are managed in a sustainable way to conserve biodiversity, protect essential ecological processes and public health and safety, provide for the production of food and fibre, minimize environmental and social impacts, [provide for recreational opportunities \(e.g. fishing, hunting and hiking\)](#) and meet its long-term needs.

It is equally important to protect the overall health and safety of the population, [including preparing for the impacts of a changing climate](#). The Provincial Policy Statement directs development away from areas of natural and human-made hazards. This preventative approach supports provincial and municipal financial well-being over the long term, protects public health and safety, and minimizes cost, risk and social disruption.

Taking action to conserve land and resources avoids the need for costly remedial measures to correct problems and supports economic and environmental principles.

Strong communities, a clean and healthy environment and a strong economy are inextricably linked. Long-term prosperity, human and environmental health and social well-being should take precedence over short-term considerations.

The fundamental principles set out in the Provincial Policy Statement apply throughout Ontario. To support our collective well-being, now and in the future, all land use must be well managed.

Part V: Policies

1.0 Building Strong Healthy Communities

Ontario is a vast province with urban, rural, and northern communities with diversity in population, economic activities, pace of growth, service levels and physical and natural conditions. Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

Accordingly:

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including ~~second~~single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of *settlement areas* in those areas which are adjacent or close to *settlement areas*;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by ~~identifying, preventing and removing~~addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary *infrastructure*, ~~electricity generation facilities and transmission and distribution systems~~, and *public service facilities* are or will be available to meet current and projected needs; ~~and~~

h) promoting development and land use patterns that conserve biodiversity; and
~~consider~~

i) preparing for the regional and local impacts of a changing climate.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to ~~2025~~ years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

Within *settlement areas*, sufficient land shall be made available through *intensification* and *redevelopment* and, if necessary, *designated growth areas*.

Nothing in policy 1.1.2 limits the planning for *infrastructure* ~~and~~ *public service facilities* and employment areas beyond a ~~2025~~-year time horizon.

1.1.3 Settlement Areas

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. Ontario's settlement areas vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

1.1.3.1 *Settlement areas* shall be the focus of growth and development, ~~and their vitality and regeneration shall be promoted.~~

1.1.3.2 Land use patterns within *settlement areas* shall be based on ~~a~~ densities and a mix of land uses which:

- a) ~~i~~ efficiently use land and resources;
- b) ~~ii~~ are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) ~~iii~~ minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) ~~iv~~ support *active transportation*;
- f) ~~v~~ are *transit-supportive*, where transit is planned, exists or may be developed; and
- g) ~~vi~~ are *freight-supportive*; ~~and~~.

~~b.~~ Land use patterns within settlement areas shall also be based on a range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas, including *brownfield sites*, and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs.

~~*Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.*~~

1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.5 Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.

1.1.3.6 New development taking place in *designated growth areas* should occur adjacent to the existing built-up area and ~~shall~~should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.

1.1.3.7 Planning authorities ~~shall~~should establish and implement phasing policies to ensure:

- a) that specified targets for *intensification* and *redevelopment* are achieved prior to, or concurrent with, new development within *designated growth areas*; and
- b) the orderly progression of development within *designated growth areas* and the timely provision of the *infrastructure* and *public service facilities* required to meet current and projected needs.

1.1.3.8 A planning authority may identify a *settlement area* or allow the expansion of a *settlement area* boundary only at the time of a *comprehensive review* and only where it has been demonstrated that:

- a) sufficient opportunities ~~for~~to accommodate growth and to satisfy market demand are not available through *intensification*, *redevelopment* and *designated growth areas* to accommodate the projected needs over the identified planning horizon;
- b) the *infrastructure* and *public service facilities* which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;

- c) in *prime agricultural areas*:
 - 1. the lands do not comprise *specialty crop areas*;
 - 2. alternative locations have been evaluated, and
 - i. there are no reasonable alternatives which avoid *prime agricultural areas*; and
 - ii. there are no reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*;
- d) the new or expanding *settlement area* is in compliance with the *minimum distance separation formulae*; and
- e) impacts from new or expanding *settlement areas* on agricultural operations which are adjacent or close to the *settlement area* are mitigated to the extent feasible.

~~In determining the most appropriate direction for expansions to the boundaries of *settlement areas* or the identification of a *settlement area* by a planning authority, a planning authority shall apply the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.~~ In undertaking a *comprehensive review*, the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary expansion or development proposal.

1.1.3.9 Notwithstanding policy 1.1.3.8, municipalities may permit adjustments of *settlement area* boundaries outside a *comprehensive review* provided:

- a) there would be no net increase in land within the *settlement areas*;
- b) the adjustment would support the municipality's ability to meet *intensification* and *redevelopment* targets established by the municipality;
- c) *prime agricultural areas* are addressed in accordance with 1.1.3.8 (c), (d) and (e); and
- d) the *settlement area* to which lands would be added is appropriately serviced and there is sufficient reserve *infrastructure* capacity to service the lands.

1.1.4 Rural Areas in Municipalities

Rural areas are important to the economic success of the Province and our quality of life. Rural areas are a system of lands that may include rural settlement areas, rural lands, prime agricultural areas, natural heritage features and areas, and other resource areas. Rural areas and urban areas are interdependent in terms of markets, resources and amenities. It is important to leverage rural assets and amenities and protect the environment as a foundation for a sustainable economy.

Ontario's rural areas have diverse population levels, natural resources, geographies and physical characteristics, and economies. Across rural Ontario, local circumstances vary by region. For example, northern Ontario's natural environment and vast geography offer different opportunities than the predominately agricultural areas of southern regions of the Province.

1.1.4.1 Healthy, integrated and viable *rural areas* should be supported by:

- a) building upon rural character, and leveraging rural amenities and assets;
- b) promoting regeneration, including the redevelopment of *brownfield sites*;
- c) accommodating an appropriate range and mix of housing in rural *settlement areas*;
- d) encouraging the conservation and *redevelopment* of existing rural housing stock on *rural lands*;
- e) using rural *infrastructure* and *public service facilities* efficiently;
- f) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;
- g) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;
- h) conserving biodiversity and considering the ecological benefits provided by nature; and
- i) providing opportunities for economic activities in *prime agricultural areas*, in accordance with policy 2.3.

1.1.4.2 In *rural areas*, rural *settlement areas* shall be the focus of growth and development and their vitality and regeneration shall be promoted.

1.1.4.3 When directing development in rural *settlement areas* in accordance with policy 1.1.3, planning authorities shall give consideration to rural characteristics, the scale of development and the provision of appropriate service levels.

1.1.4.4 Growth and development may be directed to *rural lands* in accordance with policy 1.1.5, including where a municipality does not have a *settlement area*.

1.1.5 Rural Lands in Municipalities

1.1.5.1 When directing development on *rural lands*, a planning authority shall apply the relevant policies of Section 1: Building Strong Healthy Communities, as well as the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

1.1.5.2 On *rural lands* located in municipalities, permitted uses are:

- a) the management or use of resources;
- b) resource-based recreational uses (including recreational dwellings);
- c) ~~limited~~ residential development, including lot creation, that is locally appropriate;
- d) agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices, in accordance with provincial standards;

- e) ~~⊕~~ home occupations and home industries;
- f) ~~⊕~~ cemeteries; and
- g) ~~⊕~~ other rural land uses.

1.1.5.3 Recreational, tourism and other economic opportunities should be promoted.

1.1.5.4 Development that is compatible with the rural landscape and can be sustained by rural service levels should be promoted.

1.1.5.5 Development shall be appropriate to the *infrastructure* which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this *infrastructure*.

1.1.5.6 Opportunities should be retained to locate new or expanding land uses that require separation from other uses.

1.1.5.7 Opportunities to support a diversified rural economy should be promoted by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.

1.1.5.8 ~~Agricultural uses, agriculture-related uses, on farm diversified uses and normal farm practices should be promoted and protected in accordance with provincial standards.~~ New land uses, including the creation of lots, and new or expanding livestock facilities, shall comply with the minimum distance separation formulae.

1.1.6 Territory Without Municipal Organization

1.1.6.1 On *rural lands* located in territory without municipal organization, the focus of development activity shall be related to the sustainable management or use of resources and resource-based recreational uses (including recreational dwellings).

1.1.6.2 Development shall be appropriate to the *infrastructure* which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this *infrastructure*.

1.1.6.3 The establishment of new permanent townsites shall not be permitted.

1.1.6.4 In areas adjacent to and surrounding municipalities, only development that is related to the sustainable management or use of resources and resource-based recreational uses (including recreational dwellings) shall be permitted. Other uses may only be permitted if:

- a) the area forms part of a planning area;
- b) the necessary *infrastructure* and *public service facilities* are planned or available to support the development and are financially viable over their life cycle; and
- c) it has been determined, as part of a *comprehensive review*, that the impacts of development will not place an undue strain on the *public service facilities* and *infrastructure* provided by adjacent municipalities, regions and/or the Province.

1.2 Coordination

- 1.2.1** A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:
- a) managing and/or promoting growth and development that is integrated with infrastructure planning;
 - b) economic development strategies;
 - c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
 - d) ~~infrastructure, electricity generation facilities and transmission and distribution systems;~~ *multimodal transportation systems, public service facilities and waste management systems*;
 - e) ecosystem, shoreline, watershed, and Great Lakes related issues;
 - f) natural and human-made hazards;
 - g) population, housing and employment projections, based on *regional market areas*; and
 - h) addressing housing needs in accordance with provincial policy statements such as the ~~Ontario Housing~~ Policy Statement: Service Manager Housing and Homelessness Plans.
- 1.2.2** Planning authorities ~~are encouraged to~~ shall engage with Indigenous communities and coordinate on land use planning matters ~~with Aboriginal communities~~.
- 1.2.3** Planning authorities should coordinate emergency management and other economic, environmental and social planning considerations to support efficient and resilient communities.
- 1.2.4** Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:
- a) identify, ~~coordinate~~ and allocate population, housing and employment projections for lower-tier municipalities. Allocations and projections by upper-tier municipalities shall be based on and reflect *provincial plans* where these exist and informed by provincial guidelines;
 - b) identify areas where growth or development will be directed, including the identification of nodes and the corridors linking these nodes;
 - c) identify targets for *intensification* and *redevelopment* within all or any of the lower-tier municipalities, including minimum targets that should be met before expansion of the boundaries of *settlement areas* is permitted in accordance with policy 1.1.3.8;

- d) where major transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors and stations, including minimum targets that should be met before expansion of the boundaries of *settlement areas* is permitted in accordance with policy 1.1.3.8; and
- e) ~~identify and~~ provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.

1.2.5 Where there is no upper-tier municipality, planning authorities shall ensure that policy 1.2.4 is addressed as part of the planning process, and should coordinate these matters with adjacent planning authorities.

1.2.6 Land Use Compatibility

1.2.6.1 *Major facilities and sensitive land uses* ~~should~~shall be planned ~~to ensure they are appropriately designed, buffered and/or separated from each other and developed to prevent~~avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.

1.2.6.2 Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:

- a) there is an identified need for the proposed use;
- b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
- c) adverse effects to the proposed sensitive land use are minimized and mitigated; and
- d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

1.3 Employment

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment ~~and~~, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

- c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d) ➞ encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and
- e) ➞ ensuring the necessary *infrastructure* is provided to support current and projected needs.

1.3.2 Employment Areas

1.3.2.1 Planning authorities shall plan for, protect and preserve *employment areas* for current and future uses and ensure that the necessary *infrastructure* is provided to support current and projected needs.

1.3.2.2 At the time of the official plan review or update, planning authorities should assess *employment areas* identified in local official plans to ensure that this designation is appropriate to the planned function of the *employment area*.

Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from *sensitive land uses* to maintain the long-term operational and economic viability of the planned uses and function of these areas.

1.3.2.3 Within *employment areas* planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other *sensitive land uses* that are not ancillary to the primary employment uses in order to maintain land use compatibility.

Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-*employment areas*.

1.3.2.24 Planning authorities may permit conversion of lands within *employment areas* to non-employment uses through a *comprehensive review*, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

1.3.2.5 Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing *employment areas* may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation working together with affected upper and single-tier municipalities and subject to the following:

- a) there is an identified need for the conversion and the land is not required for employment purposes over the long term;

- b) the proposed uses would not adversely affect the overall viability of the *employment area*; and
- c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.

1.3.2.36 Planning authorities shall protect *employment areas* in proximity to *major goods movement facilities and corridors* for employment uses that require those locations.

1.3.2.47 Planning authorities may plan beyond ~~2025~~ years for the long-term protection of employment areas provided lands are not designated beyond the planning horizon identified in policy 1.1.2.

1.4 Housing

1.4.1 To provide for an appropriate range and mix of *housing types*~~options~~ and densities required to meet projected requirements of current and future residents of the *regional market area*, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of ~~10~~15 years through *residential intensification* and *redevelopment* and, if necessary, lands which are *designated and available* for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate *residential intensification* and *redevelopment, and land in draft approved and registered plans.*

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate *residential intensification* and *redevelopment*, and land in draft approved and registered plans.

1.4.2 Where planning is conducted by an upper-tier municipality:

- a) the land and unit supply maintained by the lower-tier municipality identified in policy 1.4.1 shall be based on and reflect the allocation of population and units by the upper-tier municipality; and
- b) the allocation of population and units by the upper-tier municipality shall be based on and reflect *provincial plans* where these exist.

1.4.3 Planning authorities shall provide for an appropriate range and mix of *housing types*~~options~~ and densities to meet projected ~~requirements~~market-based and affordable housing needs of current and future residents of the *regional market area* by:

- a) establishing and implementing minimum targets for the provision of housing which is *affordable to low and moderate income households* and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the

lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;

- b) permitting and facilitating:
 - 1. all ~~forms of~~ housing options required to meet the social, health, economic and well-being requirements of current and future residents, including *special needs* requirements and needs arising from demographic changes and employment opportunities; and
 - 2. all ~~forms~~types of *residential intensification*, including ~~second~~additional residential units, and *redevelopment* in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation* and transit in areas where it exists or is to be developed;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) ~~e)~~ establishing development standards for *residential intensification*, *redevelopment* and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate *active transportation* and community connectivity;
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for *recreation*, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- c) providing opportunities for public access to shorelines; and
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

1.6 Infrastructure and Public Service Facilities

1.6.1 ~~Infrastructure, electricity generation facilities and transmission and distribution systems,~~ and *public service facilities* shall be provided in ~~a co-ordinated,~~an efficient ~~and cost-~~

~~effective~~ manner that ~~considers~~prepares for the impacts ~~from~~of a changing climate ~~change~~ while accommodating projected needs.

Planning for ~~infrastructure, electricity generation facilities and transmission and distribution systems,~~ and *public service facilities* shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b) available to meet current and projected needs.

1.6.2 Planning authorities should promote *green infrastructure* to complement *infrastructure*.

1.6.3 Before consideration is given to developing new *infrastructure* and *public service facilities*:

- a) the use of existing *infrastructure* and *public service facilities* should be optimized; and
- b) opportunities for adaptive re-use should be considered, wherever feasible.

1.6.4 *Infrastructure* and *public service facilities* should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protecting Public Health and Safety.

1.6.5 *Public service facilities* should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and *active transportation*.

1.6.6 Sewage, Water and Stormwater

1.6.6.1 Planning for *sewage and water services* shall:

- a) ~~direct and~~ accommodate ~~expected~~forecasted growth ~~or development~~ in a manner that promotes the efficient use and optimization of existing:
 - 1. *municipal sewage services* and *municipal water services*; and
 - 2. *private communal sewage services* and *private communal water services*, where *municipal sewage services* and *municipal water services* are not available or feasible;
- b) ensure that these systems are provided in a manner that
 - 1. can be sustained by the water resources upon which such services rely;
 - 2. prepares for the impacts of a changing climate;
 - 3. ~~2-~~ is feasible, and financially viable ~~and complies with all regulatory requirements over their lifecycle~~; and
 - 4. ~~3-~~ protects human health and safety, and the natural environment;

- c) promote water conservation and water use efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process; and
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.

1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. ~~Intensification and redevelopment~~ Within settlement areas ~~on~~with existing municipal sewage services and municipal water services ~~should~~, intensification and redevelopment shall be promoted, wherever feasible to optimize the use of the services.*

1.6.6.3 *Where municipal sewage services and municipal water services are not ~~provided~~available, ~~municipalities may allow the use of~~planned or feasible, private communal sewage services and private communal water services are the preferred form of servicing for multi-unit/lot development to support protection of the environment and minimize potential risks to human health and safety.*

1.6.6.4 *Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not ~~provided~~available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In settlement areas, ~~these~~individual on-site sewage services and individual on-site water services may ~~only~~ be used for infilling and minor rounding out of existing development.*

At the time of the official plan review or update, planning authorities should assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the character of rural settlement areas. Where planning is conducted by an upper-tier municipality, the upper-tier municipality should work with lower-tier municipalities at the time of the official plan review or update to assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the desired character of rural settlement areas and the feasibility of other forms of servicing set out in policies 1.6.6.2 and 1.6.6.3.

1.6.6.5 *Partial services shall only be permitted in the following circumstances:*

- a) where they are necessary to address failed *individual on-site sewage services* and *individual on-site water services* in existing development; or
- b) within *settlement areas*, to allow for infilling and minor rounding out of existing development on *partial services* provided that site conditions are suitable for the long-term provision of such services with no negative impacts.

Where *partial services* have been provided to address failed services in accordance with subsection (a), infilling on existing lots of record in *rural areas* in municipalities may be permitted where this would represent a logical and financially viable connection to the existing *partial service* and provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*. In accordance with subsection (a), the extension of *partial services* into *rural areas* is only permitted to address failed *individual on-site sewage* and *individual on-site water services* for existing development.

1.6.6.6 Subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5, planning authorities may allow lot creation only if there is confirmation of sufficient *reserve sewage system capacity* and *reserve water system capacity* within *municipal sewage services* and *municipal water services* or *private communal sewage services* and *private communal water services*. The determination of sufficient *reserve sewage system capacity* shall include treatment capacity for hauled sewage from *private communal sewage services* and *individual on-site sewage services*.

1.6.6.7 Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- b) ~~a)~~ minimize, or, where possible, prevent increases in contaminant loads;
- c) ~~b)~~ minimize erosion and changes in water balance, and ~~erosion~~ prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- d) ~~e) not increase~~ mitigate risks to human health ~~and,~~ safety ~~and,~~ property ~~damage and~~ the environment;
- e) ~~d)~~ maximize the extent and function of vegetative and pervious surfaces; and
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

1.6.7 Transportation Systems

1.6.7.1 *Transportation systems* should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.2 Efficient use ~~shall~~ should be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.

1.6.7.3 As part of a *multimodal transportation system*, connectivity within and among *transportation systems* and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and *active transportation*.

~~1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process.~~

1.6.8 Transportation and Infrastructure Corridors

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

1.6.8.2 *Major goods movement facilities and corridors* shall be protected for the long term.

1.6.8.3 Planning authorities shall not permit *development* in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New *development* proposed on *adjacent lands* to existing or *planned corridors* and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

1.6.8.4 The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.

1.6.8.5 The co-location of linear *infrastructure* should be promoted, where appropriate.

1.6.8.5 When planning for corridors and rights-of-way for significant transportation, electricity transmission, and *infrastructure* facilities, consideration will be given to the significant resources in Section 2: Wise Use and Management of Resources.

1.6.9 Airports, Rail and Marine Facilities

1.6.9.1 Planning for land uses in the vicinity of *airports*, *rail facilities* and *marine facilities* shall be undertaken so that:

- a) their long-term operation and economic role is protected; and
- b) *airports*, *rail facilities* and *marine facilities* and *sensitive land uses* are appropriately designed, buffered and/or separated from each other, in accordance with policy 1.2.6.

1.6.9.2 *Airports* shall be protected from incompatible land uses and development by:

- a) prohibiting new residential *development* and other sensitive land uses in areas near *airports* above 30 NEF/NEP;
- b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP

only if it has been demonstrated that there will be no negative impacts on the long-term function of the *airport*; and

- c) discouraging land uses which may cause a potential aviation safety hazard.

1.6.10 Waste Management

1.6.10.1 *Waste management systems* need to be provided that are of an appropriate size and type to accommodate present and future requirements, and facilitate, encourage and promote reduction, reuse and recycling objectives. ~~Planning authorities should consider the implications of development and land use patterns on waste generation, management and diversion.~~

Waste management systems shall be located and designed in accordance with provincial legislation and standards.

1.6.11 Energy supply

1.6.11.1 Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, ~~to accommodate current~~ district energy, and ~~projected needs.~~

~~1.6.11.2 Planning authorities should promote~~ *renewable energy systems and alternative energy systems, where feasible, in accordance with provincial and federal requirements* to accommodate current and projected needs.

1.7 Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- c) ~~b)~~ optimizing the long-term availability and use of land, resources, *infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;*
- d) ~~e)~~ maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
- e) ~~e)~~ encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including *built heritage resources and cultural heritage landscapes;*
- f) ~~e)~~ promoting the redevelopment of *brownfield sites;*

- g) ~~f)~~ providing for an efficient, cost-effective, reliable *multimodal transportation system* that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;
- h) ~~g)~~ providing opportunities for sustainable tourism development;
- i) ~~h)~~ sustaining and enhancing the viability of the *agricultural system* through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and ~~promoting~~ maintaining and improving the sustainability of agri- food and agriproduct businesses by protecting agricultural resources, and minimizing land use conflicts network;
- j) ~~i)~~ promoting energy conservation and providing opportunities for ~~development of renewable~~ increased energy ~~systems and alternative energy systems, including district energy~~ supply;
- k) ~~j)~~ minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and
- l) ~~k)~~ encouraging efficient and coordinated communications and telecommunications infrastructure.

1.8 Energy Conservation, Air Quality and Climate Change

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate ~~change adaptation~~ through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
- d) focus freight-intensive land uses to areas well served by major highways, *airports*, *rail facilities* and *marine facilities*;
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f) promote design and orientation which:
 - ~~+~~ maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and

~~2. maximizes opportunities for the use of renewable energy systems and alternative energy systems~~ *green infrastructure*; and

- g) maximize vegetation within settlement areas, where feasible.

2.0 Wise Use and Management of Resources

Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.

Accordingly:

2.1 Natural Heritage

2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term *ecological function* and biodiversity of *natural heritage systems*, should be maintained, restored or, where possible, improved, recognizing linkages between and among *natural heritage features and areas*, *surface water features* and *ground water features*.

2.1.3 *Natural heritage systems* shall be identified in Ecoregions 6E & 7E¹, recognizing that *natural heritage systems* will vary in size and form in *settlement areas*, *rural areas*, and *prime agricultural areas*.

2.1.4 *Development and site alteration* shall not be permitted in:

- a) *significant wetlands* in Ecoregions 5E, 6E and 7E¹; and
- b) *significant coastal wetlands*.

2.1.5 *Development and site alteration* shall not be permitted in:

- a) *significant wetlands* in the Canadian Shield north of Ecoregions 5E, 6E and 7E¹;
- b) *significant woodlands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
- c) *significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
- d) *significant wildlife habitat*;
- e) *significant areas of natural and scientific interest*; and
- f) *coastal wetlands* in Ecoregions 5E, 6E and 7E¹ that are not subject to policy 2.1.4(b) unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions*.

¹ Ecoregions 5E, 6E and 7E are shown on Figure 1.

2.1.6 *Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*

2.1.7 *Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*

2.1.8 *Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

2.1.9 Nothing in policy 2.1 is intended to limit the ability of agricultural uses to continue.

2.2 Water

2.2.1 Planning authorities shall protect, improve or restore the *quality and quantity of water* by:

- a) using the *watershed* as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;
- b) minimizing potential *negative impacts*, including cross-jurisdictional and cross-watershed impacts;
- c) [evaluating and preparing for the impacts of a changing climate to water resource systems at the watershed level;](#)
- d) ➔ identifying water resource systems consisting of *ground water features, hydrologic functions, natural heritage features and areas, and surface water features* including shoreline areas, which are necessary for the ecological and hydrological integrity of the *watershed*;
- e) ➔ maintaining linkages and related functions among *ground water features, hydrologic functions, natural heritage features and areas, and surface water features* including shoreline areas;
- f) ➔ implementing necessary restrictions on *development and site alteration* to:
 - 1. protect all municipal drinking water supplies and *designated vulnerable areas*; and
 - 2. protect, improve or restore *vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions*;
- g) ➔ planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;

- h) ~~g)~~ ensuring consideration of environmental lake capacity, where applicable; and
- i) ~~h)~~ ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.

2.2.2 *Development and site alteration* shall be restricted in or near *sensitive surface water features* and *sensitive ground water features* such that these features and their related *hydrologic functions* will be protected, improved or restored.

Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore *sensitive surface water features*, *sensitive ground water features*, and their *hydrologic functions*.

2.3 Agriculture

2.3.1 *Prime agricultural areas* shall be protected for long-term use for agriculture.

Prime agricultural areas are areas where *prime agricultural lands* predominate. *Specialty crop areas* shall be given the highest priority for protection, followed by Canada Land Inventory Class 1, 2, and 3 lands, and any associated Class 4 through 7 lands within the *prime agricultural area*, in this order of priority.

2.3.2 Planning authorities shall designate *prime agricultural areas* and *specialty crop areas* in accordance with guidelines developed by the Province, as amended from time to time.

Planning authorities are encouraged to use an *agricultural system* approach to maintain and enhance the geographic continuity of the agricultural land base and the functional and economic connections to the *agri-food network*.

2.3.3 Permitted Uses

2.3.3.1 In *prime agricultural areas*, permitted uses and activities are: *agricultural uses*, *agriculture-related uses* and *on-farm diversified uses*.

Proposed *agriculture-related uses* and *on-farm diversified uses* shall be compatible with, and shall not hinder, surrounding agricultural operations. Criteria for these uses may be based on guidelines developed by the Province or municipal approaches, as set out in municipal planning documents, which achieve the same objectives.

2.3.3.2 In *prime agricultural areas*, all types, sizes and intensities of *agricultural uses* and *normal farm practices* shall be promoted and protected in accordance with provincial standards.

2.3.3.3 New land uses in *prime agricultural areas*, including the creation of lots, and new or expanding livestock facilities, shall comply with the *minimum distance separation formulae*.

2.3.4 Lot Creation and Lot Adjustments

2.3.4.1 Lot creation in *prime agricultural areas* is discouraged and may only be permitted for:

- a) *agricultural uses*, provided that the lots are of a size appropriate for the type of agricultural use(s) common in the area and are sufficiently large to maintain flexibility for future changes in the type or size of agricultural operations;
- b) *agriculture-related uses*, provided that any new lot will be limited to a minimum size needed to accommodate the use and appropriate *sewage and water services*;
- c) a *residence surplus to a farming operation* as a result of farm consolidation, provided that:
 - 1. the new lot will be limited to a minimum size needed to accommodate the use and appropriate *sewage and water services*; and
 - 2. the planning authority ensures that new residential dwellings are prohibited on any remnant parcel of farmland created by the severance. The approach used to ensure that no new residential dwellings are permitted on the remnant parcel may be recommended by the Province, or based on municipal approaches which achieve the same objective; and
- d) *infrastructure*, where the facility or corridor cannot be accommodated through the use of easements or rights-of-way.

2.3.4.2 Lot adjustments in *prime agricultural areas* may be permitted for *legal or technical reasons*.

2.3.4.3 The creation of new residential lots in *prime agricultural areas* shall not be permitted, except in accordance with policy 2.3.4.1 (c).

2.3.5 Removal of Land from Prime Agricultural Areas

2.3.5.1 Planning authorities may only exclude land from *prime agricultural areas* for expansions of or identification of *settlement areas* in accordance with policy 1.1.3.8.

2.3.6 Non-Agricultural Uses in Prime Agricultural Areas

2.3.6.1 Planning authorities may only permit non-agricultural uses in *prime agricultural areas* for:

- a) extraction of *minerals, petroleum resources* and *mineral aggregate resources*, ~~in accordance with policies 2.4 and 2.5~~; or
- b) limited non-residential uses, provided that all of the following are demonstrated:
 - 1. the land does not comprise a *specialty crop area*;
 - 2. The proposed use complies with the *minimum distance separation formulae*;

3. there is an identified need within the planning horizon provided for in policy 1.1.2 for additional land ~~to be designated~~ to accommodate the proposed use; and
4. alternative locations have been evaluated, and
 - i. there are no reasonable alternative locations which avoid *prime agricultural areas*; and
 - ii. there are no reasonable alternative locations in *prime agricultural areas* with lower priority agricultural lands.

2.3.6.2 Impacts from any new or expanding non-agricultural uses on surrounding agricultural operations and lands are to be mitigated to the extent feasible.

2.4 Minerals and Petroleum

2.4.1 *Minerals and petroleum resources* shall be protected for long-term use.

2.4.2 Protection of Long-Term Resource Supply

2.4.2.1 *Mineral mining operations and petroleum resource operations* shall be identified and protected from *development* and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact.

2.4.2.2 Known *mineral deposits*, known *petroleum resources* and *significant areas of mineral potential* shall be identified and *development* and activities in these resources or on *adjacent lands* which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:

- a) resource use would not be feasible; or
- b) the proposed land use or development serves a greater long-term public interest; and
- c) issues of public health, public safety and environmental impact are addressed.

2.4.3 Rehabilitation

2.4.3.1 Rehabilitation to accommodate subsequent land uses shall be required after extraction and other related activities have ceased. Progressive rehabilitation should be undertaken wherever feasible.

2.4.4 Extraction in Prime Agricultural Areas

2.4.4.1 Extraction of *minerals* and *petroleum resources* is permitted in *prime agricultural areas* provided that the site will be rehabilitated.

2.5 Mineral Aggregate Resources

2.5.1 *Mineral aggregate resources* shall be protected for long-term use and, where provincial information is available, *deposits of mineral aggregate resources* shall be identified.

2.5.2 Protection of Long-Term Resource Supply

2.5.2.1 As much of the *mineral aggregate resources* as is realistically possible shall be made available as close to markets as possible.

Demonstration of need for *mineral aggregate resources*, including any type of supply/demand analysis, shall not be required, notwithstanding the availability, designation or licensing for extraction of *mineral aggregate resources* locally or elsewhere.

2.5.2.2 Extraction shall be undertaken in a manner which minimizes social, economic and environmental impacts.

2.5.2.3 *Mineral aggregate resource conservation* shall be undertaken, including through the use of accessory aggregate recycling facilities within operations, wherever feasible.

2.5.2.4 *Mineral aggregate operations* shall be protected from *development* and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact. Existing *mineral aggregate operations* shall be permitted to continue without the need for official plan amendment, rezoning or development permit under the *Planning Act*. [Where the Aggregate Resources Act applies, only processes under the Aggregate Resources Act shall address the depth of extraction of new or existing mineral aggregate operations.](#) When a license for extraction or operation ceases to exist, policy 2.5.2.5 continues to apply.

2.5.2.5 In known *deposits of mineral aggregate resources* and on *adjacent lands*, *development* and activities which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:

- a) resource use would not be feasible; or
- b) the proposed land use or development serves a greater long-term public interest; and
- c) issues of public health, public safety and environmental impact are addressed.

2.5.3 Rehabilitation

2.5.3.1 Progressive and final rehabilitation shall be required to accommodate subsequent land uses, to promote land use compatibility, to recognize the interim nature of extraction, and to mitigate negative impacts to the extent possible. Final rehabilitation shall take surrounding land use and approved land use designations into consideration.

2.5.3.2 *Comprehensive rehabilitation* planning is encouraged where there is a concentration of mineral aggregate operations.

2.5.3.3 In parts of the Province not designated under the *Aggregate Resources Act*, rehabilitation standards that are compatible with those under the Act should be adopted for extraction operations on private lands.

2.5.4 Extraction in Prime Agricultural Areas

2.5.4.1 In *prime agricultural areas*, on *prime agricultural land*, extraction of *mineral aggregate resources* is permitted as an interim use provided that the site will be rehabilitated back to an *agricultural condition*.

Complete rehabilitation to an *agricultural condition* is not required if:

- a) outside of a *specialty crop area*, there is a substantial quantity of *mineral aggregate resources* below the water table warranting extraction, or the depth of planned extraction in a quarry makes restoration of pre-extraction agricultural capability unfeasible;
- b) in a *specialty crop area*, there is a substantial quantity of *high quality mineral aggregate resources* below the water table warranting extraction, and the depth of planned extraction makes restoration of pre-extraction agricultural capability unfeasible;
- c) other alternatives have been considered by the applicant and found unsuitable. The consideration of other alternatives shall include resources in areas of Canada Land Inventory Class 4 through 7 lands, resources on lands identified as *designated growth areas*, and resources on *prime agricultural lands* where rehabilitation is feasible. Where no other alternatives are found, *prime agricultural lands* shall be protected in this order of priority: *specialty crop areas*, Canada Land Inventory Class 1, 2 and 3 lands; and
- d) agricultural rehabilitation in remaining areas is maximized.

2.5.5 Wayside Pits and Quarries, Portable Asphalt Plants and Portable Concrete Plants

2.5.5.1 *Wayside pits and quarries, portable asphalt plants and portable concrete plants* used on public authority contracts shall be permitted, without the need for an official plan amendment, rezoning, or development permit under the *Planning Act* in all areas, except those areas of existing development or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities.

2.6 Cultural Heritage and Archaeology

2.6.1 *Significant built heritage resources and significant cultural heritage landscapes* shall be conserved.

- 2.6.2** *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*
- 2.6.3** Planning authorities shall not permit *development and site alteration on adjacent lands to protected heritage property* except where the proposed *development and site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved*.
- 2.6.4** Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.
- 2.6.5** Planning authorities shall engage with Indigenous communities and consider ~~the~~their interests ~~of Aboriginal communities in conserving~~when identifying, protecting and managing cultural heritage and archaeological resources.

3.0 Protecting Public Health and Safety

Ontario's long-term prosperity, environmental health and social well-being depend on reducing the potential for public cost or risk to Ontario's residents from natural or human-made hazards. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

Mitigating potential risk to public health or safety or of property damage from natural hazards, including the risks that may be associated with the impacts of a changing climate, will require the Province, planning authorities, and conservation authorities to work together.

Accordingly:

3.1 Natural Hazards

3.1.1 Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:

- a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;
- b) *hazardous lands* adjacent to *river, stream and small inland lake systems* which are impacted by *flooding hazards* and/or *erosion hazards*; and
- c) *hazardous sites*.

3.1.2 *Development and site alteration* shall not be permitted within:

- a) the dynamic beach hazard;
- b) *defined portions of the flooding hazard along connecting channels* (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);
- c) areas that would be rendered inaccessible to people and vehicles during times of *flooding hazards, erosion hazards* and/or *dynamic beach hazards*, unless it has been demonstrated that the site has safe access appropriate for the nature of the *development* and the natural hazard; and
- d) a *floodway* regardless of whether the area of inundation contains high points of land not subject to flooding.

3.1.3 Planning authorities shall ~~consider~~prepare for the ~~potential~~ impacts of a changing climate change that may increase the risk associated with natural hazards.

3.1.4 Despite policy 3.1.2, *development and site alteration* may be permitted in certain areas associated with the *flooding hazard* along *river, stream and small inland lake systems*:

- a) in those exceptional situations where a *Special Policy Area* has been approved. The designation of a *Special Policy Area*, and any change or modification to the official plan policies, land use designations or boundaries applying to *Special Policy Area*

lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources [and Forestry](#) prior to the approval authority approving such changes or modifications; or

- b) where the *development* is limited to uses which by their nature must locate within the *floodway*, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.

3.1.5 *Development* shall not be permitted to locate in *hazardous lands* and *hazardous sites* where the use is:

- a) an *institutional use* including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;
- b) an *essential emergency service* such as that provided by fire, police and ambulance stations and electrical substations; or
- c) uses associated with the disposal, manufacture, treatment or storage of *hazardous substances*.

3.1.6 Where the *two zone concept* for *flood plains* is applied, *development* and *site alteration* may be permitted in the *flood fringe*, subject to appropriate floodproofing to the *flood hazard* elevation or another *flood hazard* standard approved by the Minister of Natural Resources [and Forestry](#).

3.1.7 Further to policy 3.1.6, and except as prohibited in policies 3.1.2 and 3.1.5, *development* and *site alteration* may be permitted in those portions of *hazardous lands* and *hazardous sites* where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:

- a) *development* and *site alteration* is carried out in accordance with *floodproofing standards*, *protection works standards*, and *access standards*;
- b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
- c) new hazards are not created and existing hazards are not aggravated; and
- d) no adverse environmental impacts will result.

3.1.8 *Development* shall generally be directed to areas outside of lands that are unsafe for *development* due to the presence of *hazardous forest types* for *wildland fire*.

Development may however be permitted in lands with *hazardous forest types* for *wildland fire* where the risk is mitigated in accordance with *wildland fire assessment and mitigation standards*.

3.2 Human-Made Hazards

- 3.2.1** Development on, abutting or adjacent to lands affected by *mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations* may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.
- 3.2.2** Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no *adverse effects*.
- 3.2.3** Planning authorities should support, where feasible, on-site and local re-use of excess soil through planning and development approvals while protecting human health and the environment.

4.0 Implementation and Interpretation

- 4.1 This Provincial Policy Statement applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after ~~April 30, 2014~~May 1, 2020.
- 4.2 ~~In accordance with section 3 of the *Planning Act*, a decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Municipal Board, in respect of the exercise of any authority that affects a planning matter, “shall be consistent with” this Provincial Policy Statement~~This Provincial Policy Statement shall be read in its entirety and all relevant policies are to be applied to each situation.
- ~~Comments, submissions or advice that affect a planning matter that are provided by the council of a municipality, a local board, a planning board, a minister or ministry, board, commission or agency of the government “shall be consistent with” this Provincial Policy Statement.~~
- 4.3 This Provincial Policy Statement shall be implemented in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights in section 35 of the *Constitution Act, 1982*.
- 4.4 This Provincial Policy Statement shall be ~~read~~implemented ~~in its entirety and all relevant policies are to be applied to each situation~~a manner that is consistent with Ontario Human Rights Code and the Canadian Charter of Rights and Freedoms.
- 4.5 In implementing the Provincial Policy Statement, the Minister of Municipal Affairs and Housing may take into account other considerations when making decisions to support strong communities, a clean and healthy environment and the economic vitality of the Province.
- ~~4.6 This Provincial Policy Statement shall be implemented in a manner that is consistent with the Ontario Human Rights Code and the Canadian Charter of Rights and Freedoms.~~
- 4.7 The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

~~Official plans should also coordinate cross boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.~~

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

- ~~4.8 — Zoning and development permit by laws are important for implementation of this Provincial Policy Statement. Planning authorities shall keep their zoning and development permit by laws up to date with their official plans and this Provincial Policy Statement.~~
- ~~4.9 — The policies of this Provincial Policy Statement represent minimum standards. This Provincial Policy Statement does not prevent planning authorities and decision makers from going beyond the minimum standards established in specific policies, unless doing so would conflict with any policy of this Provincial Policy Statement.~~
- ~~4.10 — A wide range of legislation, regulations, policies, and plans may apply to decisions with respect to *Planning Act* applications. In some cases, a *Planning Act* proposal may also require approval under other legislation or regulation, and policies and plans issued under other legislation may also apply.~~
- ~~4.11~~ In addition to land use approvals under the *Planning Act*, *infrastructure* may also require approval under other legislation and regulations. An environmental assessment process may be ~~applied to~~required for new *infrastructure* and modifications to existing *infrastructure* under applicable legislation.
- ~~There may be circumstances where land use~~Wherever possible and practical, approvals under the *Planning Act* ~~may be integrated with approvals under~~and other legislation, ~~for example, integrating the planning processes and approvals under the *Environmental Assessment Act* and the *Planning Act*, or regulations should be integrated~~ provided the intent and requirements of both ~~Acts~~processes are met.
- ~~4.12 — Provincial plans shall be read in conjunction with this Provincial Policy Statement and take precedence over policies in this Provincial Policy Statement to the extent of any conflict, except where legislation establishing provincial plans provides otherwise. Examples of these are plans created under the *Niagara Escarpment Planning and Development Act*, the *Ontario Planning and Development Act, 1994*, the *Oak Ridges Moraine Conservation Act, 2001*, the *Greenbelt Act, 2005* and the *Places to Grow Act, 2005*.~~
- ~~4.13 — Within the Great Lakes — St. Lawrence River Basin, there may be circumstances where planning authorities should consider agreements related to the protection or restoration of the Great Lakes — St. Lawrence River Basin. Examples of these agreements include Great Lakes agreements between Ontario and Canada, between Ontario, Quebec and the Great Lakes States of the United States of America, and between Canada and the United States of America.~~
- ~~4.14~~ The Province, in consultation with municipalities, Indigenous communities, other public bodies and stakeholders shall identify performance indicators for measuring the effectiveness of some or all of the policies. The Province shall monitor their

implementation, including reviewing performance indicators concurrent with any review of this Provincial Policy Statement.

- 4.159** Municipalities are encouraged to ~~establish performance indicators to~~ monitor and report on the implementation of the policies in their official plans in accordance with any reporting requirements, data standards and any other guidelines that may be issued by the Minister.

6.0 Definitions

Access standards: means methods or procedures to ensure safe vehicular and pedestrian movement, and access for the maintenance and repair of protection works, during times of *flooding hazards, erosion hazards and/or other water-related hazards*.

Active transportation: means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Adjacent lands: means

- a) for the purposes of policy 1.6.8.3, those lands contiguous to existing or planned corridors and transportation facilities where *development* would have a negative impact on the corridor or facility. The extent of the *adjacent lands* may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives;
- b) for the purposes of policy 2.1.8, those lands contiguous to a specific *natural heritage feature or area* where it is likely that *development* or *site alteration* would have a *negative impact* on the feature or area. The extent of the *adjacent lands* may be recommended by the Province or based on municipal approaches which achieve the same objectives;
- c) for the purposes of policies 2.4.2.2 and 2.5.2.5, those lands contiguous to lands on the surface of known *petroleum resources, mineral deposits, or deposits of mineral aggregate resources* where it is likely that *development* would constrain future access to the resources. The extent of the *adjacent lands* may be recommended by the Province; and
- d) for the purposes of policy 2.6.3, those lands contiguous to a *protected heritage property* or as otherwise defined in the municipal official plan.

Adverse effects: as defined in the *Environmental Protection Act*, means one or more of:

- a) impairment of the quality of the natural environment for any use that can be made of it;
- b) injury or damage to property or plant or animal life;
- c) harm or material discomfort to any person;
- d) an adverse effect on the health of any person;
- e) impairment of the safety of any person;
- f) rendering any property or plant or animal life unfit for human use;
- g) loss of enjoyment of normal use of property; and
- h) interference with normal conduct of business.

Affordable: means

- 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 percent of gross annual household income for *low and moderate income households*; or
 - 2. housing for which the purchase price is at least 10 percent 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 percent 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*.

Agricultural condition: means

- a) in regard to *specialty crop areas*, a condition in which substantially the same areas and same average soil capability for agriculture are restored, the same range and productivity of specialty crops common in the area can be achieved, and, where applicable, the microclimate on which the site and surrounding area may be dependent for specialty crop production will be maintained or restored; and
- b) in regard to *prime agricultural land* outside of *specialty crop areas*, a condition in which substantially the same areas and same average soil capability for agriculture are restored.

Agricultural System: A system comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has two components:

- a) An agricultural land base comprised of *prime agricultural areas*, including *specialty crop areas*, and *rural lands* that together create a continuous productive land base for agriculture; and
- b) An *agri-food network* which includes *infrastructure*, *services*, and *assets* important to the viability of the *agri-food* sector.

Agricultural uses: means the growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on- farm buildings and structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and accommodation for full-time farm labour when the size and nature of the operation requires additional employment.

Agri-food network: Within the *agricultural system*, a network that includes elements important to the viability of the *agri-food* sector such as *regional infrastructure* and *transportation networks*; *on-farm buildings* and *infrastructure*; *agricultural services*, *farm markets*, *distributors*, and *primary processing*; and *vibrant, agriculture-supportive communities*.

Agri-tourism uses: means those farm-related tourism uses, including limited accommodation such as a bed and breakfast, that promote the enjoyment, education or activities related to the farm operation.

Agriculture-related uses: means those farm- related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity.

Airports: means all Ontario airports, including designated lands for future airports, with Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) mapping.

Alternative energy system: means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

Archaeological resources: includes artifacts, archaeological sites, marine archaeological sites, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*.

Areas of archaeological potential: means areas with the likelihood to contain *archaeological resources*. ~~Methods~~Criteria to identify archaeological potential are established by the Province, ~~but municipal approaches which achieve the same objectives may also be used~~. The *Ontario Heritage Act* requires archaeological potential to be confirmed ~~through archaeological fieldwork~~by a licensed archaeologist.

Areas of mineral potential: means areas favourable to the discovery of *mineral deposits* due to geology, the presence of known *mineral deposits* or other technical evidence.

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.

Brownfield sites: means 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.

Built heritage resource: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an ~~Aboriginal~~Indigenous community. *Built heritage resources* are ~~generally~~ located on property that ~~has been~~may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or ~~federal~~international registers.

Coastal wetland: means

- a) any *wetland* that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers); or
- b) 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.

Comprehensive rehabilitation: means rehabilitation of land from which *mineral aggregate resources* have been extracted that is coordinated and complementary, to the extent possible, with the rehabilitation of other sites in an area where there is a high concentration of *mineral aggregate operations*.

Comprehensive review: means

- a) for the purposes of policies 1.1.3.8, [1.1.3.9](#) and ~~1.3.2.2~~[1.3.2.4](#), an official plan review which is initiated by a planning authority, or an official plan amendment which is initiated or adopted by a planning authority, which:
 - 1. is based on a review of population and employment projections and which reflect projections and allocations by upper-tier municipalities and provincial plans, where applicable; considers alternative directions for growth or development; and determines how best to accommodate the development while protecting provincial interests;
 - 2. utilizes opportunities to accommodate projected growth or development through intensification and redevelopment; and considers physical constraints to accommodating the proposed development within existing settlement area boundaries;
 - 3. is integrated with planning for infrastructure and public service facilities, and considers financial viability over the life cycle of these assets, which may be demonstrated through asset management planning;
 - 4. confirms sufficient water quality, quantity and assimilative capacity of receiving water are available to accommodate the proposed development;
 - 5. confirms that sewage and water services can be provided in accordance with policy 1.6.6; and
 - 6. considers cross-jurisdictional issues.
- b) for the purposes of policy 1.1.6, means a review undertaken by a planning authority or comparable body which:
 - 1. addresses long-term population projections, infrastructure requirements and related matters;
 - 2. confirms that the lands to be developed do not comprise specialty crop areas in accordance with policy 2.3.2; and
 - 3. considers cross-jurisdictional issues.

In undertaking a comprehensive review the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary or development proposal.

Conserved: means the identification, protection, management and use of *built heritage resources, cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained ~~under the Ontario Heritage Act~~. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Cultural heritage landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an ~~Aboriginal/Indigenous~~ community. The area may ~~involve~~include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. ~~Examples may include, but are not limited to, heritage conservation districts designated~~Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, railways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by, or have been included on federal and/or international designation authorities (e.g. a National Historic Site or District ~~designation registers, and/or a U.N.E.S.C.O. World Heritage Site~~)protected through official plan, zoning by-law, or other land use planning mechanisms.

Defined portions of the ~~one hundred year flood level~~flooding hazard along connecting channels: means those areas which are critical to the conveyance of the flows associated with the *one hundred year flood level* along the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers, where *development* or *site alteration* will create *flood*ing hazards, cause updrift and/or downdrift impacts and/or cause adverse environmental impacts.

Deposits of mineral aggregate resources: means an area of identified *mineral aggregate resources*, as delineated in Aggregate Resource Inventory Papers or comprehensive studies prepared using evaluation procedures established by the Province for surficial and bedrock resources, as amended from time to time, that has a sufficient quantity and quality to warrant present or future extraction.

Designated and available: means lands designated in the official plan for urban residential use. For municipalities where more detailed official plan policies (e.g. secondary plans) are required before development applications can be considered for approval, only lands that have commenced the more detailed planning process are considered to be *designated and available* for the purposes of this definition.

Designated growth areas: means lands within *settlement areas* designated in an official plan for growth over the long-term planning horizon provided in policy 1.1.2, but which have not yet been fully developed. *Designated growth areas* include lands which are *designated and available* for residential growth in accordance with policy 1.4.1 (a), as well as lands required for employment and other uses.

Designated vulnerable area: means areas defined as vulnerable, in accordance with provincial standards, by virtue of their importance as a drinking water source.

Development: means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the *Planning Act*, but does not include:

- a) activities that create or maintain *infrastructure* authorized under an environmental assessment process;
- b) works subject to the *Drainage Act*; or
- c) for the purposes of policy 2.1.4(a), underground or surface mining of *minerals* or advanced exploration on mining lands in *significant areas of mineral potential* in Ecoregion 5E, where advanced exploration has the same meaning as under the *Mining Act*. Instead, those matters shall be subject to policy 2.1.5(a).

Dynamic beach hazard: means areas of inherently unstable accumulations of shoreline sediments along the *Great Lakes - St. Lawrence River System* and *large inland lakes*, as identified by provincial standards, as amended from time to time. The *dynamic beach hazard* limit consists of the *flooding hazard* limit plus a dynamic beach allowance.

Ecological function: means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions.

Employment area: means those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

Endangered species: means a species that is ~~listed or categorized~~ classified as an “Endangered Species” on the ~~Ontario Ministry of Natural Resources' official~~ Species at Risk in Ontario List, as updated and amended from time to time.

Erosion hazard: means the loss of land, due to human or natural processes, that poses a threat to life and property. The *erosion hazard* limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.

Essential emergency service: means services which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion.

Fish: means fish, which as defined in the *Fisheries Act*, includes fish, shellfish, crustaceans, and marine animals, at all stages of their life cycles.

Fish habitat: as defined in the *Fisheries Act*, means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which *fish* depend directly or indirectly in order to carry out their life processes.

Flood fringe: for *river, stream and small inland lake systems*, means the outer portion of the *flood plain* between the *floodway* and the *flooding hazard* limit. Depths and velocities of flooding are generally less severe in the flood fringe than those experienced in the *floodway*.

Flood plain: for *river, stream and small inland lake systems*, means the area, usually low lands adjoining a watercourse, which has been or may be subject to *flooding hazards*.

Flooding hazard: means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

- a) along the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes, the flooding hazard limit is based on the one hundred year flood level plus an allowance for wave uprush and other water- related hazards;
- b) along *river, stream and small inland lake systems*, the *flooding hazard* limit is the greater of:
 1. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;
 2. the *one hundred year flood*; and
 3. a flood which is greater than 1. or 2. which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources [and Forestry](#);
- c) except where the use of the *one hundred year flood* or the actually experienced event has been approved by the Minister of Natural Resources [and Forestry](#) as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).

Floodproofing standard: means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate *flooding hazards, wave uprush and other water- related hazards* along the shorelines of the *Great Lakes - St. Lawrence River System* and large inland lakes, and *flooding hazards* along *river, stream and small inland lake systems*.

Floodway: for *river, stream and small inland lake systems*, means the portion of the *flood plain* where *development* and *site alteration* would cause a danger to public health and safety or property damage.

Where the one zone concept is applied, the *floodway* is the entire contiguous *flood plain*.

Where the *two zone concept* is applied, the *floodway* is the contiguous inner portion of the *flood plain*, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life

and/or property damage. Where the *two zone concept* applies, the outer portion of the *flood plain* is called the *flood fringe*.

Freight-supportive: in regard to land use patterns, means transportation systems and facilities that facilitate the movement of goods. This includes policies or programs intended to support efficient freight movement through the planning, design and operation of land use and transportation systems. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Great Lakes - St. Lawrence River System: means the major water system consisting of Lakes Superior, Huron, St. Clair, Erie and Ontario and their connecting channels, and the St. Lawrence River within the boundaries of the Province of Ontario.

Green infrastructure: means natural and human-made elements that provide ecological and hydrological functions and processes. *Green infrastructure* can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

Ground water feature: ~~refers to~~means 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.

Habitat of endangered species and threatened species: means

- ~~a) with respect to a species listed on the Species at Risk in Ontario List as an endangered or threatened species for which a regulation made under clause 55(1)(a) habitat within the meaning of Section 2 of the Endangered Species Act, 2007 is in force, the area prescribed by that regulation as the habitat of the species;~~
- ~~b) with respect to any other species listed on the Species at Risk in Ontario List as an endangered or threatened species, an area on which the species depends, directly or indirectly, to carry on its life processes, including life processes such as reproduction, rearing, hibernation, migration or feeding, as approved by the Ontario Ministry of Natural Resources; and~~
- ~~c) places in the areas described in clause (a) or (b), whichever is applicable, that are used by members of the species as dens, nests, hibernacula or other residences.~~

Hazardous forest types for wildland fire: means forest types assessed as being associated with the risk of high to extreme wildland fire using risk assessment tools established by the Ontario Ministry of Natural Resources and Forestry, as amended from time to time.

Hazardous lands: means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the *Great Lakes - St. Lawrence River System*, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the *floodings hazard*, *erosion hazard* or *dynamic beach hazard* limits. Along the shorelines of *large inland lakes*, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the *floodings hazard*, *erosion hazard* or *dynamic beach hazard* limits.

Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the *flooding hazard* or *erosion hazard* limits.

Hazardous sites: means property or lands that could be unsafe for *development* and *site alteration* due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography).

Hazardous substances: means substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

Heritage attributes: means the principal features or elements that contribute to a *protected heritage property's* cultural heritage value or interest, and may include the property's built, [constructed](#), or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting ([including e.g.](#) significant views or vistas to or from a *protected heritage property*).

High quality: means primary and secondary sand and gravel resources and bedrock resources as defined in the Aggregate Resource Inventory Papers (ARIP).

Housing options: means a range of housing types such as, but not limited to single- detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi- residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to life lease housing, co- ownership housing, co-operative housing, community land trusts, land lease community homes, *affordable* housing, housing for people with *special needs*, and housing related to employment, institutional or educational uses.

Hydrologic function: means the functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things.

Impacts of a changing climate: means the present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.

Individual on-site sewage services: means sewage systems, as defined in O. Reg. 332/12 under the *Building Code Act, 1992*, that are owned, operated and managed by the owner of the property upon which the system is located.

Individual on-site water services: means individual, autonomous water supply systems that are owned, operated and managed by the owner of the property upon which the system is located.

Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. *Infrastructure* includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities,

electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

Institutional use: for the purposes of policy 3.1.5, means land uses where there is a threat to the safe evacuation of vulnerable populations such as older persons, persons with disabilities, and those who are sick or young, during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion.

Intensification: means 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.

Large inland lakes: means those waterbodies having a surface area of equal to or greater than 100 square kilometres where there is not a measurable or predictable response to a single runoff event.

Legal or technical reasons: means severances for purposes such as easements, corrections of deeds, quit claims, and minor boundary adjustments, which do not result in the creation of a new lot.

Low and moderate income households: means

- a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the *regional market area*; or
- b) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the *regional market area*.

Major facilities: means facilities which may require separation from *sensitive land uses*, including but not limited to airports, [manufacturing uses](#), transportation infrastructure and corridors, *rail facilities*, *marine facilities*, sewage treatment facilities, *waste management systems*, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

Major goods movement facilities and corridors: means transportation facilities and corridors associated with the inter- and intra- provincial movement of goods. Examples include: inter-modal facilities, ports, *airports*, *rail facilities*, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are *freight- supportive* may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Marine facilities: means ferries, harbours, ports, ferry terminals, canals and associated uses, including designated lands for future *marine facilities*.

Mine hazard: means any feature of a mine as defined under the *Mining Act*, or any related disturbance of the ground that has not been rehabilitated.

Minerals: means metallic minerals and non-metallic minerals as herein defined, but does not include *mineral aggregate resources* or *petroleum resources*.

Metallic minerals means those minerals from which metals (e.g. copper, nickel, gold) are derived.

Non-metallic minerals means those minerals that are of value for intrinsic properties of the minerals themselves and not as a source of metal. They are generally synonymous with industrial minerals (e.g. asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, and wollastonite).

Mineral aggregate operation: means

- a) lands under license or permit, other than for *wayside pits and quarries*, issued in accordance with the *Aggregate Resources Act*;
- b) for lands not designated under the *Aggregate Resources Act*, established pits and quarries that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and
- c) associated facilities used in extraction, transport, beneficiation, processing or recycling of *mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary related products.

Mineral aggregate resources: means 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*.

Mineral aggregate resource conservation:
means

- a) the recovery and recycling of manufactured materials derived from mineral aggregates (e.g. glass, porcelain, brick, concrete, asphalt, slag, etc.), for re-use in construction, manufacturing, industrial or maintenance projects as a substitute for new mineral aggregates; and
- b) the wise use of mineral aggregates including utilization or extraction of on-site *mineral aggregate resources* prior to development occurring.

Mineral deposits: means areas of identified *minerals* that have sufficient quantity and quality based on specific geological evidence to warrant present or future extraction.

Mineral mining operation: means mining operations and associated facilities, or, past producing mines with remaining mineral development potential that have not been permanently rehabilitated to another use.

Minimum distance separation formulae: means formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Multimodal transportation system: means a transportation system which may include several forms of transportation such as automobiles, walking, trucks, cycling, buses, rapid transit, rail (such as commuter and freight), air and marine.

Municipal sewage services: means a sewage works within the meaning of section 1 of the *Ontario Water Resources Act* that is owned or operated by a municipality, [including centralized and decentralized systems](#).

Municipal water services: means a municipal drinking-water system within the meaning of section 2 of the *Safe Drinking Water Act, 2002*, [including centralized and decentralized systems](#).

Natural heritage features and areas: means features and areas, including *significant wetlands, significant coastal wetlands, other coastal wetlands* in Ecoregions 5E, 6E and 7E, *fish habitat, significant woodlands* and *significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St.

Marys River), *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.

Natural heritage system: means a system made up of *natural heritage features and areas*, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include *natural heritage features and areas*, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable ecological functions to continue. The Province has a recommended approach for identifying *natural heritage systems*, but municipal approaches that achieve or exceed the same objective may also be used.

Negative impacts: means

- a) in regard to policy 1.6.6.4 and 1.6.6.5, [potential risks to human health and safety and](#) degradation to the *quality and quantity of water, sensitive surface water features* and *sensitive ground water features*, and their related *hydrologic functions*, due to single, multiple or successive *development*. *Negative impacts* should be assessed through environmental studies including hydrogeological or water quality impact assessments, in accordance with provincial standards;
- b) in regard to policy 2.2, degradation to the *quality and quantity of water, sensitive surface water features* and *sensitive ground water features*, and their related *hydrologic functions*, due to single, multiple or successive *development* or *site alteration* activities;

- c) in regard to *fish habitat*, any permanent alteration to, or destruction of *fish habitat*, except where, in conjunction with the appropriate authorities, it has been authorized under the *Fisheries Act*; and
- d) in regard to other *natural heritage features and areas*, degradation that threatens the health and integrity of the natural features or *ecological functions* for which an area is identified due to single, multiple or successive *development* or *site alteration* activities.

Normal farm practices: means a practice, as defined in the *Farming and Food Production Protection Act, 1998*, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. Normal farm practices shall be consistent with the *Nutrient Management Act, 2002* and regulations made under that Act.

Oil, gas and salt hazards: means any feature of a well or work as defined under the *Oil, Gas and Salt Resources Act*, or any related disturbance of the ground that has not been rehabilitated.

On-farm diversified uses: means uses that are secondary to the principal agricultural use of the property, and are limited in area. *On-farm diversified uses* include, but are not limited to, home occupations, home industries, *agri- tourism uses*, and uses that produce value- added agricultural products. [Ground-mounted solar facilities are permitted in prime agricultural areas, including specialty crop areas, only as on-farm diversified uses.](#)

One hundred year flood: for *river, stream and small inland lake systems*, means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of 100 years on average, or having a 1% chance of occurring or being exceeded in any given year.

One hundred year flood level: means

- a) for the shorelines of the Great Lakes, the peak instantaneous stillwater level, resulting from combinations of mean monthly lake levels and wind setups, which has a 1% chance of being equalled or exceeded in any given year;
- b) in the connecting channels (St. Mary's, St. Clair, Detroit, Niagara and St. Lawrence Rivers), the peak instantaneous stillwater level which has a 1% chance of being equalled or exceeded in any given year; and
- c) for large inland lakes, lake levels and wind setups that have a 1% chance of being equalled or exceeded in any given year, except that, where sufficient water level records do not exist, the one hundred year flood level is based on the highest known water level and wind setups.

Other water-related hazards: means water- associated phenomena other than *flooding hazards* and *wave uprush* which act on shorelines. This includes, but is not limited to ship-generated waves, ice piling and ice jamming.

Partial services: means

- a) *municipal sewage services* or *private communal sewage services* ~~and~~combined with *individual on-site water services*; or
- b) *municipal water services* or *private communal water services* ~~and~~combined with *individual on-site sewage services*.

Petroleum resource operations: means oil, gas and salt wells and associated facilities and other drilling operations, oil field fluid disposal wells and associated facilities, and wells and facilities for the underground storage of natural gas and other hydrocarbons.

Petroleum resources: means oil, gas, and salt (extracted by solution mining method) and formation water resources which have been identified through exploration and verified by preliminary drilling or other forms of investigation. This may include sites of former operations where resources are still present or former sites that may be converted to underground storage for natural gas or other hydrocarbons.

Planned corridors: means corridors or future corridors which are required to meet projected needs, and are identified through *provincial plans*, preferred alignment(s) determined through the *Environmental Assessment Act* process, or identified through planning studies where the Ontario Ministry of Transportation, [Metrolinx](#), [Ontario Ministry of Energy](#), [Northern Development and Mines](#) or [Independent Electricity System Operator \(IESO\)](#) or any successor to [those ministries or entities](#) is actively pursuing the identification of a corridor. Approaches for the protection of *planned corridors* may be recommended in guidelines developed by the Province.

Portable asphalt plant: means a facility

- a) with equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and
- b) which is not of permanent construction, but which is to be dismantled at the completion of the construction project.

Portable concrete plant: means a building or structure

- a) with equipment designed to mix cementing materials, aggregate, water and admixtures to produce concrete, and includes stockpiling and storage of bulk materials used in the process; and
- b) which is not of permanent construction, but which is designed to be dismantled at the completion of the construction project.

Prime agricultural area: means areas where *prime agricultural lands* predominate. This includes areas of *prime agricultural lands* and associated Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. *Prime agricultural areas* may be identified by the Ontario Ministry of Agriculture and Food using guidelines developed by the Province as amended from time to time. A *prime agricultural area* may also be identified through an alternative agricultural land evaluation system approved by the Province.

Prime agricultural land: means *specialty crop areas* and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection.

Private communal sewage services: means a sewage works within the meaning of section 1 of the *Ontario Water Resources Act* that serves six or more lots or private residences and is not owned by a municipality.

Private communal water services: means a non-municipal drinking-water system within the meaning of section 2 of the *Safe Drinking Water Act, 2002* that serves six or more lots or private residences.

Protected heritage property: means property designated under Parts IV, V, or VI of the *Ontario Heritage Act*; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and ~~U.N.E.S.C.O~~ [UNESCO](#) World Heritage Sites.

Protection works standards: means the combination of non-structural or structural works and allowances for slope stability and flooding/erosion to reduce the damage caused by *flooding hazards, erosion hazards* and *other water-related hazards*, and to allow access for their maintenance and repair.

Provincial and federal requirements: means

- ~~a) in regard to policy 1.6.11.2, legislation, regulations, policies and standards administered by the federal or provincial governments for the purpose of protecting the environment from potential impacts associated with energy systems and ensuring that the necessary approvals are obtained;~~
- a) ~~b)~~ in regard to policy 2.1.6, legislation and policies administered by the federal or provincial governments for the purpose of fisheries protection (including *fish* and *fish habitat*), and related, scientifically established standards such as water quality criteria for protecting lake trout populations; and
- b) ~~c)~~ in regard to policy 2.1.7, legislation and policies administered by the provincial government or federal government, where applicable, for the purpose of protecting species at risk and their habitat.

Provincial plan: means a provincial plan within the meaning of section 1 of the *Planning Act*.

Public service facilities: means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, [long-term care services](#), and cultural services. *Public service facilities* do not include *infrastructure*.

Quality and quantity of water: is measured by indicators associated with hydrologic function such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime.

Rail facilities: means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future *rail facilities*.

Recreation: means leisure time activity undertaken in built or natural settings for purposes of physical activity, health benefits, sport participation and skill development, personal enjoyment, positive social interaction and the achievement of human potential.

Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including *brownfield sites*.

Regional market area: refers to an area that has a high degree of social and economic interaction. The upper or single-tier municipality, or planning area, will normally serve as the *regional market area*. However, where a *regional market area* extends significantly beyond these boundaries, then the *regional market area* may be based on the larger market area. Where *regional market areas* are very large and sparsely populated, a smaller area, if defined in an official plan, may be utilized.

Renewable energy source: means an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces.

Renewable energy system: means a system that generates electricity, heat and/or cooling from a *renewable energy source*.

Reserve sewage system capacity: means design or planned capacity in a centralized waste water treatment facility which is not yet committed to existing or approved development. For the purposes of policy 1.6.6.6, reserve capacity for *private communal sewage services* and *individual on-site sewage services* is considered sufficient if the hauled sewage from the development can be treated and land-applied on agricultural land under the *Nutrient Management Act*, or disposed of at sites approved under the *Environmental Protection Act* or the *Ontario Water Resources Act*, but not by land-applying untreated, hauled sewage.

Reserve water system capacity: means design or planned capacity in a centralized water treatment facility which is not yet committed to existing or approved development.

Residence surplus to a farming operation: means an existing habitable farm residence that is rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation).

Residential intensification: means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

- a) redevelopment, including the redevelopment of *brownfield sites*;
- b) the development of vacant or underutilized lots within previously developed areas;
- c) infill development;

- d) development and introduction of new housing options within previously developed areas;
- e) ~~4)~~ the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- f) ~~e)~~ the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, ~~secondary suites and~~ additional residential units, rooming houses, and other housing options.

River, stream and small inland lake systems:

means all watercourses, rivers, streams, and small inland lakes or waterbodies that have a measurable or predictable response to a single runoff event.

Rural areas: means a system of lands within municipalities that may include rural *settlement areas*, *rural lands*, *prime agricultural areas*, natural heritage features and areas, and resource areas.

Rural lands: means lands which are located outside *settlement areas* and which are outside *prime agricultural areas*.

Sensitive: in regard to *surface water features* and *ground water features*, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants.

Sensitive land uses: means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges generated by a nearby *major facility*. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

Settlement areas: means 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. In cases where land in *designated growth areas* is not available, the *settlement area* may be no larger than the area where development is concentrated.

Sewage and water services: includes *municipal sewage services* and *municipal water services*, *private communal sewage services* and *private communal water services*, *individual on-site sewage services* and *individual on-site water services*, and *partial services*.

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 [and Forestry](#) using evaluation procedures established by the Province, as amended from time to time;
- b) 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. These are to be identified using criteria established by the Ontario Ministry of Natural Resources [and Forestry](#);
- c) in regard to other features and areas in policy 2.1, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or *natural heritage system*;
- d) in regard to *mineral* potential, an area identified as provincially significant through evaluation procedures developed by the Province, as amended from time to time, such as the Provincially Significant Mineral Potential Index; and
- e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. [Processes and criteria for the important contribution they make to our understanding of the history of a place, an event, or a people determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.](#)

Criteria for determining significance for the resources identified in sections (c)-(ed) 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.

Site alteration: means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

For the purposes of policy 2.1.4(a), *site alteration* does not include underground or surface mining of *minerals* or advanced exploration on mining lands in *significant areas of mineral potential* in Ecoregion 5E, where advanced exploration has the same meaning as in the *Mining Act*. Instead, those matters shall be subject to policy 2.1.5(a).

Special needs: means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of *special needs* housing may include, but are not limited to; [long-term care homes, adaptable and accessible housing, and](#) housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.

Special Policy Area: means an area within a community that has historically existed in the *flood plain* and where site-specific policies, approved by both the Ministers of Natural Resources [and Forestry](#) and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning *development*. The criteria and procedures for approval are established by the Province.

A *Special Policy Area* is not intended to allow for new or intensified *development* and *site alteration*, if a community has feasible opportunities for *development* outside the *flood plain*.

Specialty crop area: means areas designated using guidelines developed by the Province, as amended from time to time. In these areas, specialty crops are predominantly grown such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil, 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;
- b) farmers skilled in the production of specialty crops; and
- c) a long-term investment of capital in areas such as crops, drainage, infrastructure and related facilities and services to produce, store, or process specialty crops.

Surface water feature: means 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.

Threatened species: means a species that is ~~listed or categorized~~ [classified](#) as a "Threatened Species" on the ~~Ontario Ministry of Natural Resources' official~~ Species at Risk [in Ontario](#) List, as updated and amended from time to time.

Transit-supportive: in regard to land use patterns, means development that makes transit viable, [optimizes investments in transit infrastructure](#), and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, [including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system](#). Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Transportation demand management: means a set of strategies that result in more efficient use of the *transportation system* by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

Transportation system: means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, *rail facilities*,

parking facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, *airports*, *marine facilities*, ferries, canals and associated facilities such as storage and maintenance.

Two zone concept: means an approach to *flood plain* management where the *flood plain* is differentiated in two parts: the *floodway* and the *flood fringe*.

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.

Vulnerable: means surface and/or ground water that can be easily changed or impacted.

Waste management system: means sites and facilities to accommodate solid waste from one or more municipalities and includes recycling facilities, transfer stations, processing sites and disposal sites.

Watershed: means an area that is drained by a river and its tributaries.

Wave uprush: means the rush of water up onto a shoreline or structure following the breaking of a wave; the limit of wave uprush is the point of furthest landward rush of water onto the shoreline.

Wayside pits and quarries: means a temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.

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.

~~Wildlife~~Wildland fire assessment and mitigation standards: means the combination of risk assessment tools and environmentally appropriate mitigation measures identified by the Ontario Ministry of Natural Resources [and Forestry](#) to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, infrastructure and property from wildland fire.

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 which are important to migratory or non- migratory species.

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. *Woodlands* may be delineated according to the *Forestry Act* definition or the Province's Ecological Land Classification system definition for "forest".

Subject: Q1 Economic Development Update

Report to: Planning and Economic Development Committee

Report date: Wednesday, May 13, 2020

Recommendation

1. That this report **BE RECEIVED** information.

Key Facts

- Economic Development provides quarterly updates to the PEDC. The purpose of this report is to provide the PEDC with an update on the division's activities for the first quarter (Q1) 2020.
- Economic Development activities support the Economic Development Strategy and Action Plan approved by PEDC in March 2019.
- Economic Development functional activities: Trade and Investment; Expedited Services for Business; Strategic Economic Initiatives and Strategic Marketing Initiatives, are grouped under the seven themes of the Strategy.
- The development of a Long Term Economic Development Strategy is one of Regional Council's strategic priorities, 2019-2022.

Financial Considerations

The activities described in this report have been accommodated within the Council approved 2020 Economic Development operating budget.

Analysis

Niagara Economic Development, in collaboration with local businesses, industry associations, community stakeholders, and post-secondary education institutions, has developed a five-year strategic action plan. The action plan is based on the extensive stakeholder engagement that was conducted throughout 2018. The success of Niagara Economic Development's Strategic Action Plan can only be achieved through meaningful partnerships and collaboration with our partners across Niagara.

Seven themes emerged from the development of the Economic Development Strategic Action Plan:

- Economic Development: Supporting Business Growth and Diversification across Niagara Region
- Employment Land Strategy: Identifying and Creating a Provincially Significant Employment Zone
- Marketing Niagara Region: Raising the Profile of Niagara as a Place to Live and Do Business
- Streamline Planning Processes: Expediting Approvals Process
- Increase Niagara's Competitiveness: Addressing Unnecessary Regulatory Burdens on Businesses
- Workforce: Meeting Current and Future Talent, Professional, Skilled Trades and Labour Needs
- Advocacy: Improving Transportation Infrastructure Ensuring Niagara Remains Competitive in Global Economy

Economic Development: Supporting Business Growth and Diversification across Niagara Region.

Niagara Economic Development provides on-going assistance to the local municipalities to support their economic development functions. This includes: the services of the Niagara Foreign Trade Zone Coordinator, to engage companies in federal programs and encourage export activity; economic and business research and analysis; expedited development services and support to the local area municipalities without economic development offices on regionally significant projects.

Economic Development Officer:

(Support for 6 Local Area Municipalities and sector support for tourism and agri-business.)

Stakeholder meetings: 15 meetings with 9 different stakeholders including: Venture Niagara, Niagara Workforce Planning Board, local entrepreneurship service providers, area economic development departments, and consultants.

Agribusiness: 19 meetings with 9 different stakeholders including:

- Meetings with stakeholders to advance the Niagara Irrigation Strategy through the working group and steering committee. A 1 year, contract position has been awarded to advance work from the Niagara Irrigation Strategy;

- Attendance and meetings at the Restaurant Canada Conference in March 2020. Meetings with OMAFRA and vendors;
- Attendance at the OMAFRA Community Economic Development sessions to inform work of the rural Local Area Municipalities on programs and services;
- Meetings with Brock Research to support applications for funding on Agriculture Research in Niagara – centered on Innovation in Agriculture;
- Golden Horseshoe Food and Farming Alliance (GHFFA) project advancement: working group meetings, Long Term Care Home local procurement project updates, and strategic planning sessions with consultants to set future work plan.

Tourism: 9 meetings with 6 stakeholders including:

- 1 RFP released and promoted for Niagara 2021 Canada Summer Games for promotional video services;
- Participation at the Tourism Industry Association of Ontario's Tourism Issues Panel in Vineland on February 21, 2020;
- Preparation of the Airport Feasibility and Future Business Modelling report to accompany the RFP presentation at COTW;
- Niagara Gateway Information Centre reporting January – December 2019: traffic to the kiosk for the full year totaled 56,013 visitors. Roughly 39,221 bus passengers signed in from 1072 buses. Volunteers donated more than 1,141 hours of time to the operations of the kiosk. Total ticket sales came in at \$75,000 and more than 242,991 brochures were distributed;
- Additional meetings include: Niagara Tourism Network, Tourism Partnership of Niagara's Sub Regional Partners, HM Aero Consulting, and Tourism Industry Association of Ontario (TIAO).

Local Area Municipality development: 37 meetings touching 9 local area municipalities:

- On-going support to advance 8 site selection opportunities;
- Additional work includes strategic planning session support and participation, grant writing and submission, business expansion assistance to 5 clients, Local Area Municipality fund application and reporting collection, interview assistance, data preparation and analysis.

Research/information requests, referrals, and stakeholder engagement: 98

inquiries and requests from businesses and stakeholders. Examples include datasets, program information, financial assistance options, grant programs, stakeholder introductions, sector research and referrals.

Manager, Economic Research & Analysis:

(Support to LAMs through information provision; support to Niagara Economic Development investment, trade and sector activities; and, support to business and other economic development stakeholders.)

Research Projects:

- Exploring Goods Movement and Export Diversification for Niagara Region Firms (completed);
- Niagara Trade Profile (in progress);
- Niagara Tourism Profile (in progress);
- Transportation Data Portal Pilot Program with Transport Canada (in progress);
- Niagara Community Observatory: Transportation and Logistics Sector Policy Brief (in progress);
- Niagara Shop Floor with Niagara Industrial Association (in progress);
- Niagara Community Observatory: Regional Innovation Ecosystems Across Canadian Mid-Sized CMAs.

Research Inquiries:

- Total: 67
- Brock University: 8
- Niagara College: 3
- Internal (Niagara Region): 20
- Businesses: 20
- Stakeholders (ex. GNCC, NIA, provincial/federal governments, port authority, news media, tourism organizations, Innovate Niagara, etc.): 15
- Local Area Municipalities: 23
 - St. Catharines: 8
 - Lincoln: 3
 - NOTL: 1
 - Niagara Falls: 2
 - Port Colborne: 4
 - Fort Erie: 4
 - Thorold: 1

Presentations and Public Outreach:

- Niagara College, Niagara Economic Research & Analysis Presentation (Feb. 12);
- Participation in Port Colborne Incubator Feasibility Workshop (Mar 2);
- Brock University, Presentation to MBA Co-op Program (Mar. 3);
- NIA Membership Meeting (Jan. 16);

- Walker Advanced Manufacturing Innovation Centre, Industry Advisory Committee Meeting (Feb. 18);
- Innovate Niagara Ecosystem Meeting at Vineland Research and Innovation Centre (Feb. 24);
- Niagara Workforce Planning Board, Research Review Committee Meeting and Niagara Labour Market Planning Report Update (Feb. 25);
- Niagara Industrial Association Annual General Meeting (Mar. 12).

Niagara Foreign Trade Zone Coordinator (position vacant)

(Export diversification for Niagara companies, outreach, marketing, implementation of the Niagara Foreign Trade Zone strategy.)

- Promotion of Niagara Foreign Trade Zone at Niagara Industrial Association meetings, January 16th and March 12th.
- Participation in the Trade Accelerator Program (TAP) debrief and planning meeting.

Manager, Business Development and Expedited Services:

(Incentives Review, research impact of Development Charges on economic development.)

- Site Selection Support: A total of eleven site selection requests were received this quarter. This included leads directly related to the work done by the Manager of Trade and Investment, inbound inquiries through the Niagara Canada website, direct inquiries from private investors, and leads provided by the Ministry of Economic Development, Job Creation and Trade's Trade and Investment Division.
- Two Industrial Development Charge Grant applications were approved. This program has supported \$1.9 million in new investment and the creation and retention of 10 jobs this quarter.
- Niagara Region has received one new application to the Niagara Gateway Economic Zone & Centre Community Improvement Plan. This has attracted an estimated \$21.5 million in new investment; upon project completion will create an estimated 12 new jobs and retain 85 jobs in Niagara.

Employment Land Strategy: Identifying and Creating Regionally Significant Employment Lands.

Existing employment lands in Niagara, which are located throughout the region, are generally smaller sites, which has limited the ability to create a truly regional employment area. Niagara Region Planning and Development, with support from Niagara Region

Economic Development, is reviewing the opportunity to create a large provincially significant regional employment zone.

Manager, Business Development and Expedited Services:

(Support the Regional Employment Lands Study and act on recommendations, provide input into the MR/OP, Site Finder, Premier Sites.)

- Collaborated with Niagara Region Planning and Development on the creation of a Niagara Employment Areas Strategy. This included two workshops with community and local stakeholders and the revision of draft strategy materials.
- Renewed our subscription to Niagara Site Finder through GIS Planning. This has included new and updated functionality that will increase our capacity to respond to site selection inquiries and promote the Niagara region.

Marketing Niagara Region: Raising the Profile of Niagara as a Place to Live and Do Business.

The success of the Niagara Region, in terms of economic and population growth, is dependent on successfully marketing the region to target audiences. There are two distinct marketing initiatives. The first initiative is aimed at foreign and domestic companies and promotes Niagara as a competitive location in which to do business. The second initiative is focused on attracting new and recent immigrants to Ontario, to the region to increase the population and workforce and achieve long-term sustainable growth.

Manager, Trade and Investment:

(Identify FDI target markets and sectors, lead investment missions with partners, lead generation, organize and participate in inward missions.)

- Q1 2020 was dedicated to closing a Q3 & Q4 2019 FDI Great Lakes Qualified FDI Leads contract with Research Consultants International (RCI). This contract was extended twice (original termination date was November 24th 2019); but finally ended on January 24th 2020 with just 10 of an expected 20 leads provided. This shortfall was much influenced by the mature Great Lakes States' marketplace, with status quo established businesses, supply chains and markets, exacerbated by the Trump factor.
- In Q1 2020, two Boston-based and two Ohio-based qualified lead meetings were completed.
- Over much of Q1 2020, the Trade & Investment Manager conducted a file-by-file review of all 161 leads listed on the CRM system. This review was considered to be essential prior to the start of NED's new Economic Development Officer (EDO) on a two-year contract (start date: April 6th). The new EDO's primary

responsibilities will be research/follow-up-based support of the FDi field work carried out by the Manager, as well as serving as the first point of contact for the Niagara Foreign Trade Zone Point. The results of the rigorous CRM review are as follows: 161 FDi Leads listed on the CRM, consisting of 35 Active Leads; 81 Periodic/Recurring Leads; 26 Leads considered to be: 'Not a Prospect'; and, 19 Closed Files.

- In Q1 2020, consultants, Global Investment Attraction Group, delivered the results of a study, commissioned by Trade & Investment in Q4 2019, which provided: 'A Comprehensive Review of Current Foreign Direct Investment Trends as they Impact Niagara Region and Ontario'. The results of this study fundamentally reinforced NED's current FDi target markets: the United States, United Kingdom and Europe; while dismissing recently recommended initiatives in South Asia, China and South Korea, as being comparatively inconsequential in terms of current and short-term potential sources of FDi for Ontario.
- In Q4, NED Trade & Investment selected Research on Investment (ROI) from an RFP competition to generate 60 'qualified leads' in three new U.S. market areas (20 in each of these 3 markets), over the course of 2020. These three new markets have been determined to be: the Pacific Northwest U.S. (Washington and Oregon); the Pacific Southwest (California, Arizona, New Mexico and Texas); and the Southeast U.S. States of North & South Carolina, Georgia and Florida. Although the early activities with this file are being somewhat buffeted by the Coronavirus cases in Washington State and California, the search markets are dispersed enough to allow the program to go ahead in alternative geographies in the first instance.
- In Q4, the Manager, Trade & Investment attended: the Hwy H₂O AGM, EDCO's Annual Conference, the Automotive News Annual Congress and the Restaurant Canada Agribusiness Trade Show, all in Toronto. In addition, as the Niagara Region representative on the Hamilton-Niagara Trade Corridor Partnership, we hosted 15 Investment Officers from Global Affairs Canada to promote the Corridor to this influential group representing very diverse investment markets around the Globe. In the last week of March, the Manager, Trade & Investment was scheduled to meet with a number of qualified leads in the State of Oregon, marking the kick-off of the year-long "three new U.S. market areas FDi initiative (20 qualified leads in each of these 3 markets), over the course of 2020". Due to the travel ban, this activity is postponed until a later date.

Manager, Strategic Marketing - position vacant:

(Implementation of marketing plan to target audiences as a location for business and investment and to attract immigrants, Niagara Ambassador program,

communications/PR campaign to promote Niagara's business and investment successes, implementation of a CRM system.)

Marketing Activity

- Niagara Economic Development e-newsletters issued in January and February.
- Ambassador messages issued in January and February.
- Sponsored content leveraged via social media on Twitter, LinkedIn and Facebook.
- Development and execution of organic and shared content via social media on Twitter, LinkedIn and Facebook.
- Social media boosted posts via LinkedIn and Twitter in market in February and March (emerging sectors, manufacturing, research and innovation).
- Discover Niagara, Canada video launched in January.
- Ongoing content development and website maintenance across all websites (Resident Attraction, Business/Investment attraction and Immigration).

CRM Development

- Currently working with Innovate Niagara on technical updates to the system.

Media & Thought Leadership

- Sponsored content published in the National Post, Maclean's, Today's Parent and on Niagara Canada's Website.
 - [Start Up Ecosystem in Niagara, Maclean's Magazine, January 9th](#)
 - [Resident Attraction, National Post, January 27th](#)
 - [Today's Parent, Families Moving to Niagara, February 17th](#)

Streamline Planning Processes: Expediting Approvals Process

Niagara Region has been proactive in supporting business growth and economic prosperity. Niagara Economic Development will continue to identify and reduce barriers to new private sector investment.

Manager, Business Development and Expedited Services:

(Expedite approval processes working with the LAMs and Regional departments, host a workshop to identify and address barriers to industrial and commercial development.)

- Facilitated three separate meetings with local land owners and planning staff to discuss the impact that Niagara Region's Official Plan Amendment 16 and the creation of employment areas will have on their properties.

- Supported with a Toronto-based investor that is looking to invest in Niagara identify and address potential barriers to the development that could affect the project's timeline. This has included working with planning staff, industrial real estate, and the company's Director of Land Acquisitions.
- Supported Corporate Services to conduct an internal review to determine the best approach and timeline to sell the Regionally-owned properties located at 401A Lakeshore Road, St. Catharines.
- Advocated on behalf of an internet service provider that wishes to expand their services into Niagara. This will require agreeing to a Municipal Access Agreement with Niagara Region that meets the Corporation's requirements. This has required working with Corporate Services and Public Works to identify a solution that will not negatively impact the company's projected time lines.

Increasing Niagara's Competitiveness: Addressing Unnecessary Regulatory Burdens on Business.

Niagara Economic Development supports the Province's initiative to reduce the regulatory burden on business. In Niagara, development is regulated by a number of different bodies and complex policies. This has the effect of increasing the difficulty of manufacturers and agribusiness to do business that affects Niagara's competitiveness.

- In partnership with Planning and Development, NED responded to the Ministry of Economic Development, Job Creation, and Trade's submitted a formal response to their Ontario Job Site Challenge. The purpose of the job site challenge was to assist the Province in identifying employment lands between 500 and 1,500 acres in size that would be promoted by the Province of Ontario in their Foreign Direct Investment initiatives.

Workforce: Meeting Current and Future Talent, Professional, Skilled Trades and Labour Needs

Access to a talented, professional, skilled and educated workforce is increasingly a concern for businesses and essential to ensure the continued growth of the regional economy.

Manager, Strategic Marketing – position vacant:

(Promote Niagara as destination for skilled immigrants, working with the LIP.)

- Website updates completed.

***Advocacy: Improving Transportation Infrastructure Ensuring Niagara Remains
Competitive in a Global Economy***

Key infrastructure investments are required to increase Niagara's competitiveness and support business in the region as well as facilitate trade.

- Provided input to the Government and Stakeholder Relations Specialist on the Niagara Region Government Relations Plan.

Alternatives Reviewed

None applicable.

Relationship to Council Strategic Priorities

Economic development activities described in this report directly support three of Council's 2019-2022 Strategic Priorities:

- Supporting Businesses and Economic Growth
- Responsible Growth and Infrastructure Planning
- Sustainable and Engaging Government

Other Pertinent Reports

ED 1-2019 Economic Development Overview

ED 2-2019 Economic Development Strategy

ED 1-2020 Q4 Economic Development Quarterly Update Report

Prepared by:

Valerie Kuhns

Acting, Director

Economic Development

Submitted by:

Ron Tripp, P.Eng.

Acting Chief Administrative Officer



KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

May 8, 2020

Ann-Marie Norio
Regional Clerk
Niagara Region
1815 Sir Isaac Brock Way
Thorold, ON L2V 4T7

Dear Ms. Norio:

RE: Kaneff Properties Limited Comments on Draft Glendale District Plan
590 Glendale Avenue, City of St. Catharines
OUR FILE 1596A

Kaneff Properties Limited ("Kaneff") owns 590 Glendale Avenue which is identified as "Southwest Glendale" in the Draft Glendale District Plan. Kaneff has been actively engaged in the District Plan process and appreciates the work undertaken by the Region and its partners in advancing this District Plan. We have considered this exercise to be a collaborative process and commend the Region for its consultation efforts.

On behalf of Kaneff, we offer the following comments on the Draft Glendale District Plan for the Committee's information:

1. As of late April, Kaneff now owns 590 Glendale Avenue. These lands were previously owned by Transport Canada through St. Lawrence Seaway Management Corporation and leased to Kaneff. Kaneff now has full ownership over these lands.
2. In May 2015, Kaneff submitted a request to the Province as part of the Provincial Plan Review to redesignate "Southwest Glendale" from Escarpment Protection Area to Urban Area in the Niagara Escarpment Plan. In 2017, the request was deferred by Ministry of Natural Resources and Forestry (MNRF) pending further information. Both the Region and City are in support of Kaneff's request and have formally indicated support through Council resolutions.
3. It is our understanding that MNRF will be providing their recommendation on Kaneff's request shortly for which Cabinet makes the final decision. We also understand that Kaneff now owning these lands was a major consideration for MNRF in potentially arriving at a recommendation.
4. We continue to support the inclusion of 590 Glendale Avenue in the Glendale District Plan and the proposed Residential designation. We also have no concerns with the inclusion of the "Special Study Area 3" condition subject to clarifying on the Demonstration Plan that it is pending approval from Cabinet. This approach allows the lands to be considered in a comprehensive manner as part of the District Plan process while acknowledging that other approval is still needed prior to future development.

5. The wooded area identified on Kaneff's site is shown as "Environmental / Conservation". It is primarily comprised of dying ash trees based on recent tree inventories and NPCA confirmation. While we believe this is addressed in the recommendations for Strategy 1d of the District Plan, it is important to recognize that these mapped environmental areas are approximate and that boundaries may be reviewed and revised in conjunction with detailed site investigations completed as part of a future development application.

Thank you for the opportunity to provide comments on the draft District Plan. Please keep us notified of the Committee's decision on this matter.

If you have any questions or require further information, please let us know.

Yours truly,

MHBC

A handwritten signature in black ink, appearing to read 'NDR', with a long horizontal stroke extending to the right.

Neal DeRuyter, BES, MCIP, RPP

cc. *Kirsten McCauley, Niagara Region*
Kristina Kaneff
Anna-Maria Kaneff