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2.2.1	Managing Growth		
2.2.1.1	Population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4		<ul style="list-style-type: none"> • Chapter 2, Table 1 (Regional and Population Forecasts) • Section 2.A policies
2.2.1.2	<p>Forecasted growth to the horizon of this Plan will be allocated based on the following:</p> <p>a) the vast majority of growth will be directed to settlement areas that:</p> <ul style="list-style-type: none"> i. have a delineated built boundary; ii. have existing or planned municipal water and wastewater systems; and iii. can support the achievement of complete communities; <p>b) growth will be limited in settlement areas that:</p> <ul style="list-style-type: none"> i. are rural settlements; ii. are not serviced by existing or planned municipal water and wastewater systems; or iii. are in the Greenbelt Area; <p>c) within settlement areas, growth will be focused in:</p> <ul style="list-style-type: none"> i. delineated built-up areas; ii. strategic growth areas; iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and iv. areas with existing or planned public service facilities; <p>d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;</p> <p>e) development will be generally directed away from hazardous lands; and</p> <p>f) the establishment of new settlement areas is prohibited.</p>	     	<ul style="list-style-type: none"> • Sections 2.B and 2.C policies <ul style="list-style-type: none"> • Not applicable at this stage in the ROPR process • This will be addressed through the 2nd amendment to the ROP <ul style="list-style-type: none"> • Section 2.C and 2.D policies <ul style="list-style-type: none"> • Chapter 2 <ul style="list-style-type: none"> • Section 2.I policies <ul style="list-style-type: none"> • No new settlement areas are proposed
2.2.1.3	<p>Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:</p> <p>a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;</p>		<ul style="list-style-type: none"> • Section 2.B.1, Urban System Policies









	b) be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;		<ul style="list-style-type: none"> Sections 2.B, 2.C.2, 2.D, and 2.E policies
	c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;		<ul style="list-style-type: none"> Sections 2.B through 2.E policies
	d) support the environmental and agricultural protection and conservation objectives of this Plan; and		<ul style="list-style-type: none"> Section 2.C.1 This will be addressed through the 2nd amendment to the ROP
	e) be implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities.		<ul style="list-style-type: none"> This proposed ROP amendment was completed as part of a Municipal Comprehensive Review, in accordance with the Growth Plan.
2.2.1.4	Applying the policies of this Plan will support the achievement of complete communities that:		<ul style="list-style-type: none"> Chapter 2
	a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;		<ul style="list-style-type: none"> Chapter 1 Chapter 2 Objectives, Chapter 2 Section 3.A
	b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;		<ul style="list-style-type: none"> Chapter 2 Section 3.A
	c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;		<ul style="list-style-type: none"> Chapter 1 Chapter 2
	d) expand convenient access to: <ul style="list-style-type: none"> i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation; ii. public service facilities, co-located and integrated in community hubs; iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and iv. healthy, local, and affordable food options, including through urban agriculture; 		<ul style="list-style-type: none"> Chapter 2, Section 2.C.2 policies
	e) provide for a more compact built form and a vibrant public realm, including public open spaces;		<ul style="list-style-type: none"> Chapter 1 Chapter 2, policy 2.A.4
	f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and		













	g) integrate green infrastructure and appropriate low impact development.		<ul style="list-style-type: none"> Chapter 2, policy 2.C.2.2 b)
2.2.1.5	The Minister will establish a methodology for assessing land needs to implement this Plan, including relevant assumptions and other direction as required. This methodology will be used by upper- and single-tier municipalities to assess the quantity of land required to accommodate forecasted growth to the horizon of this Plan.		<ul style="list-style-type: none"> A Regional Land Needs Assessment was completed and followed the Provincial methodology to determine future land need to the planning horizon of 2051.
2.2.1.6	Based on a land needs assessment undertaken in accordance with policy 2.2.1.5, some upper- and single-tier municipalities in the outer ring will determine that they have excess lands. These municipalities will:		<ul style="list-style-type: none"> No excess lands were identified as part of the Land Needs Assessment
	a) determine which lands will be identified as excess lands based on the hierarchy of settlement areas established in accordance with policy 2.2.1.3;		<ul style="list-style-type: none"> No excess lands were identified as part of the Land Needs Assessment
	b) prohibit development on all excess lands to the horizon of this Plan; and		<ul style="list-style-type: none"> No excess lands were identified as part of the Land Needs Assessment
	c) where appropriate, use additional tools to reduce the land that is available for development, such as those set out in policies 5.2.8.3 and 5.2.8.4.		<ul style="list-style-type: none"> No excess lands were identified as part of the Land Needs Assessment
2.2.2	Delineated Built-up Areas		
2.2.2.1	By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:		<ul style="list-style-type: none"> Chapter 2, Section 2.F Table 3
	a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and		<ul style="list-style-type: none"> This policy does not apply to the cities of Cambridge, Kitchener, or Waterloo.
	b) The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will, through the next municipal comprehensive review, each establish the minimum percentage of all residential development occurring annually that will be within the delineated built-up area, based on maintaining or improving upon the minimum intensification target contained in the applicable upper- or single-tier official plan.		<ul style="list-style-type: none"> The proposed recommended amendment includes new minimum intensification targets
2.2.2.2	Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.		<ul style="list-style-type: none"> Chapter 2, Section 2.D and 2.F
2.2.2.3	All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:		<ul style="list-style-type: none"> Chapter 2, Section 2.D and 2.F
	a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;		











	b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;		<ul style="list-style-type: none"> Chapter 2, Section 2.D
	c) encourage intensification generally throughout the delineated built up area;		<ul style="list-style-type: none"> Chapter 2, Section 2.D.5 and 2.F
	d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;		<ul style="list-style-type: none"> Chapter 2, using 15-minute neighbourhood concept
	e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and		<ul style="list-style-type: none"> Chapter 2, Section 2.D
	f) be implemented through official plan policies and designations, updated zoning and other supporting documents.		<ul style="list-style-type: none"> Chapter 2, the proposed recommended amendment provides direction for the area Municipalities to implement this policy
2.2.2.4	Councils of upper- and single-tier municipalities may request an alternative to the target established in policy 2.2.2.1 where it is demonstrated that this target cannot be achieved and that the alternative target will be appropriate given the size, location and capacity of the delineated built-up area.		<ul style="list-style-type: none"> The Region has not requested an alternative intensification target
2.2.2.5	The Minister may permit an alternative to the target established in policy 2.2.2.1. If council does not make a request or the Minister does not permit an alternative target, the target established in policy 2.2.2.1 will apply.		<ul style="list-style-type: none"> The Region has not requested an alternative intensification target
2.2.3	Urban Growth Centres		
2.2.3.1	Urban growth centres will be planned:		<ul style="list-style-type: none"> Chapter 2, Section 2.D.1
	a) as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;		<ul style="list-style-type: none"> Chapter 2, Section 2.D.1
	b) to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;		<ul style="list-style-type: none"> Chapter 2, Section 2.D.1
	c) to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and		<ul style="list-style-type: none"> Chapter 2, Section 2.D.1
	d) to accommodate significant population and employment growth.		<ul style="list-style-type: none"> Chapter 2, Section 2.D.1

2.2.3.2	Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:		
	a) 400 residents and jobs combined per hectare for each of the urban growth centres in the City of Toronto;		<ul style="list-style-type: none"> This policy does not apply to the Region of Waterloo
	b) 200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres; and		<ul style="list-style-type: none"> Chapter 2, Section 2.D.1
	c) 150 residents and jobs combined per hectare for each of the Downtown Barrie, Downtown Brantford, Downtown Cambridge, Downtown Guelph, Downtown Peterborough and Downtown St. Catharines urban growth centres.		<ul style="list-style-type: none"> Chapter 2, Section 2.D.1
2.2.4	Transit Corridors and Station Areas		
2.2.4.1	The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.		<ul style="list-style-type: none"> Maps 1 and 2, identified as Regional Intensification Corridors
2.2.4.2	For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.		<ul style="list-style-type: none"> Chapter 2, Section 2.D.2 policies MTSAs identified on Map 2 and delineated on Figures 4a – 9d.
2.2.4.3	Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:		
	a) 200 residents and jobs combined per hectare for those that are served by subways;		<ul style="list-style-type: none"> This policy does not apply within the Region of Waterloo.
	b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or		<ul style="list-style-type: none"> Chapter 2, Section 2.D.2 Table 2, Minimum Densities for MTSAs
	c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.		<ul style="list-style-type: none"> This policy does not apply within the Region of Waterloo
2.2.4.4	For a particular major transit station area, the Minister may approve a target that is lower than the applicable target established in policy 2.2.4.3, where it has been demonstrated that this target cannot be achieved because:		
	a) development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or		<ul style="list-style-type: none"> The Region requested an alternative, lower target for three MTSAs through a submission to the Province in Spring 2021. Approval of the alternative targets has not been provided to date, but is anticipated through the final approval of the ROP amendment.
	b) there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.		<ul style="list-style-type: none"> The Region requested an alternative, lower target for three MTSAs through a submission to the Province in Spring 2021. Approval of the alternative targets has not been provided to date, but is anticipated through the final








			approval of the ROP amendment.
2.2.4.5	Notwithstanding policies 5.2.3.2 b) and 5.2.5.3 c), upper- and single-tier municipalities may delineate the boundaries of major transit station areas and identify minimum density targets for major transit station areas in advance of the next municipal comprehensive review, provided it is done in accordance with subsections 16(15) or (16) of the Planning Act, as the case may be.		<ul style="list-style-type: none"> The Region is identifying and delineating all MTSA's through the current Municipal Comprehensive Review.
2.2.4.6	Within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.		<ul style="list-style-type: none"> Chapter 2, Policy 2.D.2 f)
2.2.4.7	The Province may identify additional priority transit corridors and planning requirements for major transit station areas on priority transit corridors or subway lines, to support the optimization of transit investments across the GGH, which may specify:		<ul style="list-style-type: none"> This policy is direction to the Province
	a) the timeframes for implementation of the planning requirements;		
	b) the boundaries of the area that will be subject to the planning requirements; and		<ul style="list-style-type: none"> This policy is direction to the Province
	c) any additional requirements that may apply in relation to these areas		<ul style="list-style-type: none"> This policy is direction to the Province.
2.2.4.8	All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:		<ul style="list-style-type: none"> Chapter 2, Policy 2.D.2.2
	a) connections to local and regional transit services to support transit service integration;		
	b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and		<ul style="list-style-type: none"> Chapter 2, Policy 2.D.2.2
	c) commuter pick-up/drop-off areas		<ul style="list-style-type: none"> Chapter 2, Policy 2.D.6.1 f) in relation to all Strategic Growth Areas, including MTSA's
2.2.4.9	Within all major transit station areas, development will be supported, where appropriate, by:		<ul style="list-style-type: none"> Chapter 2, Policy 2.D.2.2
	a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;		
	b) fostering collaboration between public and private sectors, such as joint development projects;		<ul style="list-style-type: none"> Chapter 2, Policy 2.D.2.2













	c) providing alternative development standards, such as reduced parking standards; and		<ul style="list-style-type: none"> Chapter 2, Policy 2.D.2.2
	d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities		<ul style="list-style-type: none"> Chapter 2, Policy 2.D.2.2
2.2.4.10	Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.		<ul style="list-style-type: none"> Chapter 2, Policy 2.D.2.4
2.2.4.11	In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure, in consultation with Metrolinx, as appropriate.		<ul style="list-style-type: none"> The Region has ongoing discussions with Metrolinx regarding the future location of a GO Station in the Breslau area of the Township of Woolwich, and once the location has been finalized, the ROP will be amended to protect these lands for future transit infrastructure.
2.2.5	Employment		
2.2.5.1	Economic development and competitiveness in the GGH will be promoted by:		<ul style="list-style-type: none"> Chapter 2, Section 2.H, preamble
	a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;		
	b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;		<ul style="list-style-type: none"> A Regional Land Needs Assessment was completed and followed the Provincial methodology to determine future employment land need to the planning horizon of 2051.
	c) planning to better connect areas with high employment densities to transit; and		<ul style="list-style-type: none"> Policy 2.H.1.6 seeks to improve connectivity between existing office parks and transit and mobility networks. Policy 2.H.1.4 directs major offices and appropriate major institutional developments to MTSA's The MTSA policies in Section 2.D also provide for the integration of transit services with any nearby major trip generators, including areas with high employment densities.
	d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.		<ul style="list-style-type: none"> Chapter 2, Section 2.H objectives










2.2.5.2	Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
2.2.5.3	Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
2.2.5.4	In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
2.2.5.5	Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
2.2.5.6	Upper- and single-tier municipalities, in consultation with lower-tier municipalities, will designate all employment areas in official plans and protect them for appropriate employment uses over the long-term. For greater certainty, employment area designations may be incorporated into upper- and single-tier official plans by amendment at any time in advance of the next municipal comprehensive review.		<ul style="list-style-type: none"> Map 3 delineates all Regional Employment Areas (Employment Area)
2.2.5.7	Municipalities will plan for all employment areas within settlement areas by:		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
	a) prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
	b) prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
	c) providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
2.2.5.8	The development of sensitive land uses, major retail uses or major office uses will, in accordance with provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
2.2.5.9	The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
	a) there is a need for the conversion;		











	b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
	c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
	d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
	e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
2.2.5.10	Notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:		<ul style="list-style-type: none"> Chapter 2, Policy 2.H.1.12
	a) satisfy the requirements of policy 2.2.5.9 a), d) and e)		
	b) maintain a significant number of jobs on those lands through the establishment of development criteria; and		<ul style="list-style-type: none"> All conversions are being determined as part of this MCR and were not done in advance.
	c) not include any part of an employment area identified as a provincially significant employment zone unless the part of the employment area is located within a major transit station area as delineated in accordance with the policies in subsection 2.2.4.		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
2.2.5.11	Any change to an official plan to permit new or expanded opportunities for major retail in an employment area may only occur in accordance with policy 2.2.5.9 or 2.2.5.10.		<ul style="list-style-type: none"> Chapter 2, Section 2.H.1
2.2.5.12	The Minister may identify provincially significant employment zones and may provide specific direction for planning in those areas to be implemented through appropriate official plan policies and designations and economic development strategies.		<ul style="list-style-type: none"> Chapter 2, Policy 2.H.1.3
2.2.5.13	Upper- and single-tier municipalities, in consultation with lower-tier municipalities, will establish minimum density targets for all employment areas within settlement areas that:		<ul style="list-style-type: none"> Chapter 2, Policy 2.H.1.8
	a) are measured in jobs per hectare;		









	b) reflect the current and anticipated type and scale of employment that characterizes the employment area to which the target applies;		<ul style="list-style-type: none"> Chapter 2, Section 2.H. The Employment Area designation in the ROP amendment provides for a broad range of business and economic activities, including but not limited to manufacturing, warehouses, offices, research and development, and associated retail and ancillary facilities.
	c) reflects opportunities for the intensification of employment areas on sites that support active transportation and are served by existing or planned transit; and		<ul style="list-style-type: none"> Chapter 2, Policy 2.H
	d) will be implemented through official plan policies and designations and zoning by-laws.		<ul style="list-style-type: none"> Chapter 2, Policy 2.H.1.8
2.2.5.14	Outside of employment areas, development criteria should be established to ensure that the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.		<ul style="list-style-type: none"> Chapter 2, Policy 2.H
2.2.5.15	The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.		<ul style="list-style-type: none"> Chapter 2, Policies 2.H.1.5 and 2.H.1.6
2.2.5.16	Existing office parks will be supported by:		<ul style="list-style-type: none"> Chapter 2, Policy 2.H.17
	a) improving connectivity with transit and active transportation networks;		<ul style="list-style-type: none"> Chapter 2, Policy 2.H.1.9
	b) providing for an appropriate mix of amenities and open space to serve the workforce;		<ul style="list-style-type: none"> Chapter 2, Policy 2.H.1.9
	c) planning for intensification of employment uses;		<ul style="list-style-type: none"> Chapter 2, Policy 2.H.1.9
	d) ensuring that the introduction of any non-employment uses, if appropriate, would be limited and would not negatively impact the primary function of the area; and		<ul style="list-style-type: none"> Chapter 2, Policy 2.H.1.9
	e) approaches to transportation demand management that reduce reliance on single-occupancy vehicle use.		<ul style="list-style-type: none"> Chapter 2, Policy 2.H.1.6
2.2.5.17	Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, are encouraged to undertake a co-ordinated approach to planning for large areas with high concentrations of employment that cross municipal boundaries and are major trip generators, on matters such as transportation demand		<ul style="list-style-type: none"> Chapter 2, Policy 2.H.1.17










	management and economic development. If necessary, the Minister may identify certain areas that meet these criteria and provide direction for a co-ordinated approach to planning.		
2.2.5.18	In recognition of the importance of cross-border trade with the United States, this Plan recognizes a Gateway Economic Zone and Gateway Economic Centre near the Niagara-United States border. Planning and economic development in these areas will support economic diversity and promote increased opportunities for cross-border trade, movement of goods, and tourism.		<ul style="list-style-type: none"> This policy does not apply to Waterloo Region
2.2.6	Housing		
2.2.6.1	Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:		<ul style="list-style-type: none"> Section 3.A
	a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by: <ul style="list-style-type: none"> i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and ii. establishing targets for affordable ownership housing and rental housing; 		
	b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);		<ul style="list-style-type: none"> Section 3.A
	c) align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;		<ul style="list-style-type: none"> Section 3.A, Policy 3.A.1
	d) address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”; and		<ul style="list-style-type: none"> Section 3.A., Policy 3.A.1
	e) implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.		<ul style="list-style-type: none"> Section 3.A. Collectively, these policies provide direction to the area municipalities to implement policy through official plan policies and zoning by-laws.
2.2.6.2	Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by: <ul style="list-style-type: none"> a) planning to accommodate forecasted growth to the horizon of this Plan; 		<ul style="list-style-type: none"> Chapter 2









	b) planning to achieve the minimum intensification and density targets in this Plan;		<ul style="list-style-type: none"> Chapter 2
	c) considering the range and mix of housing options and densities of the existing housing stock; and		<ul style="list-style-type: none"> Section 3.A
	d) planning to diversify their overall housing stock across the municipality.		<ul style="list-style-type: none"> Chapter 2 and Section 3.A
2.2.6.3	To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.		<ul style="list-style-type: none"> Section 3.A
2.2.6.4	Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.		<ul style="list-style-type: none"> The Region is continuously monitoring its land supply to ensure there is at least a three-year supply of residential units.
2.2.6.5	When a settlement area boundary has been expanded in accordance with the policies in subsection 2.2.8, the new designated greenfield area will be planned in accordance with policies 2.2.6.1 and 2.2.6.2.		<ul style="list-style-type: none"> The Region's housing policies are outlined in Section 3.A. These policies apply to all lands in the region, including newly designated greenfield areas.
2.2.7	Designated Greenfield Areas		
2.2.7.1	New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:		<ul style="list-style-type: none"> Chapter 2, Section 2.B, Section 2.G, Policy 2.G.1.2
	a) supports the achievement of complete communities;		<ul style="list-style-type: none"> Chapter 2, Section 2.B, Section 2.G, Policy 2.G.1.2
	b) supports active transportation; and		<ul style="list-style-type: none"> Chapter 2, Section 2.B, Section 2.G, Policy 2.G.1.2
	c) encourages the integration and sustained viability of transit services.		<ul style="list-style-type: none"> Chapter 2, Section 2.B, Section 2.G, Policy 2.G.1.2
2.2.7.2	The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:		<ul style="list-style-type: none"> Chapter 2, Table 4
	a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare; and		










	b) The City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington will plan to achieve within the horizon of this Plan a minimum density target that is not less than 40 residents and jobs combined per hectare.		<ul style="list-style-type: none"> This policy does not apply to Waterloo Region.
2.2.7.3	The minimum density target will be measured over the entire designated greenfield area of each upper- or single-tier municipality, excluding the following:		<ul style="list-style-type: none"> Chapter 2, Policy 2.G.1.3.
	a) natural heritage features and areas, natural heritage systems and floodplains, provided development is prohibited in these areas;		
	b) rights-of-way for: <ul style="list-style-type: none"> i. electricity transmission lines; ii. energy transmission pipelines; iii. freeways, as defined by and mapped as part of the Ontario Road Network; and iv. railways; 		<ul style="list-style-type: none"> Chapter 2, Policy 2.G.1.3
	c) employment areas; and		<ul style="list-style-type: none"> Chapter 2, Policy 2.G.1.3
	d) cemeteries.		<ul style="list-style-type: none"> Chapter 2, Policy 2.G.1.3
2.2.7.4	Councils of upper- and single-tier municipalities may request an alternative to the target established in policy 2.2.7.2 where it is demonstrated that the target cannot be achieved and that the alternative target will support the diversification of the total range and mix of housing options and the achievement of a more compact built form in designated greenfield areas to the horizon of this Plan in a manner that is appropriate given the characteristics of the municipality and adjacent communities.		<ul style="list-style-type: none"> The Region is not proposing a growth to approach that is below the minimum DGA target
2.2.7.5	The Minister may permit an alternative to the target established in policy 2.2.7.2. If council does not make a request or the Minister does not permit an alternative target, the target established in policy 2.2.7.2 will apply.		<ul style="list-style-type: none"> The Region is not proposing a growth to approach that is below the minimum DGA target
2.2.8	Settlement Area Boundary Expansions		
2.2.8.1	Settlement area boundaries will be delineated in official plans.		<ul style="list-style-type: none"> Map 2 (Urban System) delineates the Urban Area(s) and Township Urban Area(s)
2.2.8.2	A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that: <ul style="list-style-type: none"> a) based on the minimum intensification and density targets in this Plan and a land needs assessment undertaken in accordance with policy 2.2.1.5, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan are not available through intensification and in the designated greenfield area: <ul style="list-style-type: none"> i. within the upper- or single-tier municipality, and within the applicable lower-tier municipality; 		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3.1 and 2.E.2.1 as well as the studies undertaken to support the ROP Review.










	b) the proposed expansion will make available sufficient lands not exceeding the horizon of this Plan, based on the analysis provided for in policy 2.2.8.2a), while minimizing land consumption; and		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3.1 and 2.E.2.1
	c) the timing of the proposed expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan.		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3.1 and 2.E.2.1
2.2.8.3	Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies in this Plan, including the following:		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3 and 2.E.2 as well as the studies undertaken to support to the ROP Review.
	a) there is sufficient capacity in existing or planned infrastructure and public service facilities;		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3 and 2.E.2 as well as the studies undertaken to support the ROP Review.
	b) the infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets;		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3 and 2.E.2 as well as the studies undertaken to support the ROP Review.
	c) the proposed expansion would be informed by applicable water and wastewater master plans or equivalent and stormwater master plans or equivalent, as appropriate;		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3 and 2.E.2 as well as the studies undertaken to support the ROP Review.
	d) the proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water;		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3 and 2.E.2 as well as the studies undertaken to support the ROP Review.
	e) key hydrologic areas and the Natural Heritage System for the Growth Plan should be avoided where possible;		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3 and 2.E.2 as well as the studies undertaken to support the ROP Review.
	f) prime agricultural areas should be avoided where possible. To support the Agricultural System, alternative locations across the upper- or single-tier municipality will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the Agricultural System and in accordance with the following: <ul style="list-style-type: none"> i. expansion into specialty crop areas is prohibited; ii. reasonable alternatives that avoid prime agricultural areas are evaluated; and iii. where prime agricultural areas cannot be avoided, lower priority agricultural lands are used; 		<ul style="list-style-type: none"> An Agricultural Impact Assessment (AIA) is being submitted as part of the ROP Review based on the Draft Agricultural Impact Assessment (AIA) Guidance Document, 2018, prepared by the Ministry of Agriculture, Food and Rural Affairs (OMAFRA).
	g) the settlement area to be expanded is in compliance with the minimum distance separation formulae;		<ul style="list-style-type: none"> An Agricultural Impact Assessment (AIA) is being submitted as part of the ROP Review based on the Draft Agricultural Impact Assessment (AIA) Guidance Document, 2018,










			prepared by the Ministry of Agriculture, Food and Rural Affairs (OMAFRA).
	h) any adverse impacts on the agri-food network, including agricultural operations, from expanding settlement areas would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;		<ul style="list-style-type: none"> An Agricultural Impact Assessment (AIA) is being submitted as part of the ROP Review based on the Draft Agricultural Impact Assessment (AIA) Guidance Document, 2018, prepared by the Ministry of Agriculture, Food and Rural Affairs (OMAFRA).
	i) the policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied;		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3 and 2.E.2
	j) the proposed expansion would meet any applicable requirements of the Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans and any applicable source protection plan; and		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3 and 2.E.2
	<p>k) within the Protected Countryside in the Greenbelt Area:</p> <p>i. the settlement area to be expanded is identified in the Greenbelt Plan as a Town/Village;</p> <p>ii. the proposed expansion would be modest in size, representing no more than a 5 per cent increase in the geographic size of the settlement area based on the settlement area boundary delineated in the applicable official plan as of July 1, 2017, up to a maximum size of 10 hectares, and residential development would not be permitted on more than 50 per cent of the lands that would be added to the settlement area;</p> <p>iii. the proposed expansion would support the achievement of complete communities or the local agricultural economy;</p> <p>iv. the proposed uses cannot be reasonably accommodated within the existing settlement area boundary;</p> <p>v. the proposed expansion would be serviced by existing municipal water and wastewater systems without impacting future intensification opportunities in the existing settlement area; and</p> <p>vi. expansion into the Natural Heritage System that has been identified in the Greenbelt Plan is prohibited.</p>		<ul style="list-style-type: none"> There are no specific ROP policies regarding expanding a settlement within the Protected Countryside in the Greenbelt Area
2.2.8.4	Notwithstanding policy 2.2.8.2, municipalities may adjust settlement area boundaries outside of a municipal comprehensive review, provided:		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3.3 and 2.E.2.2
	a) there would be no net increase in land within settlement areas;		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3.3 and 2.E.2.2
	b) the adjustment would support the municipality's ability to meet the intensification and density targets established pursuant to this Plan;		<ul style="list-style-type: none"> Chapter 2, Policy 2.C.3.3 and 2.E.2.2
	c) the location of any lands added to a settlement area will satisfy the applicable requirements of policy 2.2.8.3;		<ul style="list-style-type: none"> Chapter 2, Policy 2.C.3.3 and 2.E.2.2











	d) the affected settlement areas are not rural settlements or in the Greenbelt Area; and		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3.3 and 2.E.2.2 provide for the adjustment of an Urban Area or Township Urban Area outside a municipal comprehensive review subject to certain conditions. These policies do not apply to rural settlements or to any lands within the Greenbelt
	e) the settlement area to which lands would be added is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands.		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3.3 and 2.E.2.3
2.2.8.5	Notwithstanding policies 2.2.8.2 and 5.2.4.3, a settlement area boundary expansion may occur in advance of a municipal comprehensive review, provided:		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3.4 and 2.E.2.3
	a) the lands that are added will be planned to achieve at least the minimum density target in policy 2.2.7.2 or 2.2.5.13, as appropriate;		
	b) the location of any lands added to a settlement area will satisfy the applicable requirements of policy 2.2.8.3;		<ul style="list-style-type: none"> Chapter, 2, Policies 2.C.3.4 and 2.E.2.3
	c) the affected settlement area is not a rural settlement or in the Greenbelt Area;		<ul style="list-style-type: none"> Chapter 2, Policies 2.C.3.4 and 2.E.2.3 provide for the expansion of an Urban Area or Township Urban Area outside a municipal comprehensive review subject to certain conditions. These policies do not apply to rural settlements or to any lands within the Greenbelt
	d) the settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands; and		<ul style="list-style-type: none"> Chapter 2, Policy 2.C.3.4 and Policy 2.E.2.3
	e) the additional lands and associated forecasted growth will be fully accounted for in the land needs assessment associated with the next municipal comprehensive review.		<ul style="list-style-type: none"> Chapter 2, Policy 2.C.3.4 and Policy 2.E.2.3
2.2.8.6	For a settlement area boundary expansion undertaken in accordance with policy 2.2.8.5, the amount of land to be added to the settlement area will be no larger than 40 hectares.		<ul style="list-style-type: none"> Chapter 2, Policy 2.C.3.4 and Policy 2.E.2.3









Provincial Policy Statement Section	Provincial Policy Statement Consistency Item	Consistency Status	Where to find in Proposed Recommended ROP Amendment
1.0	Building Strong Healthy Communities		
1.1	Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns		
1.1.1	<p>Healthy, liveable and safe communities are sustained by:</p> <p>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</p> <p>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;</p> <p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>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;</p> <p>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;</p> <p>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</p> <p>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p> <p>h) promoting development and land use patterns that conserve biodiversity; and</p>	       	<ul style="list-style-type: none"> The policies in Chapter 2, Sections 2.A and 2.B specifically address consistency with the items in this section of the PP as well as the studies undertaken to support to the ROP Review.











	i) preparing for the regional and local impacts of a changing climate.		
1.1.2	<p>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.</p> <p>Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.</p> <p>Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.</p>		
1.1.3	Settlement Areas		
1.1.3.1	Settlement areas shall be the focus of growth and development.		<ul style="list-style-type: none"> The policies in Chapter 2, Sections 2.A through 2.E specifically address consistency with the items in this section of the PPS as well as the studies undertaken to support to the ROP Review.
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;		<ul style="list-style-type: none"> An Agricultural Impact Assessment (AIA) is being submitted as part of the ROP Review based on the Draft Agricultural Impact Assessment (AIA) Guidance Document, 2018, prepared by the Ministry of Agriculture, Food and Rural Affairs (OMAFRA).
	d) the new or expanding settlement area is in compliance with the minimum distance separation formulae; and		<ul style="list-style-type: none"> An Agricultural Impact Assessment (AIA) is being submitted as part of the ROP Review based on the Draft Agricultural Impact Assessment (AIA) Guidance Document, 2018, prepared by the Ministry of Agriculture, Food and Rural Affairs (OMAFRA).
	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.		








1.2	Coordination		
1.2.1	<p>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:</p> <p>a) managing and/or promoting growth and development that is integrated with infrastructure planning;</p> <p>b) economic development strategies;</p> <p>c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;</p> <p>d) infrastructure, multimodal transportation systems, public service facilities and waste management systems;</p> <p>e) ecosystem, shoreline, watershed, and Great Lakes related issues;</p> <p>f) natural and human-made hazards;</p> <p>g) population, housing and employment projections, based on regional market areas; and</p> <p>h) addressing housing needs in accordance with provincial policy statements such as the Policy Statement: Service Manager Housing and Homelessness Plans.</p>	       	<ul style="list-style-type: none"> The Region has taken a coordinated approach through the completion of the MCR and is consistent with the items in this section of the PPS.
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	<p>Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:</p> <p>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;</p> <p>b) identify areas where growth or development will be directed, including the identification of nodes and the corridors linking these nodes;</p> <p>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;</p> <p>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</p> <p>e) provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.</p>	    	
1.2.5	<p>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.</p>		<ul style="list-style-type: none"> The Region is the upper-tier municipality
1.2.6	Land Use Compatibility		
1.2.6.1	<p>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.</p>		<ul style="list-style-type: none"> The policies in Chapter 2, Sections 2.I through 2.E specifically address consistency with the items in this section of the PPS.
1.2.6.2	<p>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:</p> <p>a) there is an identified need for the proposed use;</p>		











	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:		<ul style="list-style-type: none"> The policies in Chapter 2, Section 2.H specifically address consistency with the items in this section of the PPS as well as the studies undertaken to support to the ROP Review.
	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.		<ul style="list-style-type: none"> The policies in Chapter 2, Section 2.H specifically address consistency with the items in this section of the PPS as well as











1.3.2.2	<p>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.</p> <p>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</p>		the studies undertaken to support to the ROP Review.
1.3.2.3	<p>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.</p> <p>Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.</p>		
1.3.2.4	<p>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.</p>		
1.3.2.5	<p>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:</p> <p>a) there is an identified need for the conversion and the land is not required for employment purposes over the long term;</p> <p>b) the proposed uses would not adversely affect the overall viability of the employment area; and</p> <p>c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.</p>		
1.3.2.6	<p>Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.</p>		
1.3.2.7	<p>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.</p>		




1.4	Housing		
1.4.1	<p>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:</p> <p>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</p>		<ul style="list-style-type: none"> The Region continuously monitors building permits and the inventory of units in plans of subdivision to ensure consistency with the PPS.
<p>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.</p> <p>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.</p>			
1.4.2	<p>Where planning is conducted by an upper-tier municipality:</p> <p>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</p>		
<p>b) the allocation of population and units by the upper-tier municipality shall be based on and reflect provincial plans where these exist.</p>			
1.4.3	<p>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:</p> <p>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;</p>		<ul style="list-style-type: none"> The policies in Section 3.A and policies in Chapter 2 of the amendment specifically addresses consistency with these items of the PPS.
<p>b) permitting and facilitating:</p> <p>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</p>			

	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:		<ul style="list-style-type: none"> The introductory Chapter of the amendment and policies in Chapter 2, Section 2.A specifically addresses consistency with these items of the PPS.
	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		<ul style="list-style-type: none"> The Region does not have any shorelines

	d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.		<ul style="list-style-type: none"> The policies of Chapter 7 provide for the protection of a wide range of natural heritage systems, linkages, and features. The Region will be reviewing these policies as part of the 2nd ROP amendment to ensure consistency with the PPS.
1.6	Infrastructure and Public Service Facilities		
1.6.1	<p>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.</p> <p>Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:</p> <p>a) financially viable over their life cycle, which may be demonstrated through asset management planning; and</p>		<ul style="list-style-type: none"> The policies in Chapter 2 of the amendment specifically addresses consistency with these items of the PPS. <ol style="list-style-type: none">
	b) available to meet current and projected needs.		
1.6.2	Planning authorities should promote green infrastructure to complement infrastructure.		
1.6.3	<p>Before consideration is given to developing new infrastructure and public service facilities:</p> <p>a) the use of existing infrastructure and public service facilities should be optimized; and</p>		
	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		
1.6.9	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		<ul style="list-style-type: none"> The policies in Chapter 2, Section 2.I and 2.H specifically address consistency with these items of the PPS.
	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.		
1.7	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;		<ul style="list-style-type: none"> The policies in Chapter 2 of the amendment specifically addresses consistency with these items of the PPS.
	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 main streets;		
	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;		<ul style="list-style-type: none"> The Region will be reviewing these policies as part of the 2nd ROP amendment to ensure consistency with the PPS.
	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 agrifood network;		<ul style="list-style-type: none"> The policies in Chapter 2 of the amendment specifically addresses consistency with these items of the PPS.
	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.		<ul style="list-style-type: none"> The Region will be reviewing these policies as part of the 2nd ROP amendment to ensure consistency with the PPS.
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:		<ul style="list-style-type: none"> The policies in Chapter 2 of the amendment specifically addresses consistency with these items of the PPS.
	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.	