



The Regional Municipality of Durham

COUNCIL INFORMATION PACKAGE

March 22, 2019

Information Reports

[2019-INFO-18](#) Commissioner of Finance – re: 2019 Federal Budget

Early Release Reports

There are no Early Release Reports

Staff Correspondence

1. [John Henry, Regional Chair and CEO](#) – re: Writing to Mr. Ken Seiling and Mr. Michael Fenn, Special Advisors to the Minister of Municipal Affairs and Housing regarding a meeting that was held on February 25, 2019 discussing the strengths of the two-tier system of municipal government in Durham Region.

Durham Municipalities Correspondence

1. [Municipality of Clarington](#) – re: Resolution passed at their Council meeting held on March 18, 2019, regarding Regional Governance Review
2. [City of Oshawa](#) - Resolution passed at their Council meeting held on March 18, 2019, regarding City comments on proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017

Other Municipalities Correspondence/Resolutions

1. [Region of York](#) – re: Resolution passed at their Council meeting held on February 28, 2019, regarding Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017

Miscellaneous Correspondence

There is no Miscellaneous Correspondence

Advisory Committee Minutes

There are no Advisory Committee Minutes

Members of Council – Please advise the Regional Clerk at clerks@durham.ca, if you wish to pull an item from this CIP and include on the next regular agenda of the appropriate Standing Committee. Items will be added to the agenda if the Regional Clerk is advised by Wednesday noon the week prior to the meeting, otherwise the item will be included on the agenda for the next regularly scheduled meeting of the applicable Committee.

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The Regional Municipality of Durham Information Report

From: Commissioner of Finance
Report: [#2019-INFO-18](#)
Date: March 22, 2019

Subject:

2019 Federal Budget

Recommendation:

Receive for information

Report:

1. Background

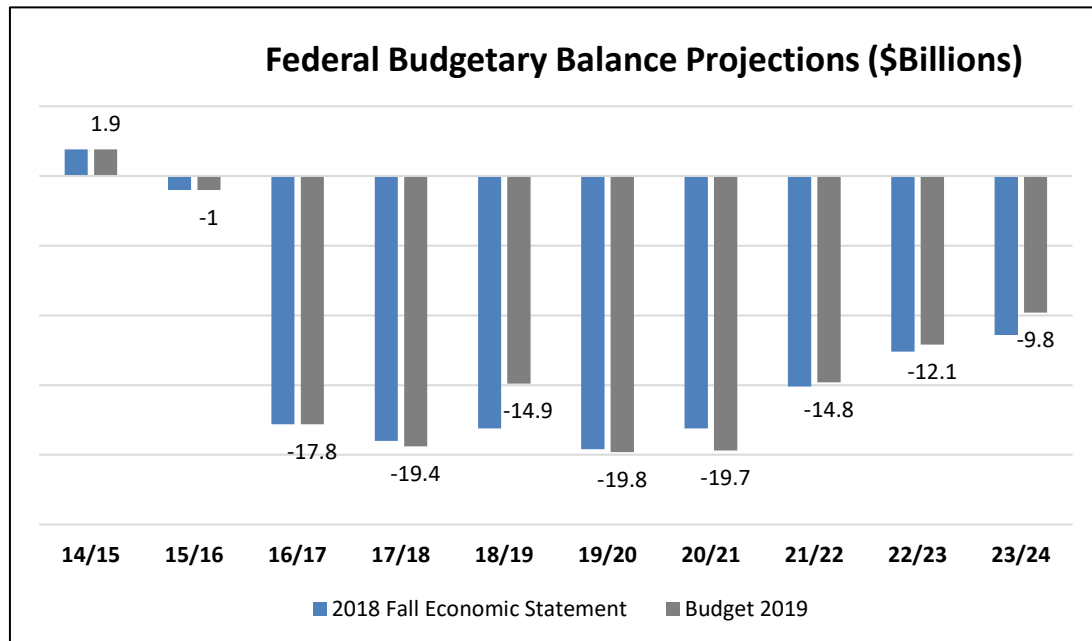
- 1.1 On March 19, 2019, the Honourable William Morneau, Minister of Finance, tabled the Federal Government's 2019 Budget "Investing in the Middle Class" in the House of Commons.
- 1.2 This report summarizes the Federal Budget, and highlights information particularly relevant to Durham Region and its residents, including:
 - The federal government has announced a one-time transfer of \$2.2 billion to municipalities through the Federal Gas Tax Fund, (anticipated to be approximately \$19.6 million for Regional Municipality of Durham)
 - The Budget includes \$300 million to help municipalities grow their housing supply; and
 - Under the Greenhouse Gas Pollution Pricing Act, the federal fuel charge will begin to apply in Ontario, which is a backstop jurisdiction, starting in April 2019. Although consumers will face higher fuel prices, federal fuel charge revenues will be returned to backstop jurisdictions, with most expected to go directly to households through Climate Action Incentive payments. Most households are expected to receive more in payments than their increased fuel costs.

2. Fiscal and Economic Highlights

- 2.1 The projected deficit for the fiscal year ending March 31, 2019 is estimated at \$14.9 billion. The 2019 Federal Budget projects a deficit of \$19.8 billion in 2019-20 and continued deficits through to 2023-24. Future deficits are expected to

decrease gradually from \$19.7 billion in 2020-21 to \$9.8 billion in 2023-24. No timeline to balance the budget is provided in the government's fiscal blueprint.

Figure 1



Source: 2018 Fall Economic Statement and the 2019 Federal Budget

- 2.2 The federal debt is expected to increase to \$705.4 billion in 2019-20 from an estimated \$685.6 billion in 2018-19. With projected deficits to 2023-24, the federal debt is projected to increase to \$761.7 billion by 2023-24.
- 2.3 Public debt charges in 2019-20 are estimated at \$26.2 billion, representing approximately 7.4 per cent of estimated total expenses. Public debt charges are anticipated to increase to \$33.2 billion in 2023-24.
- 2.4 The Federal Budget projections are based on the following assumptions:
- Real GDP growth of 1.8 per cent in 2019 and 1.6 per cent for 2020;
 - An inflation rate (Consumer Price Index) of 1.9 per cent for 2019 and 2.0 per cent for 2020; and
 - A national unemployment rate of approximately 5.7 per cent in 2019.
- 2.5 For 2018-19, debt as a percentage of GDP is estimated to be 30.8 per cent, roughly the same as in 2017-18, and is expected to fall slightly to 30.7 per cent in 2019-20 and 28.6 per cent by 2023-24.

3. Highlights of the 2018 Federal Budget

3.1 General Overview and New Municipal Investments

- The 2019 Budget included some additional funding for municipalities. A list of the new funding proposals is provided below and the details are provided throughout the report:
 - A one-time transfer of \$2.2 billion through the Federal Gas Tax Fund;
 - Renewed commitment to the Investing in Canada Infrastructure Plan, which includes investments in transit infrastructure;
 - \$300 million to help municipalities grow their housing supply;
 - \$60 million through the FCM for small community asset management planning; and
 - Investments through the Federation of Canadian Municipalities (FCM) for the following energy efficiency programs in municipal facilities:
 - Collaboration on Community Climate Action (\$350 million)
 - Community EcoEfficiency Acceleration (\$300 million)
 - Sustainable Affordable Housing Innovation (\$300 million)
- The 2019 Budget proposes a number of new initiatives targeted to first time home buyers, investments in the skills training of the Canadian workforce, investments in clean energy, and the creation of an Advisory Council on the Implementation of a National Pharmacare Program.
- The 2019 Budget also proposes an additional \$553 million over three years in new funding to repair issues related to its federal pay system, Phoenix.

Federal Gas Tax

- The 2019 Federal Budget proposes a one-time transfer of \$2.2 billion through the Federal Gas Tax Fund to address short-term priorities in municipalities and First Nation communities. This will result in doubling the Government's commitment to municipalities in 2018-2019. The Regional Municipality of Durham is anticipated to receive \$19.6 million in Federal Gas Tax funding in 2019 as part of the regular program. Based on the announcement in the 2019 Federal Budget, the Regional Municipality of Durham may receive an additional \$19.6 million in 2019.

Green Infrastructure

The 2019 Federal Budget reiterated the Government's commitment to green infrastructure projects through its previous commitments of \$5 billion through the Canada Infrastructure Bank.

Transit

- The 2019 Federal Budget provides limited new information regarding the next phase of the Investing in Canada Infrastructure Program.
- Providing examples of already approved Investing in Canada Plan projects, the budget highlights a federal investment of \$93.5 million in 53 new bi-level train coaches for GO Transit.
- The budget also states that the Canada Infrastructure Bank is actively engaged with governments and the investor community on major project opportunities across the country, including transit projects.

Broadband

- The 2019 Federal Budget proposes an investment of \$1.7 billion, over 13 years, in a Universal Broadband Fund. The investment is intended to provide high-speed internet (50/10 Mbps) to rural, remote, and northern communities. The budget has set a goal in which 95 per cent of Canadian homes and businesses, regardless of where they are located in the country, will have access to high-speed internet by 2026, and 100 per cent by 2030.
- The budget also includes \$11.5 million over five years for Statistics Canada to measure household internet access and usage.

Housing

- The Government continues to roll out the National Housing Strategy, a 10-year, \$40 billion plan that will build new affordable housing units, repair units, and reduce chronic homelessness.
- The Government proposes \$300 million, through the Housing Supply Challenge, for municipalities to help grow housing supply. The funding will help municipalities and other stakeholders propose new ways to break down barriers that limit the creation of new housing. Applicants will be selected through a competitive process. Details are expected in the summer of 2019.
- Introduction of a shared equity mortgage option through a First-Time Home Buyer Incentive. The Government is proposing \$1.25 billion over 3 years to allow eligible first time home buyers the opportunity to share the cost of buying a home with the Canada Mortgage and Housing Corporation (CMHC). The incentive would apply to first time home buyers with a household income under \$120,000 per year.

- An increase to the Home Buyers Plan withdrawal limit to \$35,000. This will provide first time home buyers with greater access to their RRSP savings to purchase or build a home. The increase would be available for withdrawals made after March 19, 2019.
- The CMHC is investing \$4 million over two years to support the work of the Expert Panel on the Future of Housing Supply and Affordability. The CMHC is investing another \$5 million over two years for state of the art housing supply modelling and related data.

Child Care

- There is no new funding in the 2019 Federal Budget for child care. Previous budgets dedicated \$7.5 billion over 11 years, starting in 2017–18, to support more accessible and affordable early learning and child care for approximately 40,000 subsidized licensed day care spaces over the next 10 years. In June 2017, the federal, provincial and territorial governments entered into a Multilateral Early Learning and Child Care Framework to guide new investments in early learning and child care.

Cannabis Legislation

- The 2019 Federal Budget proposes an amendment to the Cannabis Act to include an excise tax on edible cannabis, cannabis extracts, and cannabis topicals, which will all be permitted for legal sale later this year. The combined federal-provincial-territorial excise duty rates for these new products is proposed to be \$0.01 per milligram of total THC (tetrahydrocannabinol). The new measures will take effect on May 1st, 2019 and will not affect the federally administered coordinated revenue-sharing agreements reached with provincial/territorial governments.

Carbon Pricing and Climate

- The Government reiterated that the federal carbon pollution pricing system came into effect, on January 1st, 2019, in all “backstop” jurisdictions (Ontario, New Brunswick, Prince Edward Island, Manitoba, and partially in Saskatchewan). The federal fuel charge will also apply in Ontario, Manitoba, New Brunswick and Saskatchewan starting in April 2019.
- Carbon revenues will be returned to these backstop jurisdictions, with most going directly to households through Climate Action Incentive payments. The remainder will be directed towards affected sectors in provinces, including small and medium-sized businesses, municipalities, universities, colleges, schools, hospitals, non-profits and Indigenous communities.
- Eligible residents in backstop jurisdictions will be able to claim tax-free Climate Action Incentive payments through their 2018 personal income tax returns and most households will receive more in payments than their increased costs from carbon pricing. Payments will be based on family composition and province of

residence, and a 10 per cent supplement will be provided to eligible households in small or rural communities. Incentive payments will be increased annually until 2022 to reflect rising cost of carbon (increase of \$10/tonne CO₂e per year).

- The Government proposed \$151.23 million over five years, starting in 2019–20, and \$9.28 million per year ongoing, to improve emergency management in Canada, including in Indigenous communities. Eligible work will also include assessment of the condition and resilience of critical infrastructure, including energy grids, water and food supplies and health services in the aftermath of a natural disaster.

Energy Efficiency

- The Government funding for three initiatives delivered through the FCM:
 - Collaboration on Community Climate Action - \$350 million for municipalities and non-profit community organizations to retrofit and improve energy efficiency of large community buildings and community pilot and demonstration projects in Canadian municipalities;
 - Community EcoEfficiency Acceleration - \$300 million for municipal initiatives to support home energy efficiency retrofits.
 - Sustainable Affordable Housing Innovation - \$300 million for affordable housing developments to improve energy efficiency in new and existing housing and support on-site energy generation.
- FCM's Municipal Asset Management Capacity Fund was allocated \$60 million, in 2018-19, for small community capacity building in asset management.
- A proposed tax credit for business investment in zero-emission vehicles. Eligible vehicles are able to be fully written-off (for tax purposes) in the year they are put in service. This tax credit is available for electric vehicles, select plug-in hybrid and hydrogen fuel cell vehicles that were purchased by a business on, or after, March 19, 2019, and before January 1, 2024.

3.2 Tax Measures

- The Canada Workers Benefit tax credit was introduced in the 2018 budget to provide support for low income workers. Federal Budget 2019 allocates \$4 million over two years to the Canada Revenue Agency to conduct targeted outreach and awareness of the Canada Workers Benefit.
- The budget proposes three new tax measures in support of local Canadian journalism including:
 - Allowing journalism organizations to register as qualified donees;
 - A refundable labour tax credit for qualifying journalism organizations; and
 - A non-refundable tax credit for subscriptions to Canadian digital news.

4. Conclusion

- 4.1 Finance staff will continue to monitor the implementation of initiatives announced in the 2019 Federal Budget and ensure, in consultation with all departments, that any opportunities for additional financing are maximized for Regional programs. Any opportunities or additional developments will be reported to Committee and Council as appropriate and required.

Respectfully submitted,

Original Signed By Nancy Taylor

Nancy Taylor, BBA, CPA CA
Commissioner of Finance

Afreen Raza

From: Carol Hancock
Sent: March-20-19 8:40 AM
To: Ralph Walton; Cheryl Bandel
Cc: Afreen Raza; Maria Flammia
Subject: For Inclusion with the CIP
Attachments: 03132019 - Special Advisors to MMAH.pdf

Please see the attached letter for inclusion in the next CIP. Would you also include the link to participate in the Provincial engagement online: <https://www.ontario.ca/page/regional-government-review>?

Both the CAO and Regional Chair have requested these to be forwarded to the CIP.

Thank you,

Carol



Carol Hancock | Executive Assistant to the Regional Chair and CEO
Regional Municipality of Durham | Office of the Regional Chair & Chief Administrative Officer
605 Rossland, Road East, Whitby, Ontario L1N 6A3
905.668.7711 ext 2001 or 1.800.372.1102 ext 2001
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**The Regional Municipality
of Durham**

Office of the Regional Chair

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John Henry
Regional Chair and CEO

March 13, 2019

Mr. Ken Seiling and
Mr. Michael Fenn
Special Advisors to the Minister of Municipal Affairs and Housing
Email: regionalgovreview@on.ca

Dear Sirs:

Thank you for the opportunity to meet on February 25 to discuss the strengths of the two-tier system of municipal government in Durham Region. As requested, attached is a map outlining the current representation on Regional and local tier councils. We covered a lot of ground at our meeting and I am pleased to follow up with this summary of key points to supplement our conversation.

With respect to governance:

- The two-tier structure has served Durham Region well and has matured such that we have clearly defined upper and local tier roles and responsibilities.
- Durham Region and its municipalities are advocates for good governance. Along with local-tiers, the Region has reviewed council composition three times since its inception to ensure that representation is fair, effective and responsive and has put in place a mechanism to ensure it is reviewed regularly.

With respect to service delivery and alignment:

- Durham and its eight area municipalities have a strong track record of working together to proactively align services in the best interest of our residents. Together we avoid duplication, reap economies of scale, offer equitable, and high-quality services to our community.
- The Regional tier already plans and provides services at a broader geographic scale or system level. Such services include child and long-term care, paramedic services, public health, policing, transit, water and sewer systems and waste management. Each of these areas benefit from the

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economies of scale that results from region-wide planning and delivery while ensuring that local needs are addressed. The local tier delivers services most closely linked to community identity and reflective of local preferences such as local by-law enforcement, parks, culture and recreational services.

- Regional government has allowed for the appropriate servicing of rural municipalities to support their growth and economic development. Some of the services provided economically at the Regional scale would be unattainable by smaller communities on their own.
- Durham and its local partners have undertaken service realignments to be more efficient and effective, such as the amalgamation of the five local transit services into Durham Regional Transit in 2006. This enabled development of a truly cross-regional transit system that serves all eight communities and offers connections beyond the Region.
- The Region has many formal and informal service arrangements with the local-tier municipalities to ensure coordination of effort. Examples include the Durham Municipal Insurance Pool, garbage collection, shared legal services, shared IT services, road rationalization agreements, and snow plowing arrangements. Collaborative work to align and improve service delivery is ongoing.

With respect to cost-effectiveness and efficiency:

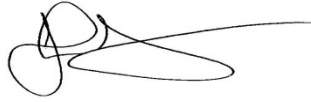
- Affordability for taxpayers has been a long-standing principle in Regional budget deliberations. In our expenditure decisions, we seek not only to balance the budget every year but also to balance the services offered to meet the demands of a growing Region.
- Our triple A credit rating points to prudent financial management. Platinum accreditation in Excellence Canada in social services and other honours and awards demonstrate effective management.
- With the recent changes in senior leadership, the Region is conducting internal service reviews to support innovation and effectiveness. This will include developing new shared service arrangements with our local tiers and enhanced automation.

As we review our planning processes, we have identified a number of changes to Provincial legislation and regulation that would allow Regions to operate in a more innovative, cost-effective and efficient manner.

The attached Appendix lists examples of areas where additional efficiencies may be found.

Thank you for making the trip to Durham. If you need any additional information, please contact my office.

Yours truly,

A handwritten signature in black ink, appearing to be 'John Henry', with a long horizontal stroke extending to the right.

John Henry
Regional Chair and CEO

c: Elaine Baxter-Trahair, Chief Administrative Officer

Attachments:

1. Appendix: Proposals to Improve the Effectiveness of Durham Region
2. Map of Durham Region Upper and Local Tier Council Representation

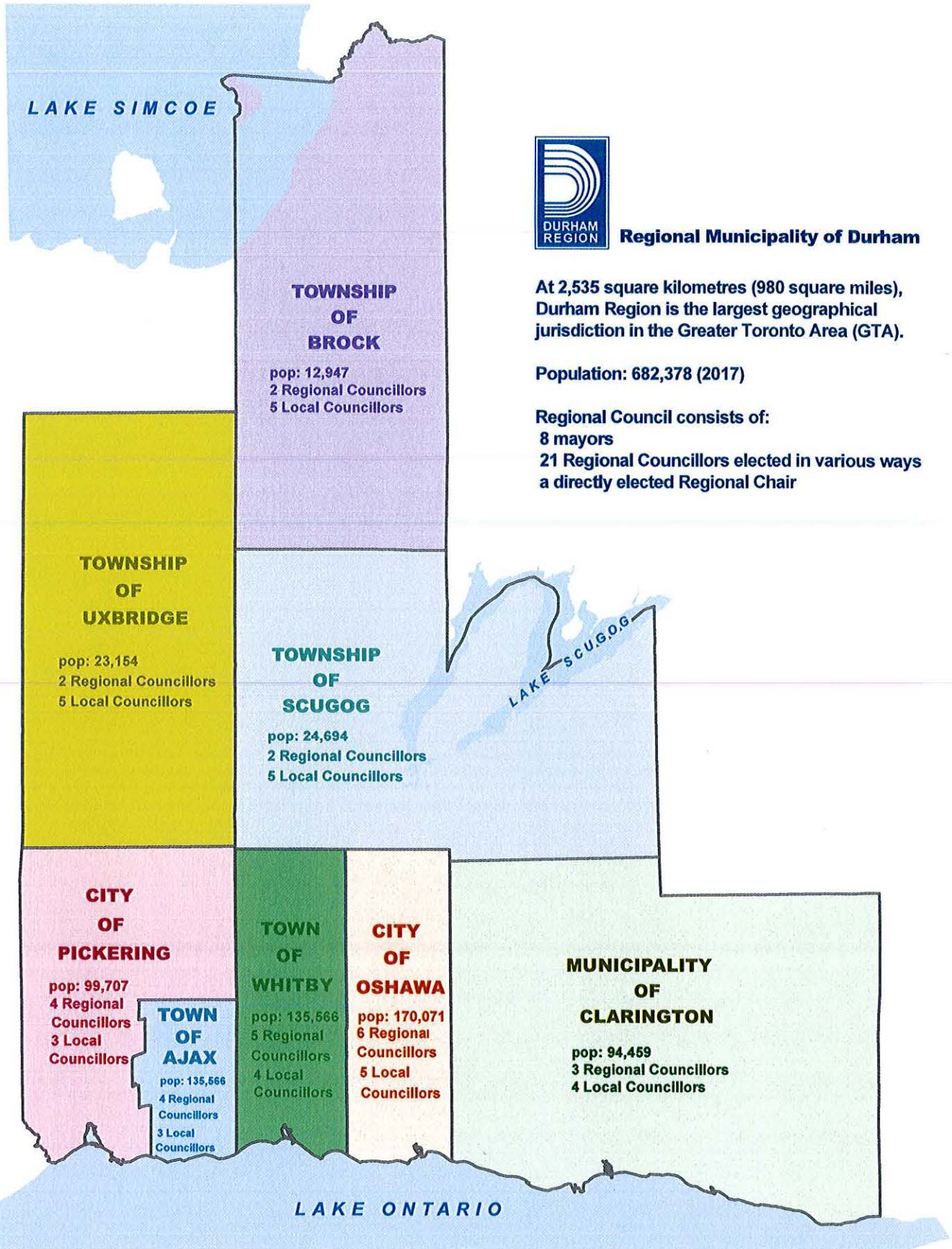
Appendix: Opportunities to Improve the Effectiveness of Durham Region

Some opportunities for realignment between upper and local tiers include:

- Ensure that our upper and local-tier roles and responsibilities are clearly defined in planning and economic development;
- Consolidate emergency management command at upper tier to allow for regional coordination while preserving local fire services;
- Explore the potential for 311 service delivery within Durham Region;
- Design and adopt standardized approaches across all eight area municipalities to achieve more reliable and consistent conditions, service delivery e.g. joint standards, policies, enhanced shared services, aligned employee benefit providers, and joint procurement (including fuel for transit and other vehicles) and service providers.

A number of changes could be made to Provincial legislation and regulation that will allow municipalities to operate in a more innovative, cost-effective and efficient manner:

- The timely flow of allocation-based federal and provincial infrastructure funding for social housing, transit and social services (lack of certainty limits the Region's ability to proceed with multi-year planning);
- Streamline the Environmental Assessment processes when applied to municipalities where an infrastructure master plan has been completed;
- Centralize and consolidate payments of all income-tested Ontario benefits (overpayment recovery in one program netted out against payments in another); and
- Facilitate sustainable growth by:
 - Amending the Development Charges Act to reflect the full cost of development and allow more flexibility on rebates to incent development that creates jobs;
 - Indexing statutory property tax rates to match the increasing costs over time of providing Regional services (e.g. statutory rate applied to nuclear plants unchanged since 1968);
 - Amending legislation to allow seamless transit services across municipal boundaries; and
 - Further amending the Ontario Building Code to support expanding the supply of accessible, affordable, energy-efficient housing.



Attachment: Map of Durham Region Upper and Lower Tier Council Representation

Afreen Raza

From: Patenaude, Lindsey <LPatenaude@clarington.net>
Sent: March-19-19 4:06 PM
Subject: Regional Governance Review
Attachments: #GG-154-19 Regional Governance Review.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please find attached correspondence on the above noted matter.

Thank you, have a great day.

Lindsey Patenaude
Licencing Clerk
Clerk's Department
Municipality of Clarington
40 Temperance Street, Bowmanville ON L1C 3A6
905-623-3379 ext. 2108
www.clarington.net

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March 19, 2019

Ralph Walton, Clerk
Region of Durham
Via E-mail: clerk@durham.ca

Dear Mr. Walton:

Re: Regional Governance Review

File Number: PG.25.06

At a meeting held on March 18, 2019, the Council of the Municipality of Clarington approved the following Resolution #GG-154-19:

Whereas the Province has appointed two special advisors to make recommendations to the Minister of Municipal Affairs and Housing on improving regional governance and service delivery;

Whereas the consultation process includes interviews by the advisory body with upper and lower tier heads of Council;

Whereas the heads of council ought to consider, with their respective councils, such that they are reflecting the will of the Council that they represent, and such that the review is open and transparent in accordance with the requirements of the *Municipal Act*;

Now therefore be it resolved that:

1. The head of Clarington Council place before Council, at its next Council meeting, in writing, the position put forth to the advisory body regarding Clarington Council.
2. Prior to further meeting with the advisory body, the head of Clarington Council submit any proposed recommendations to the advisory body for approval by Clarington Council.

3. That Staff be directed to prepare a Report proposing Clarington's input regarding the Province's Regional Governance Review; and
4. This resolution be forwarded to the Region of Durham and the Durham municipalities.

Yours truly,

June Gallagher, B.A.
Deputy Clerk

JG/lp

- c. Durham Municipalities
 - A. Allison, Chief Administrative Officer

If you require further information or clarification, please contact Laura Moebs at the address shown or by telephone at (905) 436-3311, extension 2818 or by email to lmoebs@oshawa.ca.



Laura Moebs, MCIP, RPP, Principal Planner
Policy
Planning Services

LM/c

Attachment

- c. Association of Municipalities of Ontario
Region of Durham
Durham area municipalities
Durham area M.P.P.s
Central Lake Ontario Conservation Authority
City of Oshawa's Building Industry Liaison Team
Durham Region Home Builders' Association

To: Development Services Committee

From: Paul D. Ralph, BES, RPP, MCIP, Commissioner,
Development Services Department

Report Number: DS-19-28

Date of Report: February 20, 2019

Date of Meeting: February 25, 2019

Subject: City Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017, Proposed modifications to O.Reg. 311/06 and O.Reg. 525/97 and the Proposed Framework for Provincially Significant Employment Zones

File: D-1100-0044

1.0 Purpose

The purpose of this report is to obtain Council approval of City Comments on:

1. Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017 (Growth Plan, 2017);
2. Proposed modifications to O.Reg 311/06 (Transitional Matters – Growth Plans) and O.Reg. 525/97; and
3. The proposed framework for provincially significant employment zones.

The proposed amendments to the Growth Plan, 2017 can be found at <https://ero.ontario.ca/notice/013-4504>.

Comments are due by February 28, 2019.

Staff are also seeking authority to send City comments in advance of Council's endorsement of the comments in order to meet the February 28, 2019 deadline.

Attachments 1 and 2 are maps showing the location of the proposed provincially significant employment zones in Oshawa.

Attachment 3 presents staff comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017.

Attachment 4 presents staff comments on the proposed framework for provincially significant employment zones.

Attachments 5, 6 and 7 are maps showing the requested boundary refinements to the proposed provincially significant employment zones in Oshawa.

2.0 Recommendation

That the Development Services Committee recommend to City Council:

1. That Report DS-19-28 dated February 20, 2019, be endorsed as the City's comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017, proposed modifications to O.Reg 311/06 and O.Reg. 525/97 and the proposed framework for provincially significant employment zones.
2. That staff be authorized to forward a copy of Report DS-19-28 dated February 20, 2019 and its related resolution by the Development Services Committee to the Ministry of Municipal Affairs and Housing for its consideration and to provide a subsequent follow-up once Council has considered this matter.
3. That a copy of Report DS-19-28 dated February 20, 2019, and the related Council resolution be sent to the Association of Municipalities of Ontario, the Region of Durham, Durham area municipalities, Durham area M.P.P.s., the Central Lake Ontario Conservation Authority, the City's Building Industry Liaison Team which includes the Durham Chapter of the Building Industry and Land Development Association (B.I.L.D.) and the Durham Region Home Builders' Association.

3.0 Executive Summary

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) came into effect on June 16, 2006. In May of 2016, the Province released proposed changes to the Growth Plan and all stakeholders, including municipalities had the opportunity to comment on the proposed amendments to the Growth Plan. The City of Oshawa submitted comments to the Province (Report DS-16-145). Subsequently, the Province released an amended version of the Growth Plan, the Growth Plan, 2017, on July 1, 2017.

On January 15, 2019, under the lead of the Ministry of Municipal Affairs and Housing, the Province released Proposed Amendment 1 to the Growth Plan, 2017. Proposed Amendment 1 to the Growth Plan, 2017 was released in conjunction with three additional proposals by the Province, which are:

- Proposed Modifications to O.Reg. (Ontario Regulation) 311/06 (Transitional Matters – Growth Plans) made under the *Places to Grow Act, 2005* to implement the Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017;
- Proposed Modifications to O.Reg. (Ontario Regulation) 525/97 (Exemption from Approval – Official Plan Amendments) made under the *Planning Act* to implement the Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017; and
- Proposed Framework for Provincially Significant Employment Zones.

The Province conducted a series of technical working group sessions with the municipal and development sectors in the fall of 2018 to discuss various aspects of Growth Plan implementation and to develop specific solutions in addressing implementation challenges. The Ministry also organized a stakeholder forum to discuss growth planning implementation, key solutions and how it can support the government's priorities, which was attended by representatives spanning the business, development, agricultural, environmental and research sectors, as well as professional industries.

The input received during the fall 2018 consultation was used to inform the development of Proposed Amendment 1 to the Growth Plan, 2017. Comments on Proposed Amendment 1 to the Growth Plan, 2017, as well as proposed modifications to O.Reg. 311/06 (Transitional Matters – Growth Plans) made under the *Places to Grow Act, 2005*, proposed modifications to O.Reg. 525/97 (Exemption from Approval – Official Plan Amendments) made under the *Planning Act* and the proposed framework for provincially significant employment zones are requested by February 28, 2019.

This Department recommends that the comments in this report on Proposed Amendment 1 to the Growth Plan, 2017, O.Reg. 311/06 and 525/97 and the proposed framework for provincially significant employment zones be endorsed as the City's comments.

4.0 Input From Other Sources

The following have been consulted in the preparation of this report:

- City's Building Industry Liaison Team (B.I.L.T.)
- Office of the City Manager

5.0 Analysis

5.1 Background

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) came into effect on June 16, 2006 to set the policy direction to accommodate growth and development in the Greater Golden Horseshoe area, guiding where and how growth should occur. The Growth Plan integrates land use planning, infrastructure planning and investment as well as demographic, economic growth and health considerations.

The Growth Plan has been amended on various occasions. The first amendment was released in 2012 and did not have any material effect on the City of Oshawa. The second amendment was released in 2013 to update the Growth Plan's population and employment forecasts and extend the timeline of the Growth Plan from 2031 to 2041.

On February 27, 2015, the Province commenced a coordinated review of four provincial land use plans, including the Growth Plan. As part of the coordinated review process, the Province released a Discussion Document entitled "Our Region, Our Community, Our Home." The Discussion Document provided an overview of the Greater Golden Horseshoe Region, outlined the four provincial plans under review and offered discussion questions to help focus the coordinated review process. The review provided an opportunity for all stakeholders, including municipalities to reflect on how the plans have benefited the

Greater Golden Horseshoe and how to make the plans more effective in achieving the goals and objectives set out in each plan. City staff participated in the consultation process and attended various workshops and meetings on the coordinated review.

City staff prepared a report to the Development Services Committee containing City comments on the Coordinated Review, which Council endorsed on May 19, 2015 (Report DS-15-102).

In May of 2016, the Province released the proposed changes to the four provincial land use plans, including the Growth Plan. All stakeholders, including municipalities had the opportunity to comment on the proposed changes to the Growth Plan.

On August 24, 2016, Council considered Report DS-16-145 and adopted the following recommendations:

- “1. That Report DS-16-145 dated August 18, 2016, be endorsed as the City’s comments on the proposed changes to the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan as presented in the document “Shaping Land Use in the Greater Golden Horseshoe”; and,
2. That the Province be advised that Council does not support increasing the intensification target in the Growth Plan for the Greater Golden Horseshoe from 40% to 60%; and,
3. That the Province be advised that Council does not support increasing the minimum designated greenfield area density target in the Growth Plan for the Greater Golden Horseshoe from 50 to 80 residents and jobs combined per hectare; and,
4. That the Province be advised that the City does not support applying the proposed target of 80 residents and jobs combined per hectare in the Growth Plan for the Greater Golden Horseshoe to the entire greenfield area; and,
5. That the Mayor be authorized to send a letter to the Premier of Ontario and all Durham M.P.P.s setting out the City’s concerns as detailed in Report DS-16-145; and,
6. That a copy of Report DS-16-145 dated August 18, 2016, and the related Council resolution be sent to the Ministry of Municipal Affairs and Housing, the Ministry of Natural Resources and Forestry, the Association of Municipalities of Ontario, the Region of Durham, Durham area municipalities, the Central Lake Ontario Conservation Authority, the City’s Building Industry Liaison Team, Durham area M.P.P.s, the Durham Chapter of the Building Industry and Land Development Association (B.I.L.D.) and the Durham Region Home Builders’ Association.”

Subsequently, the Province released an amended version of the Growth Plan, the Growth Plan, 2017 on July 1, 2017.

The Growth Plan, 2017 provides a long-term framework for growth. It aims to:

- Increase and promote economic growth, reduce congestion, and provide residents easy access to businesses and services; and
- Build communities that maximize infrastructure investments, while balancing local needs for the agricultural industry and natural areas.

In the fall of 2018, the Province conducted a series of technical working group sessions with the municipal and development sectors, to discuss various aspects of Growth Plan implementation and to develop specific solutions in addressing implementation challenges. The Ministry also organized a stakeholder forum to discuss growth planning implementation, key solutions and how it can support the government's priorities, which was attended by representatives spanning the business, development, agricultural, environmental and research sectors as well as professional industries.

On January 15, 2019, under the lead of the Ministry of Municipal Affairs and Housing, the Province released Proposed Amendment 1 to the Growth, 2017. Proposed Amendment 1 to the Growth Plan, 2017 was released in conjunction with three additional proposals by the Province, which are:

- Proposed Modifications to O.Reg. (Ontario Regulation) 311/06 (Transitional Matters – Growth Plans) made under the *Places to Grow Act, 2005* to implement the Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017;
- Proposed Modifications to O.Reg. (Ontario Regulation) 525/97 (Exemption from Approval – Official Plan Amendments) made under the *Planning Act* to implement the Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017; and
- Proposed Framework for Provincially Significant Employment Zones.

The input received during the fall 2018 consultation was used to inform the development of Proposed Amendment 1 to the Growth Plan, 2017. The proposed changes reflect some of the specific solutions discussed in these working groups sessions and stakeholder forum, while some of the other ideas raised during those sessions will take additional time to address.

Comments on Proposed Amendment 1 to the Growth Plan, 2017, as well as proposed modifications to O.Reg. 311/06 (Transitional Matters – Growth Plans) made under the *Places to Grow Act, 2005*, proposed modifications to O.Reg. 525/97 (Exemption from Approval – Official Plan Amendments) made under the *Planning Act* and the proposed framework for provincially significant employment zones are requested by February 28, 2019.

Owing to the time needed to review the information and the Development Services Committee and Council schedules, it will be necessary for staff to forward the comments following Committee's endorsement and follow-up with the Province after Council considers the matter on March 18, 2019.

5.2 Envision Durham – the Municipal Comprehensive Review of the Durham Regional Official Plan

The timely implementation of the Growth Plan, 2017 relies on the strong leadership of upper- and single-tier municipalities to provide more specific planning direction for their respective jurisdictions through a municipal comprehensive review. A municipal comprehensive review, as defined in the Growth Plan, 2017, is a new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan, 2017.

In June of 2018, the Region of Durham initiated “Envision Durham” – the Municipal Comprehensive Review of the Durham Regional Official Plan. Envision Durham is an opportunity to plan for fundamental change, by replacing the current Regional Official Plan and establishing a progressive and forward-looking planning vision for the Region to 2041.

The Region anticipates reporting on various policy initiatives in 2020, and following additional consultations and feedback, a draft Regional Official Plan is expected to be presented to Regional Council in early 2021. Regional Council adoption and Provincial approval would follow in advance of the July 2022 conformity date.

5.3 Proposed Amendments

The proposed amendments to the Growth Plan, 2017 are intended to provide greater flexibility and address barriers to building homes, creating jobs, attracting investments and putting in place the right infrastructure while protecting the environment. As well, the proposed amendments respect the ability of local governments to make decisions about how they grow. The Province will maintain protections for the Greenbelt, agricultural lands, the agri-food sector, and natural heritage systems.

The overall goal of the proposed amendments is to streamline growth management planning in the Greater Golden Horseshoe to achieve the following outcomes:

- **More streamlined process:** Provide greater flexibility so that municipalities will be able to move forward faster on the implementation of the Growth Plan and meet the deadline to update their official plan to conform with the Growth Plan by July 1, 2022.
- **More land for housing:** Respect the ability of local governments to make decisions about when and where to add new land for housing, to ensure that there is enough housing supply to meet demand.
- **More housing and jobs near transit:** A more flexible framework for focusing investments around transit infrastructure will enable municipalities to plan to increase the supply of housing and jobs near transit faster and more effectively.
- **Greater local autonomy and flexibility for municipalities:** Ensuring that municipalities will have the ability to implement the Plan in a manner that better reflects their local context while protecting the Greenbelt.

An overview of the proposed amendments are described below.

5.3.1 Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017

The proposed changes to the Growth Plan, 2017 are intended to achieve the following results.

5.3.1.1 Employment Planning

A modernized employment area designation system that ensures lands used for employment are appropriately protected while unlocking land for residential development. Key proposed changes include:

- Introduction of provincially significant employment zones that must be protected and cannot be converted outside of a municipal comprehensive review;
- A new policy that creates a one-time window to allow municipalities to undertake some conversions between the effective date of the proposed amendments and their next municipal comprehensive review, where appropriate and subject to the following:
 - There is a need for conversion;
 - The proposed uses would not affect the viability of the employment area or the achievement of intensification and density targets;
 - There is existing or planned infrastructure to accommodate; and,
 - Job creation is maintained.
- Removal of the prime employment area designation;
- Clarification that upper- and single-tier municipalities can designate employment areas at any time before the next municipal comprehensive review, including adding existing lower-tier municipal designations; and
- A new policy that requires municipalities to retain space for a similar number of jobs when redeveloping employment lands.

5.3.1.2 Settlement Area Boundary Expansions

Proposed Amendment 1 to the Growth Plan, 2017 would enable local municipal decisions on reasonable changes to settlement area boundaries in a timely manner so as to unlock land faster for residential and commercial development that supports more jobs and housing. Key proposed changes include:

- A new policy that allows municipalities to adjust settlement area boundaries outside of a municipal comprehensive review if there is no net increase in land within settlement areas, subject to criteria; and

- A new policy that allows municipalities to undertake settlement area boundary expansions that are no larger than 40 hectares outside of a municipal comprehensive review, provided that amongst other matters, the lands that are added will be planned to achieve at least the minimum density targets.

5.3.1.3 Small Rural Settlements

Proposed Amendment 1 to the Growth Plan, 2017 recognizes small rural settlements as areas that are not expected to face significant growth pressures. Key proposed changes include:

- Introduction of a new defined term “rural settlement” as a subset of “settlement areas” and removal of “undelineated built-up areas”;
- Specification that rural settlements are not part of the designated greenfield area; and
- A new policy that allows minor rounding out of rural settlements in keeping with the rural character of the area, and subject to other criteria.

The only small rural settlement in Oshawa is the Hamlet of Raglan.

5.3.1.4 Agricultural and Natural Heritage Systems

Proposed Amendment 1 to the Growth Plan, 2017 proposes Greater Golden Horseshoe regional mapping systems that are factual and reflect the local mapping realities, while providing for the appropriate level of protections for our natural resources and continuing to build the economic viability of our agri-food industry. Key proposed changes include:

- Specification that the provincial mapping of the agricultural land base and the Natural Heritage System for the Growth Plan does not apply until it has been implemented in upper- and single-tier official plans;
- During the period before provincial mapping is implemented in upper- and single-tier official plans, the Growth Plan policies for protecting prime agricultural areas and natural heritage systems and features will apply to municipal mapping;
- Specification that municipalities can refine and implement provincial mapping in advance of the municipal comprehensive review; and
- Specification that once provincial mapping of the agricultural land base has been implemented in official plans, further refinements may only occur through a municipal comprehensive review.

5.3.1.5 Intensification and Density Targets

Proposed Amendment 1 to the Growth Plan, 2017 proposes a simplified approach to minimum intensification and density targets that reflects the objective of supporting provincial transit investments, the planned growth rates and local realities of different communities in the region, including market demand for housing. The application of the different levels of targets recognizes that “one-size does not fit all” and makes it easier to

understand and measure the impacts of growth in the region. Key proposed changes to the Growth Plan, 2017 include:

- A revised policy that establishes different minimum intensification targets for municipalities. In this regard, intensification refers to development within the Built Boundary as identified by the Province in the Growth Plan. The Region of Durham will have a minimum intensification target of 50% that would take effect at the next municipal comprehensive review with no further increase in 2031. This target is proposed to be decreased from 60% which came into effect on July 2017. Currently, the intensification target for the Region of Durham is 40% and 39% for the City of Oshawa.
- A revised policy that establishes different minimum designated greenfield area density targets for municipalities. The Region of Durham will have a minimum designated greenfield area density target of 50 residents and jobs per hectare that would take effect at the next municipal comprehensive review and would apply to the entire designated greenfield area (with the exception of net-outs). This target is proposed to be decreased from 80 residents and jobs combined per hectare which came into effect on July 2017. Currently, the greenfield density target for the City of Oshawa is 50 residents and jobs combined per hectare.
- Clarification that intensification should be prioritized around strategic growth areas while also being encouraged generally throughout the delineated built-up area.

5.3.1.6 Major Transit Station Areas

Proposed Amendment 1 to the Growth Plan, 2017 proposes a streamlined approach that enables the determination of major transit station areas to happen faster so that zoning and development can occur sooner. Key proposed changes include:

- Revised policies that simplify the process and criteria for alternative targets that reflect on-the-ground realities;
- A new policy that allows municipalities to delineate and set density targets for major transit station areas in advance of the municipal comprehensive review, provided the Protected Major Transit Station Area tool under the *Planning Act* is used; and
- Clarification that major transit station areas can range from an approximate 500 to 800 metre radius of a transit station.

The City of Oshawa has 3 major transit station areas:

1. The existing GO Train station located on Bloor Street West.
2. The proposed GO Train station located on Thornton Road South.
3. The proposed GO Train station located at the former Knob Hill Farms location.

5.3.2 Proposed Modifications to O. Reg. 311/06 (Transitional Matters – Growth Plans) made under the *Places to Grow Act, 2005* to implement the Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017

It is proposed that the Minister of Municipal Affairs and Housing would make the following modifications to the Growth Plan transition regulation to align with Amendment 1 to the Growth Plan, 2017, if approved:

- Change references to “the Growth Plan for the Greater Golden Horseshoe, 2017” to “the Growth Plan for the Greater Golden Horseshoe, 2017 as amended by Amendment 1”.
- Delete provisions that had been added to the regulation on June 28, 2017 to support implementation of a phased-in designated greenfield area density target.

In addition to the above proposed modifications, the Minister is seeking feedback as to whether there are any specific planning matters (or types of matters) in process that should be addressed through the transition regulation. This could include, for example, official plans or official plan amendments that have been adopted and are currently under appeal.

Prescribing such matters or types of matters in the regulation could allow them to be approved in conformity with an earlier version of the Growth Plan and/or provide for an exemption from some policies in the Growth Plan, 2017 as amended by Amendment 1, if approved.

Staff have no comments on the proposed modifications to O.Reg 311/06 (Transitional matters – Growth Plans) made under the *Places to Grow Act, 2005* to implement the proposed amendment to the Growth Plan, 2017.

5.3.3 Proposed Modifications to O.Reg. 525/97 (Exemption from Approval – Official Plan Amendments) made under the *Planning Act* to implement the Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017

The purpose of the regulation is to facilitate the proposed amendments to the Growth Plan, 2017 that would allow municipalities the flexibility to make changes to their official plan to implement the Agricultural System for the Greater Golden Horseshoe mapping or the Natural Heritage System for the Growth Plan mapping before their next municipal comprehensive review, while ensuring that the Minister’s approval would be required for these D.R.O.P. changes. This flexibility is aimed to address the mapping of the systems that was imposed on municipalities in February 2018 that did not allow for a transition period from existing mapping and ignored work that had been done at the local level.

Staff have no comments on the proposed modifications to O.Reg. 525/97 (Exemption from Approval – Official Plan Amendments) made under the *Planning Act* to implement the Proposed Amendment to the Growth Plan, 2017.

5.3.4 Proposed Framework for Provincially Significant Employment Zones

The Province is proposing a new approach to protecting its key employment areas from conversion that involves identifying provincially significant employment zones. Employment areas within these zones would require provincial approval in order to be converted to non-employment uses, and therefore would not be eligible for conversion outside of a municipal comprehensive review. Instead, it is anticipated that any conversions of employment lands in the zones would be considered as part of the next municipal comprehensive review.

Identifying provincially significant employment zones would also serve a longer-term purpose for the Province and municipalities in the Greater Golden Horseshoe by providing a regional picture of some of the key employment areas that make up the region's economic land base. This would help coordinate planning and economic development efforts and drive economic growth in the Greater Golden Horseshoe.

The proposed provincially significant employment zones would apply to employment areas that:

- Are designated employment areas and are inside existing settlement area boundaries (i.e., no Greenbelt lands are included in provincially significant employment zones);
- May be vulnerable to conversion pressures (e.g. to residential conversion);
- May be facing encroachment by sensitive land uses that could threaten the existing employment uses; or
- Are needed in the region to attract new investment and retain existing industries.

Additional criteria may include:

- Located near highways, railways, intermodal facilities, transit and/or other major transportation infrastructure to support the movement of people and goods;
- High concentration of employment and/or economic output, and play an economically strategic role to the region;
- Support industrial uses, which are sensitive to encroachment; or
- Contiguous zones and contain large continuous developable, constraint-free lands (e.g. >10 acres).

Finally, in identifying the proposed provincially significant employment zones the Province reviewed and included the agri-food support network and mapped important employment hubs identified by the Ontario Ministry of Agriculture, Food and Rural Affairs. Conversions of agri-food businesses to other uses within these hubs could critically impact the sector.

The mapping also takes into account the Greenbelt and specialty crop areas to ensure they are excluded from provincially significant employment zones.

There are two proposed provincially significant employment zones in Oshawa:

1. Durham South (Oshawa East and Clarington): located along Highway 401, including parts of General Motors Business Park along Colonel Sam Drive; and
2. Durham South (Oshawa and Whitby): located generally north and south of Highway 401, including the existing GO Train station, the proposed GO Train Station located on Thornton Road South and the General Motors Assembly Plant.

Attachments 1 and 2 show the locations of the proposed provincially significant employment zones in Oshawa.

5.4 Staff Comments

Staff comments on Proposed Amendment 1 to the Growth Plan, 2017 can be found in Attachment 3.

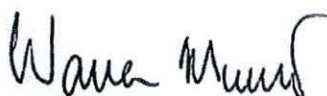
Staff comments on the proposed framework for provincially significant employment zones can be found in Attachments 4, 5, 6 and 7.

6.0 Financial Implications

There are no financial implications associated with the comments in this report.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendations advance the Economic Prosperity and Financial Stewardship and Accountable Leadership goals of the Oshawa Strategic Plan.



Warren Munro, HBA, Director,
Planning Services



Paul D. Ralph, BES, RPP, MCIP, Commissioner,
Development Services Department

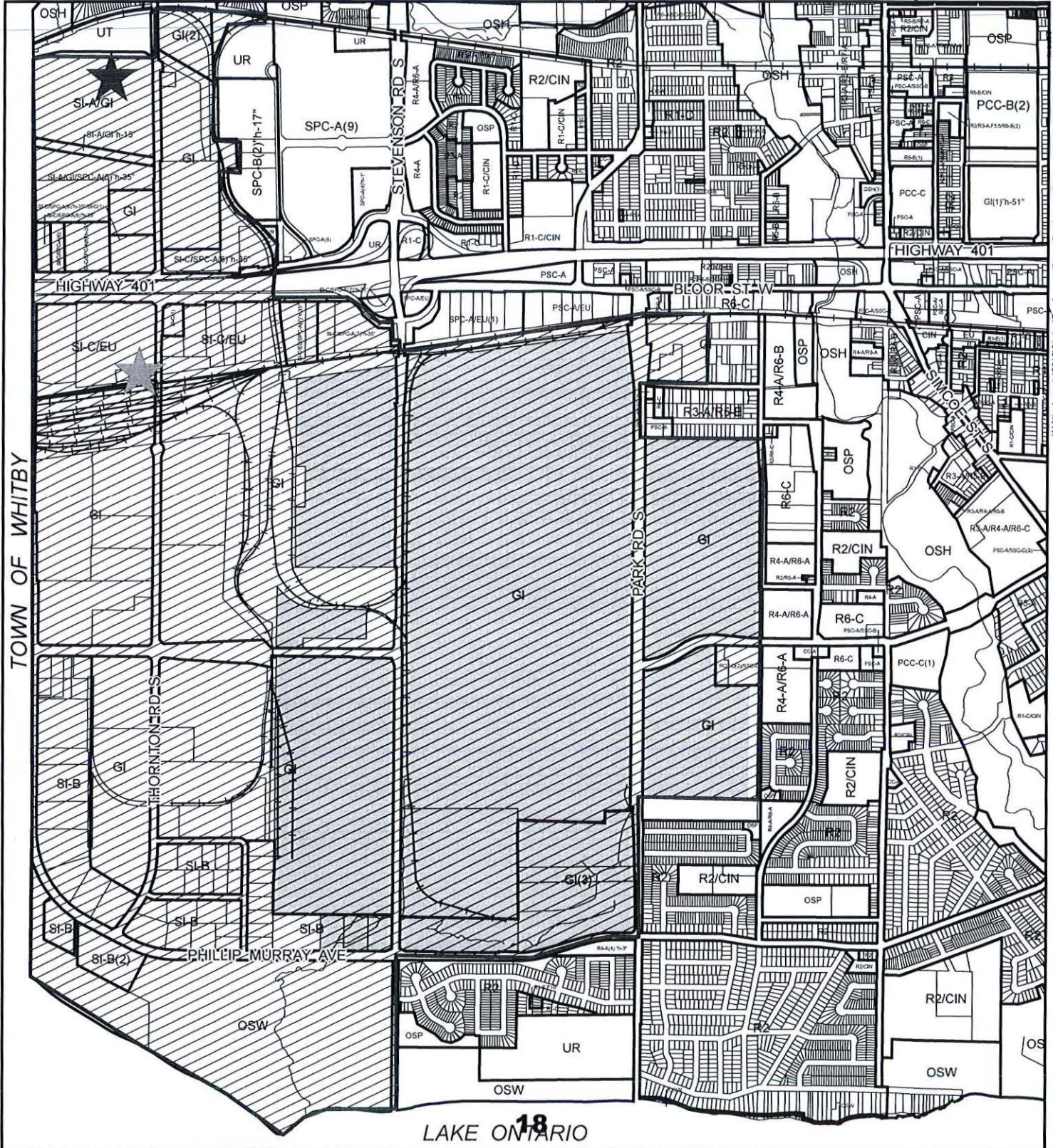
Subject: City Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017, Proposed modifications to O.Reg. 311/06 and O.Reg. 525/97 and the Proposed Framework for Provincially Significant Employment Zones

Item: DS-19-28
Attachment 2

File: D-1100-0044

-  Proposed Provincially Significant Employment Zones in Oshawa
-  GM Owned Lands
-  Proposed GO Train Station
-  Existing GO Train Station

City of Oshawa
Development Services Department 



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Staff Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017

Policy	Description	Staff Comments
Section 1.2	<p>Section 1.2 “Vision for the GGH” includes protection of agricultural and natural areas and support for climate change mitigation and adaption as Ontario moves towards the goal of environmentally sustainable communities.</p> <p>This goal has been revised from achieving “net zero” communities to “environmentally sustainable” communities.</p>	<p>“Net zero” is a definitive target, whereas “environmentally sustainable” is subjective and is not a defined term. Staff recommend providing a definition for “environmentally sustainable communities.”</p>
Section 1.2	<p>Section 1.2 “Vision for the GGH” states that the Growth Plan, 2017, will support the achievement of complete communities with access to transit networks, protected employment zones and an increase in the amount and variety of housing available.</p>	<p>The City of Oshawa continues to support the GO Train Lakeshore East Corridor expansion through Oshawa. The Lakeshore East Corridor expansion will provide substantial economic and environmental benefits, spur significant public and private investment, and create much needed job opportunities for the community both for the short and long term. It has widespread community support, including from the business community, development industry, Durham’s post-secondary institutions, commuters, youth, and the agricultural community, and is embedded in the land use, transportation and transit plans of Oshawa and the Region of Durham.</p> <p>On December 18, 2018, the City requested the Provincial government and Metrolinx to confirm the commitment to extend GO Train rail service north of Highway 401 through Oshawa by 2024 (CNCL-18-95). Specifically, Council’s resolution stated:</p> <ol style="list-style-type: none"> 1. “That Oshawa City Council requests the newly elected Provincial government and Metrolinx to confirm the commitment to extend GO

Policy	Description	Staff Comments
		<p>Rail service through Oshawa to Bowmanville by 2024 and proactively resolve all pending negotiations with CP and CN Rail, understanding that this project has substantial economic and environmental benefits, will spur significant public and private investment, will create job opportunities, has widespread community support – including from the business community, development industry, Durham’s post-secondary institutions, commuters, youth, and the agricultural community - and is embedded in the land use, transportation and transit plans of Oshawa, Clarington and the Region of Durham; and,</p> <ol style="list-style-type: none"> <li data-bbox="947 565 1944 699">2. That Oshawa City Council requests Metrolinx to keep Oshawa City Council apprised of status of the negotiations with CP and CN Rail and the progress of this GO Rail service extension project on a regular basis; and, <li data-bbox="947 735 1944 976">3. That the Region of Durham, Municipality of Clarington, County of Northumberland, Municipality of Port Hope, Town of Cobourg, Town of Whitby, County of Peterborough and City of Peterborough be forwarded a copy of this resolution and based on their support of the GO Rail Service Extension to Bowmanville that they also request that the Province and Metrolinx to stand by the commitment to complete this project 2024; and, <li data-bbox="947 1011 1944 1317">4. That City of Oshawa staff be authorized to engage the other stakeholders such as the University of Ontario Institute of Technology, Durham College, Trent University, the City’s Building Industry Liaison Team, BILD Durham, dLAB, the Durham Region Labour Council and the Greater Oshawa Chamber of Commerce by providing them a copy of this resolution and requesting that they join their municipal partners in calling upon the Province and Metrolinx to stand by the commitment to extend GO Rail service through Oshawa to Bowmanville by 2024; and, <li data-bbox="947 1352 1944 1414">5. That copies of this resolution be forwarded to the Honourable Doug Ford, Premier of the Province of Ontario, the Honourable Jeff Yurek,

Policy	Description	Staff Comments
		Minister of Transportation, Durham M.P.P.s, Durham M.P.s, the Chair and the President and Chief Executive Officer of Metrolinx.”
Section 2.2.2	<p>Section 2.2.2 “Delineated Built-up Areas” of the Growth Plan requires that a minimum of 50% of all residential development occurring annually within each upper and single-tier municipality will be built within the delineated built-up area (Built Boundary).</p> <p>This target has decreased from 60% to 50% for Durham Region.</p> <p>The current target for the Region of Durham is 40% and 39% for the City of Oshawa.</p>	<p>Staff indicated during previous consultation that it will be a challenge to achieve an increased target of 60% of all residential development occurring annually within the built-up area.</p> <p>In 2018, approximately 54% of the City’s new residential units were constructed within the Built Boundary. This percentage has increased significantly from 2017 when the percentage was only 35%. Therefore, staff support the reduced target of 50% which may be more realistic for the Region of Durham to achieve. The specific targets for Oshawa should continue to be around 40% based on the current built boundary limits but that will be determined during the Region’s municipal comprehensive review process.</p> <p>The Built Boundary should be revised to include additional development that has occurred since the current boundary was established, as it is out-of-date. Regional municipalities in consultation with area municipalities should have the authority to adjust the built boundary as growth occurs, rather than the Province having to approve any changes to the boundary. Section 5.2.2 “Supplementary Direction” of the Growth Plan identifies the built boundary as an item that the Minister will, where appropriate, identify, establish or update. The Province should clarify if and when the Built Boundary will be updated.</p>
Section 2.2.4	<p>Section 2.2.4 “Transit Corridors and Station Areas” require that Major Transit Station Areas (M.T.S.A.) be planned to achieve a minimum density target of 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.</p> <p>However, the Minister may approve a target that is lower</p>	<p>It will be a challenge for the City of Oshawa to achieve a minimum gross density target of 150 residents and jobs combined per hectare for the existing GO Train station located on Bloor Street West and the proposed future GO Train station located on Thornton Road South (north of Bloor Street West). Both the existing GO Train station located on Bloor Street West and the proposed future GO Train Station located on Thornton Road South are surrounded primarily by employment lands, which the City needs in order to achieve its employment targets. Based on current zoning residential development adjacent to these sites is not permitted and thus there will be an overall challenge for the City of Oshawa to achieve the required 150 residents and jobs combined per hectare.</p>

Policy	Description	Staff Comments
	<p>where it has been demonstrated that this target cannot be achieved subject to criteria.</p>	<p>As a result, staff support the revised policies that simplify the process and criteria for alternative targets that reflect on-the-ground realities, as the City will be requesting an appropriate reduced density target for M.T.S.A. areas in provincially significant employment zones such as the existing GO Train Station on Bloor Street West and the proposed GO Train Station located on Thornton Road South in the future.</p>
<p>Section 2.2.4</p>	<p>Section 2.2.4 “Transit Corridors and Station Areas” require that Major Transit Station Areas be planned to achieve a minimum density target of 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.</p>	<p>The existing GO Train station and the proposed future GO Train Station located on Thornton Road South are both located in a M.T.S.A. and a proposed provincially significant employment zone, which, if adopted, will only permit conversions to non-employment uses in this area through a municipal comprehensive review subject to criteria, further limiting any potential for residential uses surrounding these stations.</p> <p>However, M.T.S.A.s require a minimum density target of 150 residents and jobs combined per hectare. As a result of these competing interests, further guidance is needed regarding what policies prevail (i.e. promoting residential development or protecting employment uses). As well, staff recommend reducing the M.T.S.A. density targets for M.T.S.A.s located in proposed provincially significant employment zones to 27 jobs per hectare based on current Official Plan policy.</p> <p>Lastly, the designation of the proposed GO Train station located on Thornton Road South as a proposed provincially significant employment zone should not preclude the Province advancing the proposed GO Train Lakeshore East Corridor expansion through Oshawa to Bowmanville.</p>
<p>Section 2.2.5</p>	<p>Section 2.2.5 “Employment” allows the Minister to identify provincially significant employment zones to support coordination of planning for jobs and economic development at a regional scale and will require their protection</p>	<p>The Province has identified provincially significant employment zones. However, there is no official definition provided for a provincially significant employment zone in Proposed Amendment 1 to the Growth Plan, 2017. Staff recommend adding a definition for provincially significant employment zones in the Growth Plan.</p>

Policy	Description	Staff Comments
	through appropriate official plan polices and designations.	
Section 2.2.5	Section 2.2.5 "Employment" no longer contains a "prime employment area" designation and instead requires that sensitive land uses, major retail uses or major office uses will avoid or minimize/mitigate adverse impacts on industrial, manufacturing or other uses that are vulnerable to encroachment.	<p>Staff indicated during previous consultation that this policy was too restrictive regarding the prohibition of office uses that are not ancillary to the primary employment use in prime employment areas.</p> <p>As a result, staff support the removal of the prime employment area designation, as well as the removal of a restrictive policy prohibiting retail and office uses that are not ancillary to the primary employment use in prime employment areas.</p>
Section 2.2.7	<p>Section 2.2.7 "Designated Greenfield Areas" require that Designated Greenfield Areas be planned to achieve a minimum density target that is not less than 50 residents and jobs combined per hectare.</p> <p>This target has decreased from 80 residents and jobs combined per hectare to 50 residents and jobs combined per hectare for Durham Region.</p>	<p>Staff indicated during previous consultation that it will be a challenge for the City of Oshawa to achieve the minimum density target of 80 residents and jobs combined per hectare by 2041 in its greenfield areas. The Kedron Part II Plan achieved a minimum density target that was marginally above 50 residents and jobs per hectare.</p> <p>As a result, staff support the reduced target of 50 residents and jobs combined per hectare in greenfield areas, which is more realistic for the City of Oshawa to achieve.</p>
Section 2.2.8	Section 2.2.8 "Settlement Areas Boundary Expansions" permit settlement area boundary expansions, subject to specific criteria and requirements.	The Region of Durham, through its adoption of R.O.P.A. 128 on June 3, 2009, expanded Oshawa's Major Urban Area boundary to include additional lands for both Living Areas and Employment Areas north of Highway 407 East, in the Columbus area. Elements of R.O.P.A. 128 were subsequently appealed by the Province to the Ontario Municipal Board (now known as the Local Planning Appeal Tribunal, or L.P.A.T.), including a portion of the Columbus expansion area. These matters were largely resolved through a

Policy	Description	Staff Comments
		<p>Settlement Agreement between the Region, the Province and various landowners.</p> <p>Through the Settlement Agreement, the majority of the Living Areas expansion in the Columbus area was approved by the Ontario Municipal Board on January 9, 2013. However, a portion of the proposed Living Areas expansion in the vicinity of Columbus remains before the L.P.A.T. and is subject to Policy 14.13.7, which was implemented as part of the Settlement Agreement.</p> <p>Policy 14.13.7, as it applies to certain lands in the Columbus area, requires the City of Oshawa to complete a comprehensive review of its Official Plan before the L.P.A.T. resumes its consideration of the proposed Living Areas expansion. Through this policy, it is intended that Oshawa's municipal comprehensive review would provide the analysis to justify the proposed Living Areas expansion, for further consideration by the L.P.A.T.</p> <p>The Oshawa Official Plan was amended to conform to the D.R.O.P. and R.O.P.A. 128 through Amendment 179 to the Oshawa Official Plan (O.P.A. 179). O.P.A. 179 serves as the City's comprehensive review for the purposes of D.R.O.P. Policy 14.13.7.</p> <p>Through work under O.P.A. 179, a residential land needs analysis was conducted by the City. As a result of the analysis City staff concluded, as did the Region's consultant when R.O.P.A. 128 was undertaken, that the whole of the Columbus expansion area (including the deferred lands subject to D.R.O.P. Policy 14.13.7) was needed to accommodate Oshawa's residential unit supply requirements within the 2031 time horizon. The Province does not accept or agree with the results of the City's and Region's analyses, however did not provide any analysis of its own to justify its disagreement.</p> <p>The Province is the only party not in support of including the deferred portion of the Columbus Expansion Area to address the 2031 lands needs of O.P.A. 179, again, without providing any analysis to justify this position. As a result, a four week hearing to resolve the outstanding matter of the Columbus</p>

Policy	Description	Staff Comments
		<p>expansion area subject to D.R.O.P. Policy 14.13.7 has been scheduled by the L.P.A.T. to commence on June 10, 2019.</p> <p>Lastly, the City has initiated an Integrated Part II Planning Act and Municipal Class Environmental Assessment Act Study (i.e. the Columbus Part II Plan implementation process) for the whole of the Columbus Planning Area and to extract the deferred portion runs counter to sound planning principles aimed at ensuring appropriate land use interfaces and connections.</p> <p>City staff hope that the Province, the Region, the City and the developers that are parties to the appeal work collaboratively to resolve this appeal without the need for a L.P.A.T. hearing.</p>

Staff Comments on the Proposed Framework for Provincially Significant Employment Zones

- Staff generally support the proposed provincially significant employment zones identified in Oshawa, notwithstanding the need for some boundary revisions (see below).

It is the intent of Oshawa's Official Plan to ensure that Oshawa's position as a major industrial centre in the Region of Durham and in the Province is maintained and enhanced through retention and expansion of existing industries and through the stimulation of new industrial growth. In this regard, the City shall continue to encourage Oshawa's traditional industrial strength and will seek to achieve greater diversification in the industrial base by encouraging new industry to locate in the City.

Due to the recent announcement that General Motors will not allocate production to the Oshawa Assembly Plant beyond the end of 2019, it is now more important than ever to protect Oshawa's employment lands. The auto industry in Ontario and specifically, General Motors in Oshawa, has been a big part of the Province of Ontario for over 100 years. Protecting these lands by designating them as a provincially significant employment zone would assist in supporting the Province's economy and helping to maintain its global competitiveness by keeping these lands available for industrial use and employment, with the goal to further develop alternative employment opportunities in Oshawa.

- The boundaries for the proposed provincially significant employment zones in Oshawa currently encroach onto or entirely encompass Open Space zoned lands, including Environmentally Sensitive Open Space Zones, Hazard Lands Open Space Zones and Waterfront Open Space Zones (e.g. Lakefront Park West located south of Philip Murray Avenue and west of Stevenson Road South). The proposed boundary also encompasses a Harbour Commercial zone near the former marina lands, which should not be included.

As a result, staff recommend that the Province refine the boundaries of the proposed provincially significant employment zones located in Oshawa as shown in Attachments 5 and 6.

- Staff recommend designating the industrial lands located south of Highway 407 East in Oshawa as a provincially significant employment zone, including the West Windfields Industrial Area and the East Windfields Industrial Area (see Attachment 7).

The West Windfields Industrial Area is generally bounded by the Hydro One Networks Inc. transmission corridor to the south, the Thornton Road North/Highway 407 interchange to the west, Highway 407 to the north, and the Simcoe Street North/Highway 407 interchange to the east.

The East Windfields Industrial Area is generally bounded by the TransCanada/Enbridge pipelines corridor to the south, the Bridle Road road allowance




to the west, Highway 407/Hydro One Networks transmission corridor to the north, and the Ritson Road North/east branch of the Oshawa Creek corridor to the east.

- Staff recommend designating the industrial lands located in the Northwood Business Park as a provincially significant employment zone (see Attachment 7). The Northwood Business Park is generally bounded by the pipeline north of Taunton Road West to the south, the Oshawa-Whitby boundary to the west, Highway 407 to the north and the Oshawa Creek to the east. This is a future employment area that is strategically located in proximity to the Oshawa Executive Airport, Highway 407 and the main campuses of the University of Ontario Institute of Technology and Durham College.
- Staff recommend designating the south Columbus Industrial Area as a provincially significant employment zone in the future once the boundaries are finalized, based on the results of the Environmental Assessment that is being undertaken for this area.

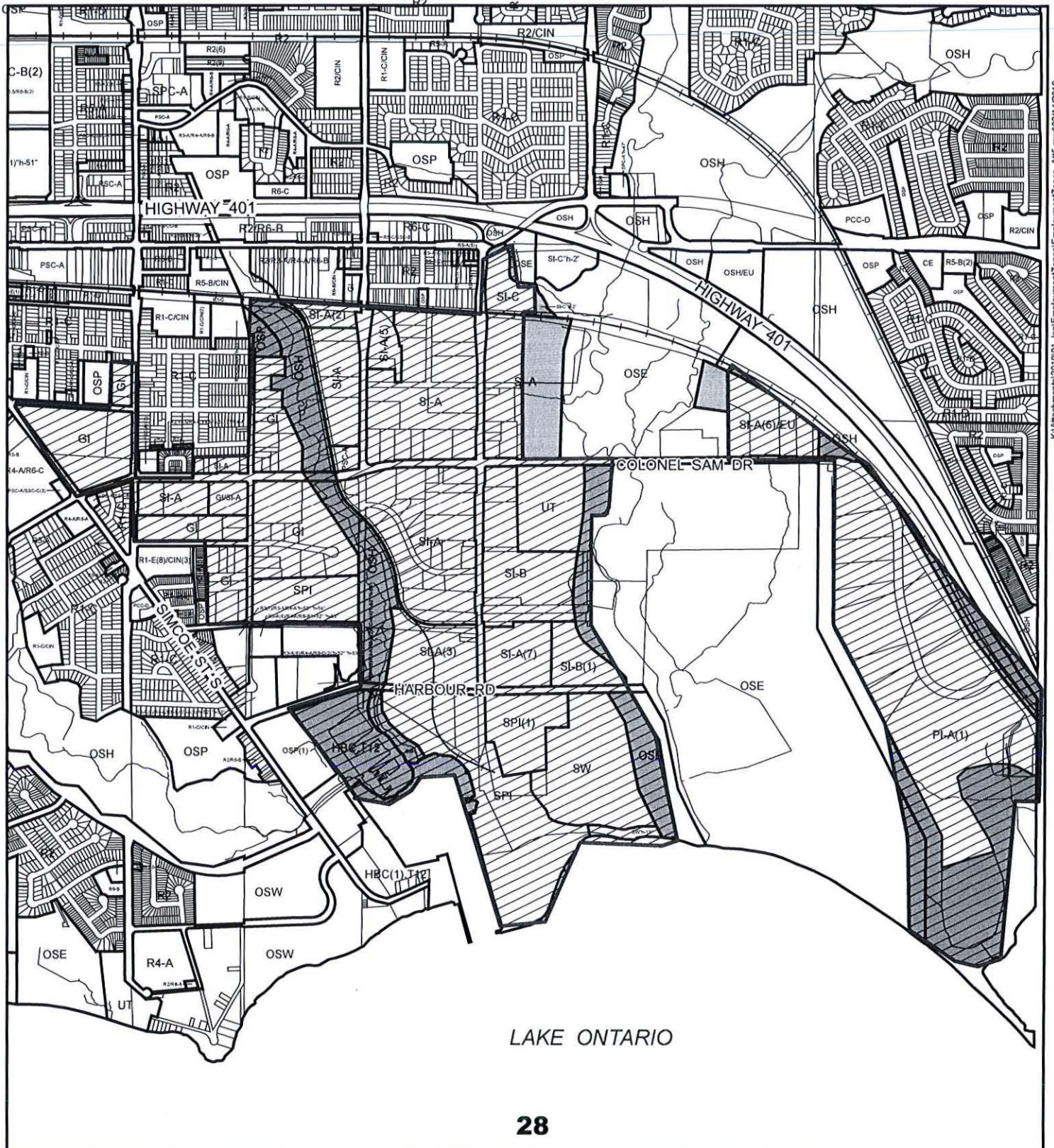
The South Columbus Industrial Area is the area generally bounded by Highway 407 East to the south, the Oshawa-Whitby boundary to the west, a future Type "C" arterial road to the north (separating the South Columbus Industrial Area from the future Columbus Part II Planning Area), and the Major Urban Area boundary to the east. The City has initiated the Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act for the Columbus community and one of the Study objectives is to "protect the South Columbus Industrial Area along the Highway 407 East corridor for employment uses."

- The boundaries of all proposed provincially significant employment zones should be flexible and allow for refinements in advance of a municipal comprehensive review based on site specific conditions and more detailed environmental reports submitted through the development approval process.

File: D-1100-0044

-  Proposed Provincially Significant Employment Zones in Oshawa
-  Lands to be Removed
-  Lands to be Added



City of Oshawa
Development Services Department 



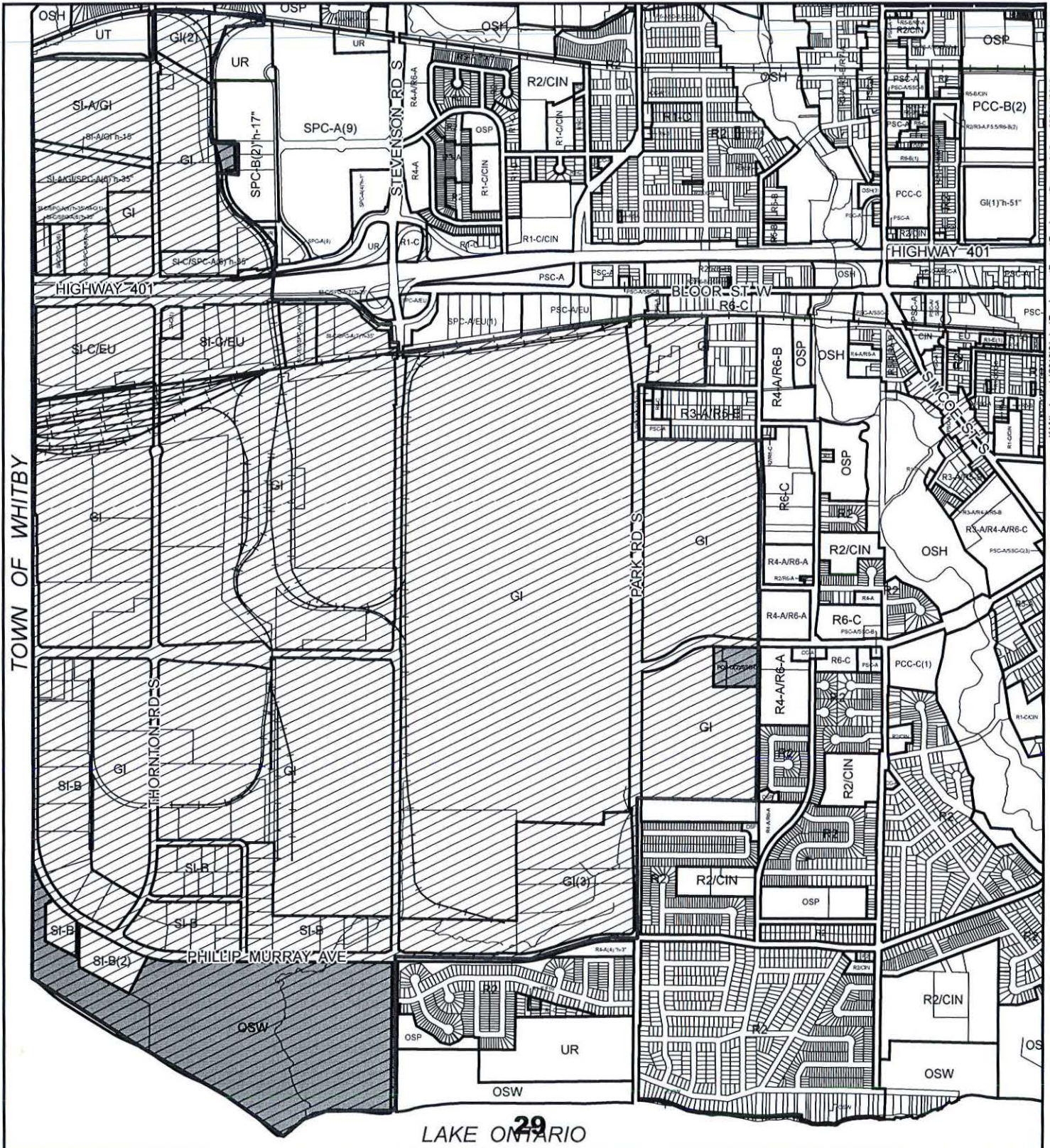
Subject: City Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017, Proposed modifications to O.Reg. 311/06 and O.Reg. 525/97 and the Proposed Framework for Provincially Significant Employment Zones

File: D-1100-0044



 Proposed Provincially Significant Employment Zones in Oshawa
 Lands to be Removed


City of Oshawa
Development Services Department



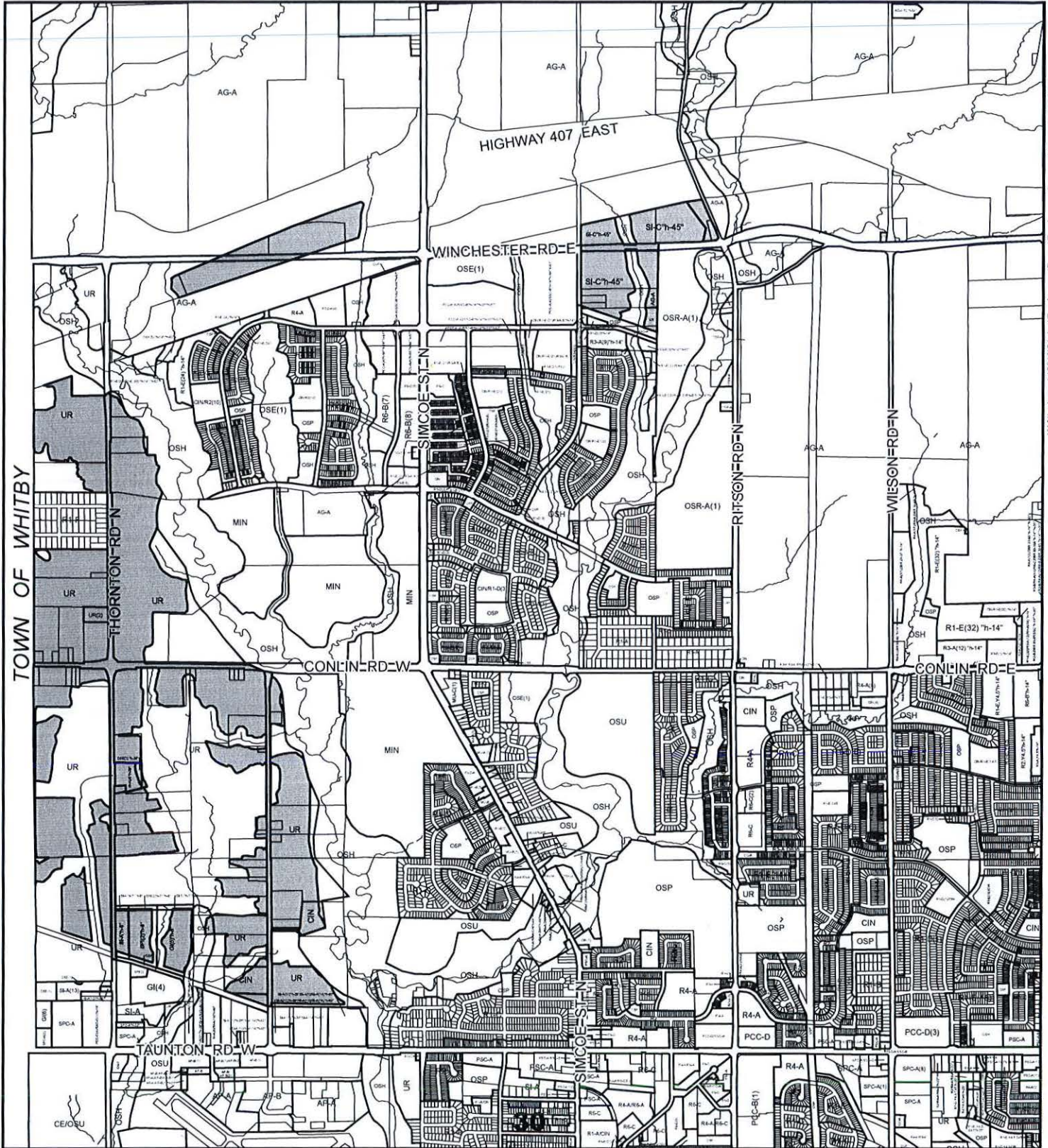
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Subject: City Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017, Proposed modifications to O.Reg. 311/06 and O.Reg. 525/97 and the Proposed Framework for Provincially Significant Employment Zones
File: D-1100-0044



 Lands to be Added

City of Oshawa
Development Services Department 



March 6, 2019

Mr. Ralph Walton
Regional Clerk/Director, Legislative Services
The Regional Municipality of Durham
P.O. Box 623, 605 Rossland Road E.
Whitby, ON L1N 6A3

Dear Mr. Walton:

Re: Proposed Amendment 1 to the Growth Plan

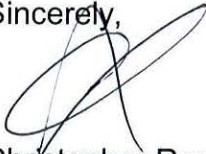
On February 28, 2019 Regional Council adopted the following recommendations:

Original
To: CIP
Copy BB ✓
To: CAO ✓
C.C. S.C.C. File
Take Appr. Action

1. Council endorse this report and Attachments 1 and 2 as the Region's submission to the Province in response to the Environmental Registry of Ontario (ERO) postings: Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017 (ERO # 013-4504), Proposed Framework for Provincially Significant Employment Zones (ERO # 013-4506), Proposed Modifications to O.Reg. 311/06 (Transitional Matters – Growth Plans) (ERO # 013-4505) and Proposed Modifications to O.Reg. 525/97 (Exemption from Approval – Official Plan Amendments) (ERO 013-4507) with the following amendment:
 - a) Council requests that the Province reduce the intensification target for York Region from 60% to 50%.
2. The Regional Clerk forward this report and attachments to the Ministry of Municipal Affairs and Housing, the Clerks of the local municipalities and the Clerks of the other upper and single-tier municipalities in the GTHA.
3. The Province be made aware that additional comments regarding provincially significant employment zones may be forthcoming.

Please contact Paul Bottomley, Manager Policy, Research and Forecasting at 1-877-464-9675 ext.71530 if you have any questions with respect to this matter.

Sincerely,

A handwritten signature in black ink, appearing to be 'Christopher Raynor', written over the word 'Sincerely,'.

Christopher Raynor
Regional Clerk

Attachments

The Regional Municipality of York

Committee of the Whole
Planning and Economic Development
February 21, 2019

Report of the Commissioner of Corporate Services and Chief Planner

Comments on Proposed Amendment 1 to the Growth Plan

1. Recommendations

1. Council endorse this report and Attachments 1 and 2 as the Region's submission to the Province in response to the Environmental Registry of Ontario (ERO) postings: Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017 (ERO # 013-4504), Proposed Framework for Provincially Significant Employment Zones (ERO # 013-4506), Proposed Modifications to O.Reg. 311/06 (Transitional Matters – Growth Plans) (ERO # 013-4505) and Proposed Modifications to O.Reg. 525/97 (Exemption from Approval – Official Plan Amendments) (ERO 013-4507).
2. The Regional Clerk forward this report and attachments to the Ministry of Municipal Affairs and Housing, the Clerks of the local municipalities and the Clerks of the other upper and single-tier municipalities in the GTHA.

2. Summary

This report provides Council with proposed comments on the Province's proposed Amendment 1 to the Growth Plan, associated regulation changes and a framework for provincially significant employment zones for endorsement.

Key Points:

- Overall, staff generally support the direction of the proposed changes to the Growth Plan.
- Staff support proposed changes to intensification and density targets that apply to York Region and provincially significant employment zones, subject to modifications recommended in this report.
- Staff recommend that all employment land conversions and settlement area boundary expansions continue to be considered only at the time of a Regional municipal comprehensive review.

3. Background

Province is soliciting comments on proposed Amendment 1 to the 2017 Growth Plan

The Provincial Growth Plan for the Greater Golden Horseshoe, 2017 (Growth Plan) provides a long-term framework for managing growth and sets out where and how to grow. Policy direction on infrastructure planning and protecting resources is incorporated in the Plan as part of an integrated approach to growth management. The current Growth Plan came into effect in July 2017 and replaced the original 2006 Growth Plan. York Region's Official Plan and all land use planning decisions must conform with the Growth Plan.

In the fall of 2018, the Ministry of Municipal Affairs and Housing held a number of working group sessions and a stakeholder forum with representatives from the municipal sector, development industry and other stakeholder groups to discuss Growth Plan implementation issues, challenges and potential solutions.

The deadline for comments is February 28, 2019

On January 15, 2019, the Province released proposed Amendment 1 to the Growth Plan for comment. According to the Province, proposed changes are intended to address potential barriers to increasing the supply of housing, creating jobs and attracting investments. Comments are to be made through the Environmental Registry of Ontario (ERO) and are due by February 28, 2019. In addition to Amendment 1, there are associated postings for comment dealing with a Proposed Framework for Provincially Significant Employment Zones and modifications to two regulations related to Growth Plan implementation.

4. Analysis

Staff comments on Amendment 1 to the Growth Plan are organized under the following themes: Intensification and Density Targets, Employment Planning, Settlement Area Boundary Expansion, Small Rural Settlements, Major Transit Station Areas and Agricultural and Natural Heritage Systems. Attachment 1 provides detailed comments.

Overall, the proposed changes to the Growth Plan are generally supported

Subject to the recommended modifications in this report and the attachment, overall, staff are generally supportive of the changes proposed for the Growth Plan. The proposed amendment maintains many of the key guiding principles of the current Growth Plan for York Region. These include prioritizing growth through intensification and higher densities for greenfield areas while providing increased flexibility for municipalities.

INTENSIFICATION AND DENSITY TARGETS

Proposed intensification targets reflect “one size does not fit all”

Throughout the consultation process, Greater Golden Horseshoe (GGH) municipalities highlighted the need for a “one size does not fit all” approach with respect to intensification targets. In response, Amendment 1 proposes application of different intensification targets for three geographic zones of upper and single-tier municipalities in the GGH. York Region is grouped with the City of Hamilton and the Regions of Peel and Waterloo, all with a minimum intensification target of 60 percent, the highest among the three zones. This means that 60 percent of residential growth is to occur within the Provincially delineated built-up area on an annual basis. This accelerates intensification from what is in the 2017 Growth Plan which phases in intensification from 50 percent to 2031 and then 60 percent from 2031 to 2041.

The second group of municipalities has an intensification target of 50 percent which includes the Regions of Durham and Halton, while the third group is to establish an intensification target based on maintaining or improving their current minimum intensification target. This multi-zoned approach recognizes varying abilities of different regions within the GGH to accommodate intensification. Table 1 below summarizes both intensification and Designated Greenfield Area density targets for the three zones.

Table 1
Intensification and Density Targets in Amendment 1

Municipalities by Geographic Zone	Intensification Target (Built-up area)	Designated Greenfield Area Density Target
Inner Zone		
Regions of York, Peel, Waterloo and City of Hamilton	60%	60 residents and jobs per hectare
Middle Zone		
Cities of Barrie, Brantford, Guelph, Orillia and Peterborough and Regions of Durham, Halton and Niagara	50%	50 residents and jobs per hectare
Outer Zone		
City of Kawartha Lakes and the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe and Wellington	To establish a target based on maintaining or improving on their current minimum intensification target	40 residents and jobs per hectare

York Region is well-positioned to achieve increased intensification

Staff support the placement of York Region within the Inner Zone and the associated intensification target. From 2006 to 2017, York Region has averaged 48 percent of annual housing growth occurring within the built-up area (i.e. 48% intensification rate). Significant investment in transit and other infrastructure combined with comprehensive planning for intensification allows York Region to accommodate the proposed intensification target. Over \$3 billion has been invested by all three levels of government in transit infrastructure in York Region including the Spadina subway extension and Bus Rapid Transit corridors along Highway 7, Yonge Street and Davis Drive, with additional transit expansions and improvement planned.

York Region's Centres and Corridors strategy has been in place since 1994 and local municipalities have been implementing the Regional structure by developing secondary plans for Regional and local centres and corridor intensification areas. In addition, there are opportunities for a range of more modest forms of intensification including smaller scale infill projects and second suites which will contribute to meeting the Region's intensification target.

Designated Greenfield Area density target is proposed to be maintained at 60 residents and jobs per hectare

The current Growth Plan requires an overall minimum density of 60 residents and jobs per hectare for the existing Designated Greenfield Area and a minimum density of 80 residents and jobs per hectare for future urban expansion areas, if required. The proposed amendment would remove the requirement for a higher density for future urban expansion areas while maintaining the overall minimum 60 residents and jobs per hectare density target. This means that across the Designated Greenfield Area (excluding employment lands), both existing built and unbuilt areas together must reach a density of 60 residents and jobs per hectare.

Similar to the intensification target, the Province has taken an approach of customizing density targets by geographic zones of municipalities (see Table 1). York is grouped with the City of Hamilton and the Regions of Peel and Waterloo with a minimum density target of 60 residents and jobs per hectare. The second grouping of municipalities has a proposed minimum density target of 50 residents and jobs per hectare and third group, 40 residents and jobs per hectare.

Staff support the proposed minimum target of 60 residents and jobs per hectare across the Designated Greenfield Area. This is appropriate for York Region and also allows for the continued planning of the Region's New Community Areas at 70 residents and jobs per hectare, as set out in the Regional Official Plan. This density is intended to encourage the development of more complete communities.

Criteria for alternative intensification and Designated Greenfield Area density targets has been simplified

Amendment 1 also proposes simplified criteria for establishing alternative intensification and Designated Greenfield Area targets. In considering alternative target requests, staff expect the Province will maintain the key principles and purpose of the Growth Plan. To do so, staff recommend that additional criteria be included when considering an alternative intensification target which would require improving upon the historic level of intensification being achieved in the upper or single-tier municipality. Consideration of alternative targets should only occur at the time of a municipal comprehensive review and not at any time as suggested by the proposed new policy.

Designated Greenfield Area minimum density targets proposed for other upper and single-tier municipalities is below transit supportive densities

Although not directly applicable to York Region, a minimum Designated Greenfield Area density target of 40 or 50 residents and jobs per hectare is not considered to be transit supportive and does not generally promote walkable, compact and complete communities. The Designated Greenfield Area target of 50 residents and jobs per hectare as proposed is not equivalent to the 2006 Growth Plan 50 residents and jobs per hectare density policy since the latter included employment lands in the calculation which tend to be at a lower density than community lands. A Designated Greenfield Area density target at 40 or 50 for community lands is well below the minimum density target in the 2006 Growth Plan and could result in very low density and inefficient greenfield growth. Staff suggest that the Designated Greenfield Area target be set at 60 residents and jobs per hectare for all upper and single-tier municipalities in the Greater Golden Horseshoe in order to promote transit supportive and complete communities.

EMPLOYMENT PLANNING

Consideration of employment land conversions should remain at the time of a municipal comprehensive review

Under the current Growth Plan, conversions of employment lands to non-employment uses are only permitted through a municipal comprehensive review. Amendment 1 is proposing a one-time window for municipalities to undertake employment land conversions between the effective date of Amendment 1 and the next municipal comprehensive review, subject to criteria. Included in the criteria is a requirement to maintain a significant number of jobs on lands being proposed for conversion.

In staff's view, employment land conversions should continue to be considered only at the time of a municipal comprehensive review. In addition to other criteria, conversion of employment lands need to be assessed in the context of the Region's employment land base, regional employment trends and employment forecast for the local municipality and the Region. The proposed requirement to maintain "a significant number of jobs" on the lands

being considered for conversion is vague and open to a wide range of interpretation. If the Province decides to maintain this proposed policy, it is staff's recommendation that only municipally initiated employment land conversions be considered as part of the one-time window. In addition, the Province should clarify the wording in Amendment 1 to indicate that only a one-time window is being proposed.

Since York Region's Municipal Comprehensive Review process is currently well underway, it is not clear whether this new provision in the Growth Plan would apply to York Region. To date, York Region has received over 30 requests for employment land conversions. To evaluate these areas comprehensively, it is recommended that York Region continue with the current process of assessing employment land conversions only as part of the municipal comprehensive review.

Province is proposing provincially significant employment zones

Associated with Amendment 1 is a proposed framework for provincially significant employment zones identified by the Minister of Municipal Affairs and Housing. Areas within these zones are deemed to be crucial to the province's economy and would not be able to be converted outside of a municipal comprehensive review. The proposed provincially significant employment zones mapping is shown in Attachment 2 (page 1). Twenty-nine zones across the Greater Golden Horseshoe are identified. Four zones include lands within York Region. Collectively, these zones cover a significant portion of the Region's employment land base in southern York Region (see page 2 of Attachment 2). The ability to designate prime employment areas as set out in the current Growth Plan would be removed under Amendment 1. Prime employment areas are defined as land extensive and low density employment uses that require locations near major good movement facilities and corridors.

Staff support identifying provincially significant employment zones to protect the Region's employment land base. It is recommended that the Province add designated employment lands along 400 series highways in the Region as shown on pages 3, 4 and 5 of Attachment 2. These areas all have potential to be significant concentrations of employment and economic output when they are developed and need to be protected for employment land uses. Any potential conversions should be considered comprehensively through the municipal comprehensive review. In addition to including these areas, staff recommend minor modifications to the boundaries of the zones proposed by the Province to include the full extent of the employment areas.

Province should clarify the intent of the change in definition of Office Parks

Amendment 1 proposes to change the definition of office parks by deleting wording that states that they are employment areas designated in an official plan. This could be interpreted that office parks in employment areas would no longer be considered employment lands and therefore not subject to employment land conversion policies. Staff assume this is not the intent and request the Province to clarify the definition and policies around office parks.

SETTLEMENT AREA BOUNDARY EXPANSION

The proposed amendment would permit small scale settlement area boundary expansions outside of a municipal comprehensive review

Amendment 1 would allow a settlement area boundary expansion in advance of a municipal comprehensive review subject to the following requirements: the lands will achieve the Designated Greenfield Area density target or applicable employment area density target, the location of the lands will meet applicable Growth Plan requirements, the proposed area is not a rural settlement or in the Greenbelt, is no larger than 40 hectares, is municipally serviced with available capacity and will be taken into account in the forecast and land needs assessment for the next municipal comprehensive review.

Staff recommend any area boundary expansions only be considered at the time of a municipal comprehensive review when there can be a full assessment of the need for the expansion in the context of the overall Regional structure, supporting infrastructure and population and employment forecasts.

If the Province proceeds with this policy, the Province should specify there is a limit of a potential total expansion of 40 hectares outside of the municipal comprehensive review process. In addition, if this policy is maintained, any potential 40 hectare settlement area expansion should only occur if municipally initiated by an upper or single-tier municipality.

Amendment 1 also proposes a new policy which allows adjusting settlement area boundaries outside of a municipal comprehensive review provided there would be no net increase in land within settlement areas. The adjustment would need to support the ability to meet intensification and density targets and must not be a rural settlement or in the Greenbelt. Staff are not supportive of this policy as it could result in ad hoc exchanges of lands in the settlement area without regard to the impacts on overall Regional urban structure, necessary infrastructure and population and employment forecasts.

Criteria for determining the location of settlement area boundary expansions have been simplified

The current Growth Plan contains criteria to determine feasibility and the most appropriate location for urban boundary expansions. Amendment 1 simplifies requirements and introduces more flexibility while maintaining key considerations in evaluating locational options for urban expansion. The amended criteria are intended to focus more on outcomes and demonstrating that a particular criterion has been met rather than specifying studies that need to be completed. The revised criteria are generally reasonable, subject to the recommended modifications in Attachment 1, since it maintains the key considerations for evaluating potential urban boundary expansions.

SMALL RURAL SETTLEMENTS

Proposed amendment recognizes the role of small rural settlements in accommodating growth

Under the current Growth Plan, many of the Region's hamlets and other rural settlement areas are categorized as undelineated built-up areas. These are settlement areas for which the Province has not delineated a built boundary. Initially, these areas were to be treated as part of the Designated Greenfield Area. In 2018, a regulation was passed that restricted this requirement to undelineated areas outside of hamlets in the Greenbelt Plan and rural settlements in the Oak Ridges Moraine Conservation Plan. In York Region, Ballantrae, Fairfields Estates and Maple Lake Estates remain as undelineated areas that are to be treated as part of the Designated Greenfield Areas. Inclusion of these areas in the Designated Greenfield Area make it more challenging to meet the required density target since they are developed and planned for relatively low densities.

Amendment 1 introduces a new term, rural settlements, which are existing hamlets or similar small settlement areas that are long-established and identified in official plans. The term "undelineated built-up area" is proposed to be deleted. These changes are reasonable since rural settlement areas are intended to accommodate relatively modest levels of growth at lower densities and should not be part of the Designated Greenfield Area.

A proposed new Growth Plan policy would allow for minor boundary adjustments of non-Greenbelt rural settlements outside of a municipal comprehensive review. The change would constitute minor rounding out of existing development in keeping with the rural character of the area, subject to confirmation that servicing can be provided and subject to provisions in the Provincial Policy Statement. Similar to the settlement area expansion policies, staff are of the view that boundary expansions of rural settlements should only be considered as part of a municipal comprehensive review. The fact that "minor" is not a defined term could potentially lead to broad interpretation of this policy. If the Province decides to proceed with this policy, rural settlement boundary adjustments should be municipally initiated.

MAJOR TRANSIT STATION AREAS

More streamlined and flexible approach is proposed for delineating Major Transit Station Areas

Major Transit Station Areas (MTSAs) are defined under the Growth Plan as the area including and around existing and planned higher order transit stations or stops within a settlement area. York Region is required to delineate and set minimum density targets for MTSAs located within provincially defined priority transit corridors. There is also the option to identify MTSAs beyond these corridors. MTSAs are classified as Strategic Growth Areas and are to be planned for specified minimum densities in the Growth Plan (e.g. 160 residents and jobs per hectare for Bus Rapid Transit stations).

Amendment 1 allows municipalities to delineate and set density targets for MTSA in advance of the municipal comprehensive review, subject to identifying the MTSA as “Protected” under the Planning Act. This provision protects MTSA from planning appeals related to issues of land use, building height and density. The delineation and setting of density targets for MTSA is currently well underway as part of the York Region municipal comprehensive review process. Therefore, this provision would likely not result in a more expedited process, at least for the current municipal comprehensive review. Going forward, it would be beneficial to employ a streamlined approach to delineate and set targets for new MTSA or modifications to existing MTSA boundaries and/or density targets. This process can occur outside of the municipal comprehensive review since the density targets for MTSA are long term targets that are most likely to be achieved beyond the horizon of the Growth Plan.

Province is proposing to simplify the process and criteria for alternative minimum density targets for Major Transit Station Areas

Separate approval by Council and the Minister would no longer be required for alternative minimum density targets for Major Transit Station Areas. The proposed criteria considers whether development is severely restricted or prohibited by provincial policy as well as consideration whether a major trip generator or transit feeder service will sustain high ridership at the station. Staff request that an additional criterion be included which provides additional flexibility for the context of the lands surrounding a major transit station which may not be appropriate for extensive intensification (e.g. King City GO Station Major Transit Station Area).

Amendment 1 also clarifies that MTSA delineation can range from an approximate 500 to 800 metre radius of a transit station. This provides flexibility for situations where it is appropriate for a MTSA boundary to extend beyond 500 metres to include nearby intensification areas or areas of existing high density development.

The Province has also requested feedback on the question of whether employment areas that overlap with major transit station areas should be included in the provincially significant employment zones and implications associated with potential conversion requests. In staff's view, MTSA without residential uses can exist in employment areas and provincially significant employment zones at transit supportive densities.

AGRICULTURAL AND NATURAL HERITAGE SYSTEMS

Provincial agricultural lands and natural heritage system mapping may be refined through the municipal comprehensive review

The Province is proposing that provincial mapping of the agricultural land base and Natural Heritage System does not apply until it has been implemented in upper and single-tier official plans. This direction is consistent with previous Regional comments on draft Provincial guidance for the Natural Heritage System and Agricultural System submitted in 2017.

Municipalities would be able to refine and implement mapping in advance of the municipal comprehensive review. Once provincial mapping of the agricultural land base has been implemented in official plans, further refinement may only occur through a municipal comprehensive review. During the period before provincial mapping is implemented in official plans, it is proposed that the Growth Plan policies for protecting prime agricultural areas and natural heritage systems apply. Staff support this proposed policy direction.

Proposed Growth Plan Amendment 1 supports objectives of Vision 2051, the Strategic Plan 2015 to 2019 and Regional Official Plan

Provincial growth management policies in the Growth Plan have direct impact on Vision 2051 goals including Creating Liveable Cities and Complete Communities. The Growth Plan policies also support achievement of the Strategic Plan 2015 to 2019 objectives of ensuring optimal locations for business and employment growth are available, and encouraging growth in Regional Centres and Corridors. The Growth Plan and the proposed amendment support the key themes of the Regional Official Plan: a Sustainable Natural Environment, Healthy Communities and Economic Vitality.

5. Financial

As part of the current Regional municipal comprehensive review process, Regional population and employment forecasts will be updated to 2041, consistent with Growth Plan policies. The growth forecast will be used in the next update of the development charges by-law. The proposed minimum intensification target of 60 percent will require directing growth to areas with existing infrastructure but will also require a continued shift in the housing market towards higher density forms of housing in areas with infrastructure investment providing the opportunity to capitalize on the existing investment.

A lower than anticipated growth rate for either ground-related or higher density housing could result in a shortfall of projected development charges collections and assessment growth revenue. This could cause delays in capital cost recovery, impact costs for debt repayment, create pressures on the Region's operating budget and result in a need for potential deferrals of elements in the capital program. Staff will be assessing financial implications and will report back to Council with a fiscal strategy.

6. Local Impact

The proposed Growth Plan Amendment has direct implications for local municipalities. The new intensification target will affect local municipal intensification targets and growth forecasts. The other proposed changes to the Growth Plan will have potential local municipal impacts with regards to planning for new communities, centres and corridors planning and employment land planning.

Local municipal staff are working alongside the Region in updating their official plans to reflect the policies in the updated Regional Official Plan generated through the Regional

municipal comprehensive review, once approved. Under the Planning Act, local municipal official plans are required to update to conform to the ROP within one year of it coming into effect.

7. Conclusion

This report has provided a summary of staff's comments on the Province's proposed Amendment 1 to the Growth Plan. Proposed policies in the areas of Intensification and Density Targets, Employment Planning, Settlement Area Boundary Expansion, Small Rural Settlements, Major Transit Station Areas and Agricultural and Natural Heritage Systems are generally supported by staff subject to the comments outlined in this report.

It is recommended that staff submit this report and the attachments to the Province as the formal submission in response to proposed Amendment 1 to the Growth Plan. Once the Growth Plan changes are finalized, staff will assess the impacts of any further changes to the current Regional municipal comprehensive review process and report back to Council as necessary.

For more information on this report, please contact Paul Bottomley, Manager Policy, Research and Forecasting at 1-877-464-9675 ext.71530. Accessible formats or communication supports are available upon request.

Recommended by:

Paul Freeman
Chief Planner

Dino Basso
Commissioner of Corporate Services

Approved for Submission:

Bruce Macgregor
Chief Administrative Officer

February 8, 2019
Attachments (2)
eDOCS # 9132693

Attachment 1

York Region Comments on Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017 (ERO # 013-4504), Proposed Framework for Provincially Significant Employment Zones (ERO # 013-4506), Proposed Modifications to O.Reg. 311/06 (Transitional Matters – Growth Plans) (ERO # 013-4505) and Proposed Modifications to O.Reg. 525/97 (Exemption from Approval – Official Plan Amendments) (ERO 013-4507)

ERO # 013- 4504 Amendment 1 to the Growth Plan for the Greater Golden Horseshoe

General Comments	
	<p>York Region staff are generally supportive of the Province's direction proposed in Amendment 1 for York Region of continuing to prioritize growth through intensification and increasing flexibility for municipalities.</p> <p>The Growth Plan presents challenges for the Region with respect to meeting growth targets and providing the necessary infrastructure to service that growth. It is recommended that the review of the Growth Plan result in consequential amendments to other regulations to streamline Environmental Assessment and other provincial approval processes to bring infrastructure online more quickly to service designated and planned growth.</p>
Intensification and Density Targets	
2.2.2.1, 2.2.7.2	<p>Staff support the proposed minimum intensification target of 60 percent and the Designated Greenfield Density Target of 60 residents and jobs per hectare for York Region. Both are appropriate and reasonable targets for York Region given the level of transit infrastructure investment and the well-established land use planning framework for Regional centres and corridors as well as local centres and corridors and other intensification areas.</p> <p>Although not applicable to York Region, staff note that the proposed DGA densities of 40 and 50 residents and jobs per hectare proposed for the other two groups of municipalities in the GGH are lower than typical subdivisions being built today and are lower than the 2006 Growth Plan 50 density target since the 2006 DGA density calculation included employment lands (which are typically at a lower density than community lands). In staff's view, the Designated Greenfield Area target should be set at 60 for all municipalities in order to promote transit supportive complete communities.</p>
2.2.2.4, 2.2.7.4	<p>Staff accept the reduced criteria for alternative intensification and density targets provided that the prime direction of the Growth Plan of prioritizing growth intensification is maintained when the Province is assessing alternative targets. An additional criterion is also recommended that requires that an alternative intensification target be higher than historic intensification levels.</p> <p>The proposed amendment states that Councils can request alternative targets for intensification at any time and not be restricted by the timing of a MCR. Alternative targets should only be requested at the time of a MCR in order to properly align with forecasting and</p>

	growth management work that is undertaken as part of the MCR.
Employment Planning	
2.2.5.10	<p>Staff recommend employment land conversions remain at the time of a Regional municipal comprehensive review. Conversions of employment lands need to be assessed in the context of the overall Regional employment land base and employment forecast. In addition, the requirement to maintain “a significant number of jobs” on lands being considered for conversion is too vague and open to a wide range of interpretation.</p> <p>Notwithstanding staff’s position stated above, if the Province decides to proceed with the one-time window for conversions, these should be limited to only municipally initiated conversions. Staff also request that language be clarified in the amendment to indicate that it would be only a one-time window for conversions.</p> <p>Staff request clarification on what constitutes “at the time of next municipal comprehensive review” in the context of the “one time window” for considering employment land conversions? It is not clear if this provision only applies to municipalities that have not commenced their municipal comprehensive review processes?</p>
2.2.5.4	Staff accept the proposed change to require municipalities to set multiple density targets for employment areas rather than a single target.
2.2.5.5 2.2.5.6 2.2.5.7	Staff agree with the policy direction on locating and preserving employment areas adjacent to major goods movement facilities and corridors and the requirement to provide for an appropriate interface between employment areas and adjacent non-employment areas. Staff also support the proposed policy to allow for employment area designations to be incorporated into upper or single-tier official plans by amendment at any time in advance of the next MCR.
2.2.5.8	This policy should prioritize the minimization or mitigation of adverse impacts on sensitive land uses and not the other way around.
2.2.5.12	Staff support identifying provincially significant employment zones to protect the Region’s employment land base but as stated above, maintain that all employment land conversions should only be considered at the time of a Regional municipal comprehensive review. Comments on the mapping for the provincially significant employment zones are provided under the comments section on the Proposed Framework for Provincially Significant Employment Zones in this Attachment.
2.2.5.14	“Outside of employment areas, redevelopment of any employment lands should retain space for a similar number of jobs to remain accommodated on site.” Suggest simplifying this policy to say that the redevelopment should accommodate a similar number of jobs.
Definitions	<p>Province should add a definition of provincially significant employment zones in the definition section of the Growth Plan.</p> <p>Amendment 1 proposes to change the definition of office parks to delete the component of the definition that states they are employment areas designated in an official plan. This could</p>

	<p>be interpreted that office parks in employment areas would no longer be considered employment lands and therefore would not be subject to any employment land conversion policies. Assuming this is not the intent, staff request the Province to clarify the definition and policies around office parks.</p>
<p>Settlement Area Boundary Expansion</p>	
<p>2.2.8.5 2.2.8.6</p>	<p>Settlement area boundary expansions should only be considered at the time of a municipal comprehensive review (MCR) when there can be a full assessment of the need for the expansion in the context of the overall Regional structure, supporting infrastructure and population and employment forecast.</p> <p>If the Province proceeds with this policy, it should be clarified there is a limit of a potential total expansion of 40 hectares outside of the MCR process. In addition, if this policy is maintained, any potential 40 hectare settlement area expansion should only occur as a result of an upper or single-tier municipally initiated process.</p>
<p>2.2.8.4</p>	<p>Staff do not support the proposed provision allowing municipalities to adjust settlement area boundaries outside the MCR if there is no net increase in land within the settlement area. This policy could lead to multiple ad hoc adjustments across the Region without proper regard for the Region's population and employment forecast, planned urban structure and other considerations in planning for appropriate locations for growth. In addition, it is not clear whether the exchange of lands in the Province's proposed policy would be an exchange of the same type of lands. For example, could there be an exchange of non-developable lands within the settlement area for developable lands outside of the settlement area?</p>
<p>2.2.8.3</p>	<p>Staff generally support the amended criteria to evaluate locations for settlement area boundary expansions which provide more flexibility and focus on outcomes rather than specific studies in meeting requirements. Staff do have concerns regarding the change in Section 2.2.8.3.d – which proposes to change the language from stating that the proposed expansion including the associated water, wastewater and stormwater servicing would not negatively impact the water resource system to minimize and mitigate potential negative impacts on watershed conditions. This is counter to other Provincial direction including source water protection and Section 4.2.1. – Water Resource Systems in the Growth Plan.</p>
<p>Small Rural Settlements</p>	
<p>2.2.9.7</p>	<p>Any boundary expansions of rural settlements should occur as part of a municipal comprehensive review. In addition, the lack of definition for the term “minor” could lead to misuse of this policy. If the Province decides to proceed with this policy, rural settlement boundary adjustments should be municipally initiated.</p>
<p>2.2.9.7.c</p>	<p>It is recommended that this section specify that servicing is achievable through reserve infrastructure capacity, similar to how it is addressed in section 2.2.8.5.d</p>
<p>Definitions</p>	<p>Staff support removal of the term “undelineated built-up area” and introduction of the defined term rural settlement to recognize areas which are not intended to accommodate significant</p>

	growth and which would not be considered part of the Designated Greenfield Area.
Major Transit Station Areas	
2.2.4.4	Staff request an additional criterion be added to allow alternative minimum density targets for MTSA's that have very limited intensification potential in both the short and long term based on existing development in the surrounding lands.
2.2.4.5.	Staff support the proposed policy to allow municipalities to delineate and set density targets for MTSA's in advance of the municipal comprehensive review. Staff note that this process is already underway as part of the Region's current MCR, so the new provision would likely not result in a more expedited process for the current MTSA delineation and target setting process. Going forward, it would be useful to employ a streamlined approach to delineate and set targets for new MTSA's or modifications to existing MTSA boundaries and/or density targets.
Definitions	Staff support additional flexibility provided in clarifying that MTSA's can range from an approximate 500 to 800 metre radius from a transit station subject to our comments on Section 2.2.4.5, giving flexibility to municipalities.
Agricultural and Natural Heritage Systems	
4.2.2.4 4.2.2.5 4.2.6.7 4.2.6.8	<p>Staff support proposed changes that specify provincial mapping of the agricultural land base and Natural Heritage System for the Growth Plan does not apply until implemented in the Regional Official Plan as well as the ability for municipalities to refine and implement provincial mapping in advance of the MCR. This provision provides upper and single-tier municipalities with the flexibility to advance the work associated with the mapping and policies required to conform to the Growth Plan or undertake it during the municipal comprehensive review process.</p> <p>Staff also agree with the specification that once provincial mapping of the agricultural land base has been implemented in official plans, further refinements may only occur through a MCR.</p>
4.2.6.3	With respect to the interface between agricultural and non-agricultural uses outside of settlement areas, staff agree with the new provision that mitigation measures, where appropriate, should be based on an agricultural impact assessment.
Other Areas	
1.2	Request clarification on how the Province is defining "market demand" and how that is to be balanced while ensuring housing supply meets local need through a full range and mix of housing types and tenures including affordable housing. Market demand should not be prioritized over unsustainable forms of development. The Province could consider linking the phrase "what is needed in local communities" to local housing needs identified through 10-year housing and homelessness plans, which would align with Growth Plan section 2.2.6.1.c.

	<p>With respect to rental housing supply, municipalities lack the necessary tools and resources to match demand with supply. The Province should consider introducing new tools, such as the ability to zone by tenure recently introduced in British Columbia, to assist municipalities in responding to market and local community needs.</p> <p>Staff support the Province’s mandate of putting people first. To support this, it is recommended that re-inclusion of social equity in the Vision is needed. As noted in Section 2.2.1.4, social equity is an important element in complete communities where people live, work and play.</p>
2.1	<p>In third last paragraph of Section 1.2. request removing “in larger urban centres” and adding a revision that would indicate that all communities need to grow at transit supportive densities appropriate for the local context and transit service being contemplated, rather than just those in larger urban centres.</p> <p>As identified in York Region’s submission on the Made-in-Ontario Environment Plan, the Growth Plan provides critical direction that supports Greenhouse Gas reduction and community resilience. It is recommended that the proposed GHG reduction target of 30% below 2005 levels by 2030 be considered a minimum. The Province is encouraged to establish a longer term (2050 target) aligned with the Intergovernmental Panel on Climate Change.</p>
2.2.1	<p>Section 2.2.1.4.f. – Amendment 1 proposes to remove the reference to “low carbon communities”, staff question how will the objective of being more environmentally sustainable be measured?</p> <p>Section 2.2.1.4.g. – Request that the word “appropriate” be removed with reference to low impact development. The inclusion of this word weakens the policy direction for the implementation of green infrastructure.</p>
2.2.6.1	<p>Staff accept the proposed removal of the requirement for a formal Housing Strategy but also recognize that the Housing Strategy is a key input to the Provincial Land Needs Assessment Methodology. Staff recommend that the Province amend the current Land Needs Assessment Methodology (LNA) to reflect the removal of the Housing Strategy. It should also be recognized that there will still be the need to plan for housing need with respect to determining housing mix options and affordable ownership and rental targets which will be required as inputs to the LNA.</p>
3.1	<p>In second paragraph, recommend returning text to “lower density development” from unmanaged growth in the statement “costs could be saved by moving from unmanaged growth to a more compact built form.” Unmanaged growth could include both low and high density development. The statement makes more sense as previously written since lower density development is generally more costly to service.</p> <p>More generally, there is reference throughout the proposed Amendment to “unmanaged growth.” This term implies municipalities and the Province have had little control over growth</p>

	<p>in the GGH. It is recommended that a term such as “non-transit supportive growth” or similar be used.</p> <p>It is stated that the Plan aligns with provincial asset management regulations on page 26. It is recommended that consideration be given to protecting lands needed to facilitate asset management activities (e.g. easements) through a similar mechanism used to protect for transit corridors or employment areas.</p>
3.2.6.2.c, 3.2.7.1a, & 4.2.1.3	<p>Water and Wastewater Systems, Stormwater Management, Water Resource Systems</p> <p>It is recommended that “or equivalent” be removed. Watershed plans are important tools that help ensure drinking water sources are protected and should not be overridden.</p>
4.2.10	<p>Climate Change</p> <p>It is recommended the Province define what “other provincial plans and policies” take the place of the Ontario Climate Change Strategy. It would be beneficial for these to be defined to provide clarity on the guidance municipalities can use to ensure a consistent approach in developing vulnerability risks assessments, assessment of climate change impacts, etc.</p>
5.2.2	<p>Supplementary Direction</p> <p>Staff have concern regarding the potential for the Province to identify, establish or update “provincially significant employment zones” without consultation with municipalities. Recommend modifying this direction by inserting “in consultation with upper and single tier municipalities.”</p>

ERO # 013- 4506

Proposed Framework for Provincially Significant Employment Zones

Staff support the concept of provincially significant employment zones to be identified by the Minister of Municipal Affairs and Housing. Recommended modifications to the employment zone mapping are provided in Attachment 2 (pages 3, 4 and 5). The modifications consist of areas that Regional staff are proposing be added based on local municipal employment area designations as well as areas recommended for removal based on non-employment land use designations. The mapping in Attachment 2 highlights selected larger suggested modifications to the provincially significant employment zone boundaries. It is requested that Provincial staff follow-up with York Region staff to review in detail the complete proposed mapping modifications. Staff are proposing that designated employment lands along 400 series highways in the Region be added as provincially significant employment zones. These areas have potential to be significant concentrations of employment and economic output when developed and need to be protected for employment uses.

The Province is seeking feedback on whether employment areas that overlap with MTSA's should be included in the provincially significant employment zones. In our view, certain MTSA's may only have employment generating uses but at transit supportive densities, therefore, there is no need to exclude MTSA's from provincially significant employment zones.

ERO # 013- 4505

Proposed Modifications to O.Reg.311/06 (Transitional Matters – Growth Plans)

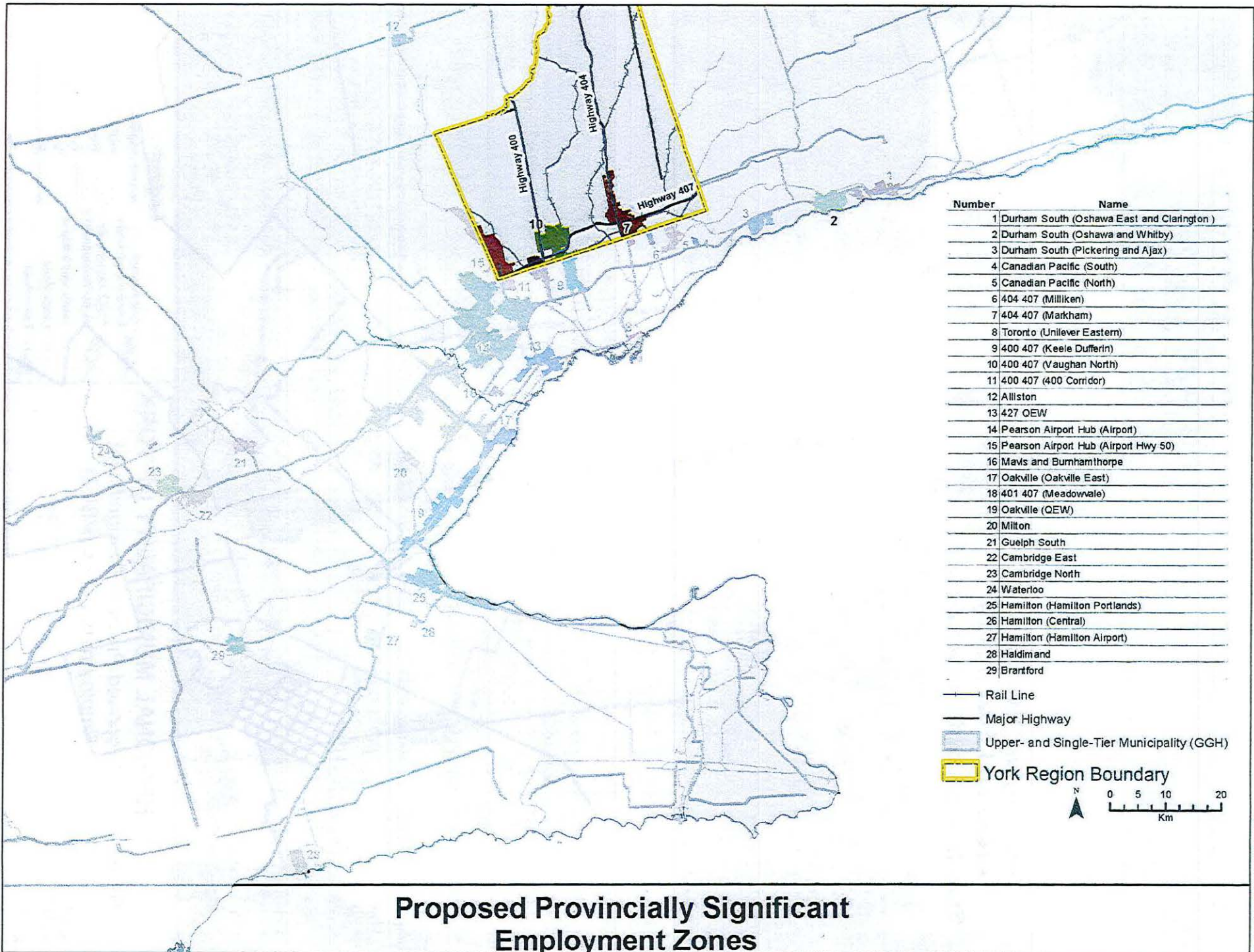
This regulation prescribes transition provisions for growth plans under the Places to Grow Act.

Although staff have been advised by Provincial staff that this regulation does not propose to eliminate the standard land needs assessment methodology, staff want to re-iterate the importance of having a consistent standard approach to land needs assessment. Staff support the current land needs assessment methodology as set out by the Province. In regards to this transition regulation, the Province is also seeking feedback as to whether there are any specific planning matters in process that should be addressed through the transition regulation. Staff would agree with the example provided by the Province that adopted official plan amendments under appeal should be subject to a transition regulation.

ERO # 013- 4507

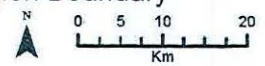
Proposed Modifications to O.Reg.525/97 (Exemption from Approval – Official Plan Amendments)

The purpose of this regulation is to facilitate the proposed amendments to the Growth Plan that would allow municipalities the flexibility to make changes to their official plan to implement the Agricultural System for the Greater Golden Horseshoe mapping or the Natural Heritage System for the Growth Plan mapping before their next municipal comprehensive review, while ensuring that the Minister's approval would be required for these changes. Staff support the proposed changes to the regulation.



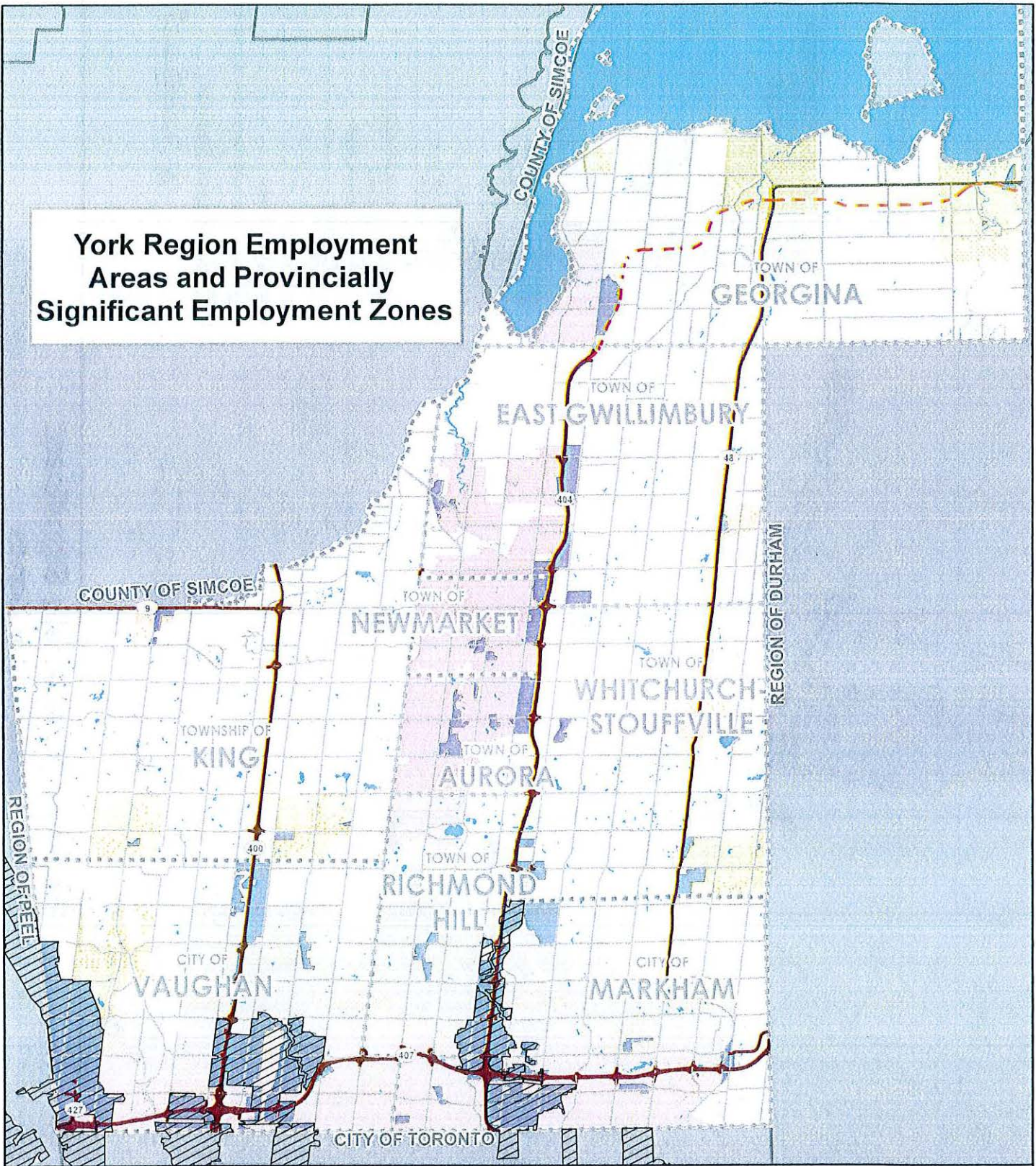
Number	Name
1	Durham South (Oshawa East and Clarington)
2	Durham South (Oshawa and Whitby)
3	Durham South (Pickering and Ajax)
4	Canadian Pacific (South)
5	Canadian Pacific (North)
6	404 407 (Milliken)
7	404 407 (Markham)
8	Toronto (Unilever Eastern)
9	400 407 (Keele Dufferin)
10	400 407 (Vaughan North)
11	400 407 (400 Corridor)
12	Alliston
13	427 QEW
14	Pearson Airport Hub (Airport)
15	Pearson Airport Hub (Airport Hwy 50)
16	Mavis and Burnhamthorpe
17	Oakville (Oakville East)
18	401 407 (Meadowvale)
19	Oakville (QEW)
20	Milton
21	Guelph South
22	Cambridge East
23	Cambridge North
24	Waterloo
25	Hamilton (Hamilton Portlands)
26	Hamilton (Central)
27	Hamilton (Hamilton Airport)
28	Haldimand
29	Brantford

- Rail Line
- Major Highway
- Upper- and Single-Tier Municipality (GGH)
- York Region Boundary



Proposed Provincially Significant Employment Zones

York Region Employment Areas and Provincially Significant Employment Zones



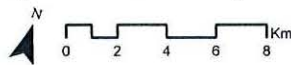
REGIONAL MUNICIPALITY OF YORK

Proposed Provincially Significant Employment Zones (PSEZ)



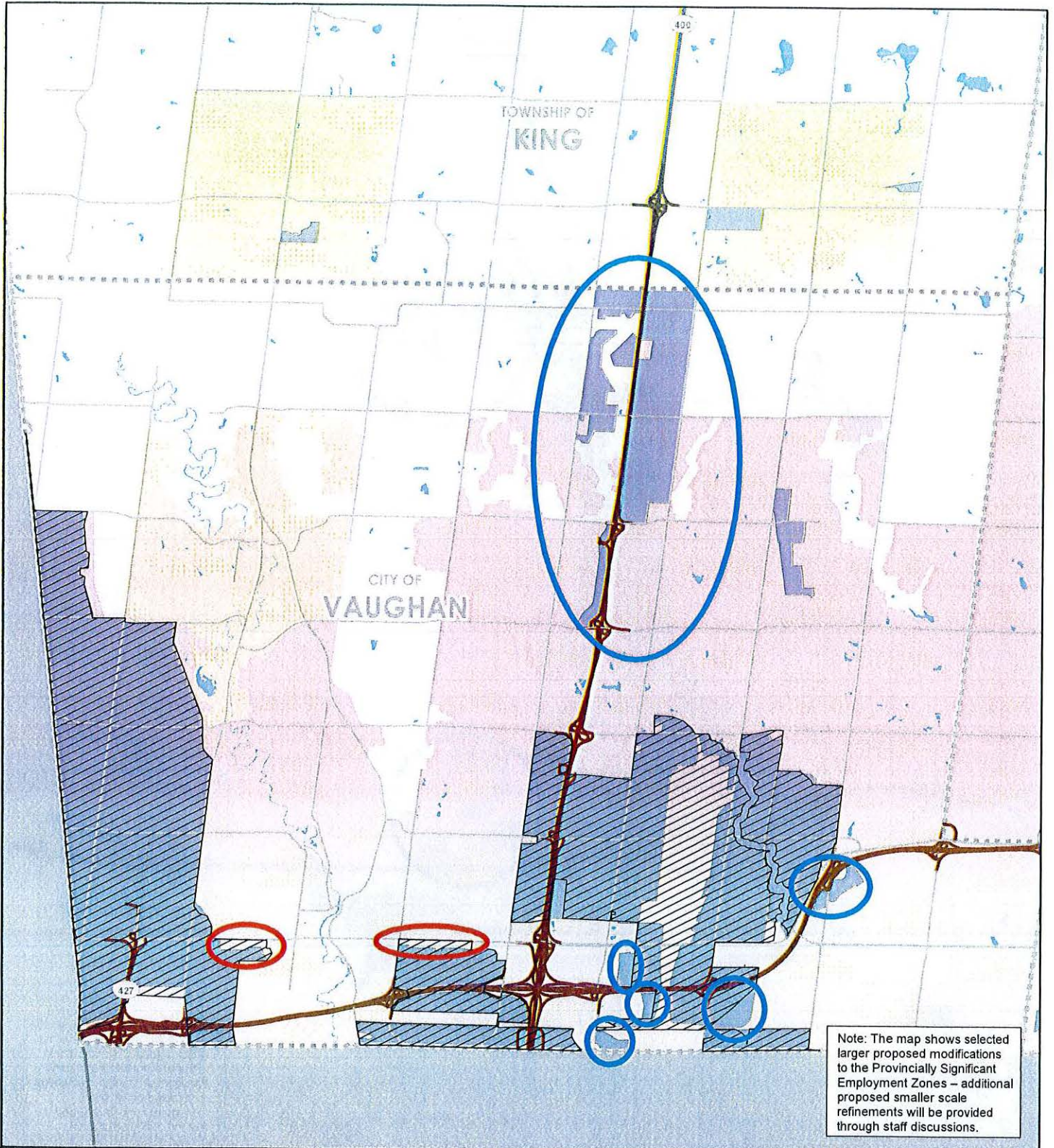
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Planning and Economic
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March 2019

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2003-2019



Legend

- York Region
- Employment Areas
- PSEZ Boundaries as per Amendment 1
- Towns and Villages
- Urban Area
- Lake/River
- Highway
- Highway 404 Extension
- Road
- Railway
- Municipal Boundary
- Regional Boundary

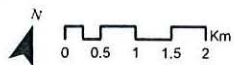


REGIONAL MUNICIPALITY OF YORK
Proposed Provincially Significant
Employment Zones (PSEZ)



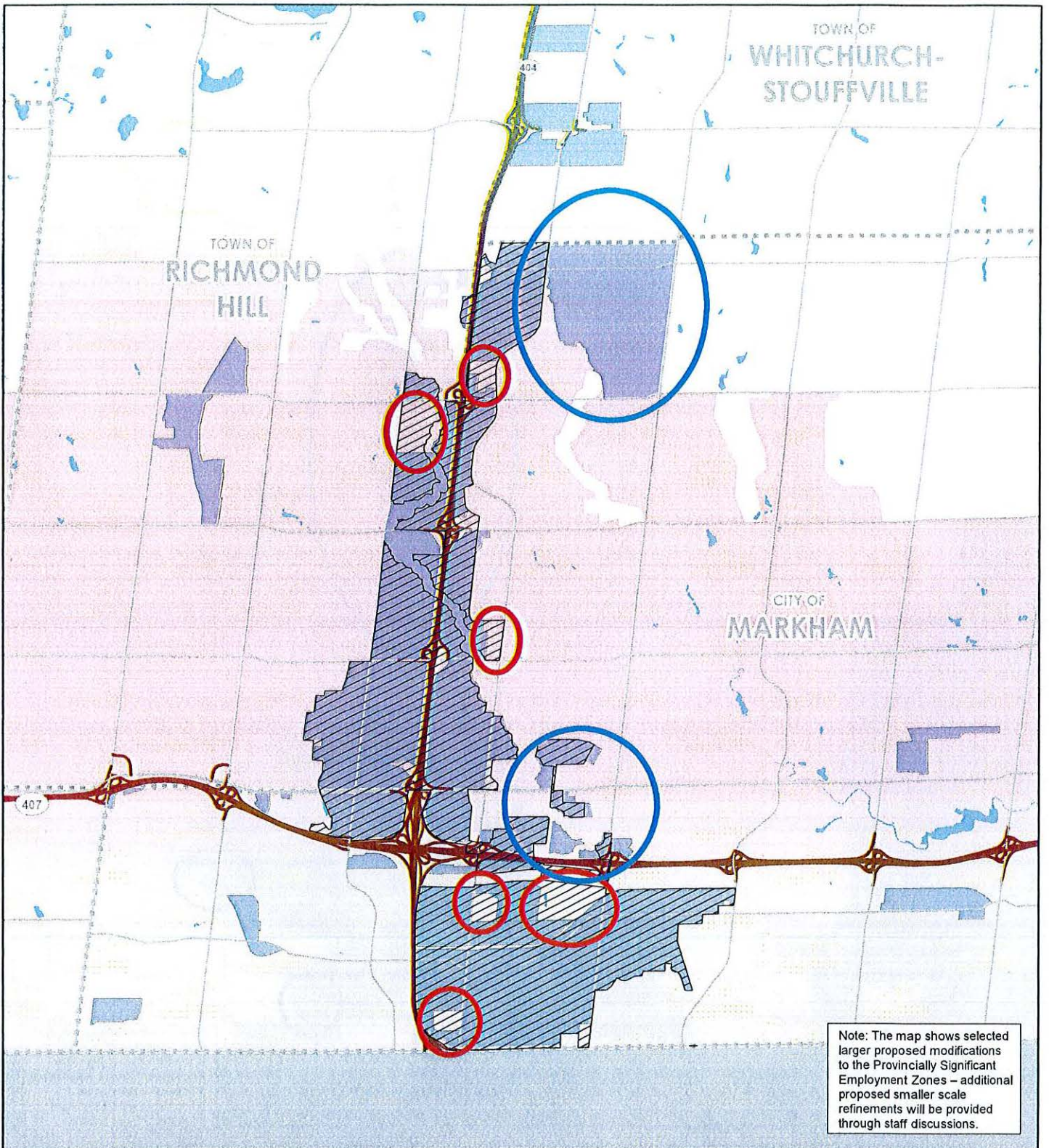
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- Recommended Deletions from PSEZ
- Recommended Additions to PSEZ
- Highway
- Road
- Railway
- Municipal Boundary
- Regional Boundary

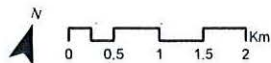


REGIONAL MUNICIPALITY OF YORK
Proposed Provincially Significant
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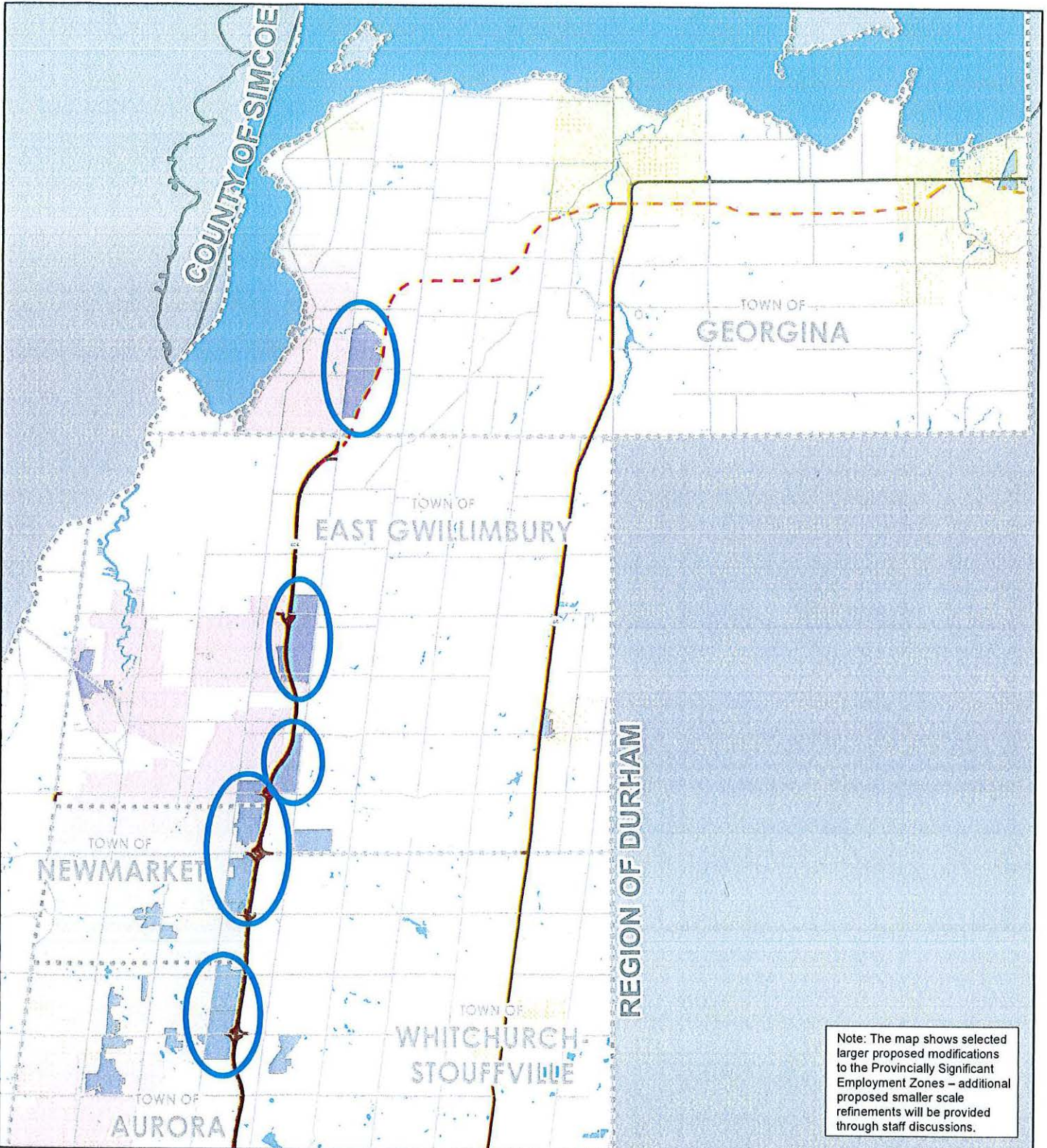
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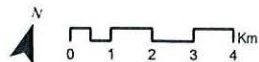
Note: The map shows selected larger proposed modifications to the Provincially Significant Employment Zones – additional proposed smaller scale refinements will be provided through staff discussions.

REGIONAL MUNICIPALITY OF YORK Proposed Provincially Significant Employment Zones (PSEZ)



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