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GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE 2006 OFFICE CONSOLIDATION JANUARY 2012 INCLUDING AMENDMENT 1 TO THE GROWTH PLAN FOR THE SIMCOE SUB-AREA

The Planning and Economic Development Committee recommends the adoption of the recommendation contained in the following report dated February 9, 2012, from the Executive Director, Corporate and Strategic Planning and the following additional recommendation:

- 2. Staff report back at the April 4, 2012, Planning and Economic Development Committee regarding York Region's areas of concern that are missing and steps to have them included within the Growth Plan.**

1. RECOMMENDATION

It is recommended that:

1. The Regional Clerk circulate this report to the Minister of Infrastructure, local municipalities in York Region and the adjacent Regions of Peel, Halton, Durham and Toronto.

2. PURPOSE

This report provides Council with an update on Amendment 1 to the Growth Plan for the Greater Golden Horseshoe ("Growth Plan") and provides information on the Province's inclusions and exclusions based on the Region's previous comments.

3. BACKGROUND

Simcoe County has been the subject of Provincial study for some years, culminating in the release of the 2012 Office Consolidation of the Growth Plan in January, 2012

The Simcoe Sub-area includes the County of Simcoe, the City of Barrie and the City of Orillia. The Provincial *Growth Plan* forecasts a total of 667,000 residents and 254,000 jobs for the area by 2031 representing growth of approximately 229,900 residents and 73,300 jobs.

The Simcoe Sub-area has been the subject of Provincial study for some years.

On January 19, 2012, the Province of Ontario released the Growth Plan for the Greater Golden Horseshoe, 2006, January 2012 Consolidation. The consolidation includes a new Chapter 6 dealing with the Simcoe Sub-area (Chapter 6 and additional excerpts appended as *Attachment 1* to this report). All Growth Plan changes are included in Chapter 6 and in any definitions that result from Chapter 6.

Outside of Simcoe County, the Growth Plan's policies from 2006 continue to apply.

Council commented on matters dealing with the Simcoe Sub-area in September 2009 and January 2011 and identified a number of important issues with the proposed Growth Plan Amendment

In June 2009, the Province released a growth strategy for the Simcoe Sub-area entitled, *“Places to Grow – Simcoe Area: A Strategic Vision for Growth (‘Simcoe Growth Vision’)*. The report established a policy framework to better manage the *Growth Plan* forecasts. Council at its meeting of September 24, 2009 endorsed Clause 5 of Report 6 of the Planning and Economic Development Committee containing detailed comments in regard to this Vision.

In October 2010, the Province released *Proposed Amendment No. 1 to the Growth Plan: an Amendment and Implementation Tools for the Simcoe Sub-Area* on the Environmental Board Registry with a comment deadline of January 2011. Regional Council at its meeting of January 27, 2011 endorsed Clause 10 of Report 1 of the Planning and Economic Development Committee which summarized the issues for York Region following review of proposed Amendment 1 to the Growth Plan.

The key points raised in the Regional review in 2009 and 2011 were:

- The need for the Province to implement the *Growth Plan* equitably across the Greater Golden Horseshoe.
- The Province assess the impact on the GTA regions including York Region, resulting from the two employment area designations in Bradford and Innisfil.
- The Province commit to the transportation capacity improvements to accommodate the forecasted growth in the Simcoe area to address issues of increasing traffic congestion including the Highway 404, 427 and Bradford Bypass expansions.
- The Province clarify how the Proposed *Growth Plan* Amendment for the Simcoe Sub-area will conform to the *Lake Simcoe Protection Plan*, as well as how servicing this growth will impact the health of the Lake Simcoe watershed in York Region.
- The Province requires that the construction and/or operation of all existing water and proposed water and wastewater treatment facilities in the Lake Simcoe watershed be held to the same high standard of environmental responsibility and performance as those in York Region.

4. ANALYSIS AND OPTIONS

New Growth Plan Chapter 6 policies contain changes that apply specifically in Simcoe County

Chapter 6 applies specifically to Simcoe County, its municipalities and to the cities of Barrie and Orillia.

The key elements of the Chapter 6 policies are:

- Overall growth forecasts of 667,000 persons and 254,000 jobs in 2031 at the County level have been carried forward from the 2006 Growth Plan. A new Schedule 7 provides population and employment forecasts for Barrie, Orillia and all local municipalities in the County and a new Schedule 8 identifies the hierarchy of settlement areas in Simcoe County.
- Introduction of new definitions, only applicable in Simcoe County, with related policies or criteria including *primary settlement area*, *employment area*, *economic employment district*, *lands for urban uses*, *lands not for urban uses*, *municipalities with primary settlement areas*, *small cities and towns* and *strategic employment areas*, among others (highlighted in Attachment 1).
- Identification of Barrie as a *primary settlement area* in Simcoe County as well as maintaining its status as having an *urban growth centre*.
- Identification of Alcona as a *primary settlement area*.
- Permission for the County of Simcoe to approve local OP's or OPA's that redesignate *lands* in excess of what is required for the 20-year horizon or to accommodate the Schedule 7 forecasts, to a maximum of 20,000 persons over the forecast.
- Identification of the following four areas on Schedule 8 of the Growth Plan:
 - the *Bradford West Gwillimbury strategic employment area*
 - the *Innisfil Heights strategic employment area*
 - the *Lake Simcoe Regional Airport strategic employment area*
 - the *Rama Road strategic employment area*
- Provision for the Minister of Infrastructure in consultation with others to determine the boundaries of *strategic employment area* and *economic employment districts* subject to criteria and requires the County and local municipalities in their official plans to delineate such areas and districts.
- Permission for, but not requirement for, a municipality to identify natural heritage systems, features and areas for protection in *strategic employment areas*.
- Committing the Minister of Infrastructure to identify County of Simcoe and lower-tier intensification targets and density targets for designated greenfield areas.

The Plan provides flexibility for Simcoe County not enjoyed by York Region and others

The changes approved for Simcoe County through the 2012 Consolidation of the Growth Plan provide Simcoe with flexibility for forecasts and urban area designations that is not currently enjoyed by York Region or other Region's in the Greater Golden Horseshoe. Further, the consolidation fails to add critical transportation infrastructure (most particularly the Bradford Bypass) to the overall plan for Simcoe County and adjacent Regions, as identified by York Region in its comments on the draft Amendment.

Two key issues raised by York Region have been acted on – Compliance with the Lake Simcoe Protection Plan, 2009 and the Simcoe County Transportation Plan

Of the five key issues identified by York Region in 2009 and 2011, only two have been acted upon as part of their Growth Plan Amendment. Chapter 6 now requires that official plans and official plan amendments be in accordance with the Lake Simcoe Protection Plan, 2009 and the Transportation Plan for Simcoe County is underway.

With regard to the Simcoe County Transportation Plan, the Plan is to be completed in two phases:

- Phase 1: Origin/Destination survey of existing traffic patterns in Simcoe County is completed
- Phase 2: Development of a Multi-Modal Transportation System Review (assignment initiated January 2012).

Regional staff will continue to monitor this study and report back to Council as necessary.

Issues not identified are:

- equitable application of the Growth Plan across the Greater Golden Horseshoe, assessment of the impact of new employment designations in Bradford and Innisfil, and,
- the request that water and wastewater systems around the Lake be held to the same high standard of environmental responsibility and performance as those in York Region have not been directly addressed.

With regard to the issue of wastewater treatment, the Region maintains that a minimum treatment standard for facilities within the Lake Simcoe watershed should incorporate advanced tertiary treatment of wastewater.

Link to Key Council-approved Plans

This staff report supports a number of Vision 2026 goal areas, including Managed and Balanced Growth, and Infrastructure for a Growing Region, Enhanced Environment, and Responding to the Needs of our Residents.

5. FINANCIAL IMPLICATIONS

There are no financial implications to the Region associated with the review and analysis of the Growth Plan for the Greater Golden Horseshoe, 2006, January 2012 Consolidation.

However, the January 2011 report to Planning and Economic Committee summarized the significant \$42 million investment the Region had made in the transportation system in the northern part of the Region including Green Lane. In addition, the 10-year capital plan and Transportation Master Plan Update identify a number of capital improvements in the area between Newmarket and Keswick estimated in the order of \$152 million. The transportation infrastructure projects planned are premised on Provincial commitment to improve and extend the 400-series network, including the Bradford Bypass as a 4-lane expressway. The ongoing Simcoe County Transportation Study will identify the need for future infrastructure improvements.

6. LOCAL MUNICIPAL IMPACT

Land use and transportation issues associated with growth in Simcoe County will have the most effect on the Town's of Aurora, East Gwillimbury and Newmarket, as well as the Township of King. It is recommended that this report be sent to all municipalities in York Region and adjacent regions in the GTA.

7. CONCLUSION

On January 19, 2012, the Province released the consolidated Growth Plan for the Greater Golden Horseshoe, 2006. The consolidation includes a new Chapter 6 dealing with the Simcoe Sub-area (excerpts appended as *Attachment 1* to this report).

Regional Council has previously responded to Provincial initiatives dealing with Simcoe County in 2009 and in January 2011. Regional comments highlighted several concerns including the identification of new employment areas and the need to undertake a transportation study for Simcoe County.

The Growth Plan now provides Simcoe County with flexibility for forecasts and urban area designations that are not currently enjoyed by York Region or other Region's or municipalities in the Greater Golden Horseshoe. Although the consolidation does not deal

with transportation issues raised by the Region, the Simcoe County Transportation Plan is underway and may address the need for transportation improvements.

For more information on this report, please contact Barbara Jeffrey, Manager Land Use Policy and Environment at 905 830-4444, Ext. 1526.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is attached to this report.)



PLACES TO GROW

BETTER CHOICES. BRIGHTER FUTURE.

Growth Plan for the Greater Golden Horseshoe

2006

Office Consolidation, January 2012



Ontario

Ministry of Infrastructure

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Simcoe Sub-area

6.1 Context

The *Simcoe Sub-area* is comprised of the County of Simcoe and the cities of Barrie and Orillia. Section 6 provides more detailed direction on how this Plan's vision will be achieved in the *Simcoe Sub-area*.

The policies in Section 6 direct a significant portion of growth within the *Simcoe Sub-area* to communities where development can be most effectively serviced, and where growth improves the range of opportunities for people to live, work, and play in their communities, with a particular emphasis on *primary settlement areas*. The City of Barrie is the principal *primary settlement area*. Downtown Barrie is the only *urban growth centre* in the *Simcoe Sub-area*. The policies in Section 6 recognize and support the vitality of urban and rural communities in the *Simcoe Sub-area*. All municipalities will play an important role in ensuring that future growth is planned for and managed in an effective and sustainable manner that conforms with this Plan. The intent of this policy is that by 2031 development for all the municipalities within Simcoe County will not exceed the overall population and employment forecasts contained in Schedule 7.

Ensuring an appropriate supply of land for employment and residential growth, and making the best use of existing infrastructure is also important to the prosperity of the *Simcoe Sub-area*. Section 6 identifies specific employment areas that will enable municipalities in the *Simcoe Sub-area* to benefit from existing and future economic opportunities. By providing further direction on where growth is to occur in the *Simcoe Sub-area*, it also establishes a foundation for municipalities to align infrastructure investments with growth management, optimize the use of existing, planned and new infrastructure, co-ordinate water and wastewater services, and promote green infrastructure and innovative technologies.

A more livable, compact, complete urban structure with good design and built form will support the achievement of economic and environmental benefits. Through effective growth management, municipalities will ensure that the natural environment is protected from the impacts of growth in the *Simcoe Sub-area*, while providing amenities for the residents and visitors to this area from across the *Greater Golden Horseshoe* and beyond.

6.2 Growth Forecasts

1. Notwithstanding policy 5.4.2.2(a), lower-tier municipalities in the County shall use the population and employment forecasts contained in Schedule 7 for planning and managing growth in the *Simcoe Sub-area*. In the application of the policies of this Plan, in the *Simcoe Sub-area* Schedule 7 will be applied instead of Schedule 3.
2. The employment forecasts in Schedule 7 include employment located in the *strategic settlement employment areas* and *economic employment districts*.
3. The Minister of Infrastructure will review the forecasts contained in Schedule 7 in conjunction with the review of Schedule 3, and in consultation with municipalities in the *Simcoe Sub-area*, and may revise the forecasts.

6.3 Managing Growth

6.3.1 Primary Settlement Areas

1. *Primary settlement areas* for the *Simcoe Sub-area* are identified in Schedule 8.
2. *Municipalities with primary settlement areas* will, in their official plans and other supporting documents –
 - a) identify *primary settlement areas*
 - b) identify and plan for *intensification areas* within *primary settlement areas*
 - c) plan to create *complete communities* within *primary settlement areas*
 - d) ensure the development of high quality urban form and public open spaces within *primary settlement areas* through site design and urban design standards that create attractive and vibrant places that support walking and cycling for everyday activities and are *transit-supportive*.
3. *Primary settlement areas* in the County will be identified in the official plan of the County of Simcoe.

4. The Town of Innisfil, Town of Bradford West Gwillimbury and the Town of New Tecumseth will direct a significant portion of population and employment growth forecasted in Schedule 7 to the applicable *primary settlement areas*. The Town of Bradford West Gwillimbury and the Town of Innisfil, in planning to meet their employment forecasts, may direct appropriate employment to the *Bradford West Gwillimbury strategic settlement employment area* and the *Innisfil Heights strategic settlement employment area* respectively.

6.3.2 Settlement Areas

1. Development may be approved in *settlement areas* in excess of what is needed to accommodate the forecasts in Schedule 7, provided the development –
 - a) contributes to the achievement of the intensification targets and density targets identified by the Minister in accordance with policy 6.5.3
 - b) is on *lands for urban uses* as of January 19, 2012
 - c) can be serviced in accordance with applicable provincial plans and provincial policies
 - d) is in accordance with the requirements of the Lake Simcoe Protection Plan, 2009, if applicable.
2. The County may approve adopted official plans or adopted official plan amendments regarding lands within a *settlement area* that redesignate *lands not for urban uses* to *lands for urban uses* that are in excess of what is needed for a time horizon of up to 20 years or to accommodate the forecasts in Schedule 7, whichever is sooner, provided it is demonstrated that this growth –
 - a) can be serviced in accordance with applicable provincial plans and provincial policies
 - b) contributes to the achievement of the intensification target and density target set in accordance with policy 6.5.3
 - c) contributes to the development of a *complete community*
 - d) is subject to phasing policies
 - e) contributes to the achievement of the jobs to residents ratio in Schedule 7 for the lower-tier municipality

- f) is in accordance with the requirements of the Lake Simcoe Protection Plan, 2009, if applicable
 - g) is supported by appropriate transportation infrastructure and is in accordance with any transportation guidelines and policies developed by the County of Simcoe
 - h) is in accordance with any additional growth management policies specified by the County of Simcoe that do not conflict with the policies in this Plan.
3. The sum of all population growth accommodated on *lands for urban uses* approved pursuant to policy 6.3.2.2 shall not exceed a total population of 20,000 for the County of Simcoe.
 4. Municipalities in the County of Simcoe may approve development on *lands for urban uses* approved pursuant to policies 6.3.2.2 and 6.3.2.3.
 5. Policies 6.3.2.2 and 6.3.2.3 will apply to the County of Simcoe and its lower-tier municipalities until January 19, 2017.
 6. The County of Simcoe Council will monitor and report annually on approvals made pursuant to policies 6.3.2.2 and 6.3.2.3.
 7. *Settlement area* boundary expansions are subject to policy 2.2.8 of this Plan, except policies 2.2.8.2(a)(i) and 2.2.8.2(i).
 8. In addition to policy 4.2.4 of this Plan, municipalities in the *Simcoe Sub-area* are encouraged to achieve greater efficiency and conservation in energy, water and wastewater management through building and community design.
 9. The County of Simcoe and the lower-tier municipalities in the County shall establish and implement phasing policies to ensure the orderly and timely progression of development on *lands for urban uses*.
 10. The County of Simcoe will develop and implement through its official plan, policies to implement policy 6.3.2.

6.4 Employment Lands

1. The *Bradford West Gwillimbury strategic settlement employment area*, the *Innisfil Heights strategic settlement employment area*, the *Lake Simcoe Regional Airport economic employment district* and the *Rama Road economic employment district* are identified in Schedule 8.

2. The Minister of Infrastructure, in consultation with other Ministers of the Crown, and affected municipalities and stakeholders, will determine the location and boundaries of *strategic settlement employment areas*, and may establish as appropriate the following:
 - a) Permitted uses, and the mix and percentage of certain uses;
 - b) Permitted uses for specific areas within the *strategic settlement employment areas*;
 - c) Lot sizes; and
 - d) Any additional policies and definitions that apply to these areas.
3. The Minister of Infrastructure, in consultation with other Ministers of the Crown, and affected municipalities and stakeholders, will determine the location and boundaries, and establish as appropriate the uses permitted in the *economic employment districts*.
4. The Minister of Infrastructure may review and amend decisions made pursuant to policies 6.4.2 and 6.4.3. Municipalities in the *Simcoe Sub-area* may request the Minister to consider a review.
5. The County of Simcoe and lower-tier municipalities in the County in which the *strategic settlement employment areas* and *economic employment districts* are located, will delineate the areas and districts, as determined by the Minister of Infrastructure, in their official plans.
6. The lower-tier municipalities in the County in which the *strategic settlement employment areas* and *economic employment districts* are located will develop official plan policies to implement the matters determined by the Minister of Infrastructure in accordance with policies 6.4.2, 6.4.3, and 6.4.4, as applicable.
7. Although not *settlement areas*, the *strategic settlement employment areas* and *economic employment districts* are considered *designated greenfield area* for the purposes of policies 2.2.7.2, 2.2.7.3, and 2.2.7.5 of this Plan.
8. For lands within *strategic settlement employment areas* and the *economic employment districts* the municipality can identify the natural heritage systems, features, and areas for protection.

6.5 Implementation

1. The policies in Section 6 apply only to the *Simcoe Sub-area*.
2. For the *Simcoe Sub-area*, where there is a conflict between policies in Section 6, Schedule 7, and Schedule 8 and the remainder of this Plan, the policies in Section 6, Schedule 7, and Schedule 8 prevail.
3. Notwithstanding policies 5.4.2.2(b) and 5.4.2.2(c), the Minister of Infrastructure will identify for the County of Simcoe and the lower-tier municipalities in the County intensification targets to achieve the *intensification target*, and identify density targets to achieve the *density target* for *designated greenfield areas*.

7

Definitions

Affordable

- a) in the case of ownership housing, the least expensive of:
 - 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low and moderate income households; or
 - 2. housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the *regional market area*;
- b) in the case of rental housing, the least expensive of:
 - 1. a unit for which the rent does not exceed 30 per cent of gross annual household income for low and moderate income households; or
 - 2. a unit for which the rent is at or below the average market rent of a unit in the *regional market area*.

For the purposes of this definition:

Low and moderate income households means, in the case of ownership housing, households with incomes in the lowest 60 per cent of the income distribution for the *regional market area*; or in the case of rental housing, households with incomes in the lowest 60 per cent of the income distribution for renter households for the *regional market area*.

(Provincial Policy Statement, 2005)

Bradford West Gwillimbury Strategic Settlement Employment Area

Location set out in Schedule 8. The Bradford West Gwillimbury strategic settlement employment area boundary is determined by the Minister of Infrastructure and planned for in accordance with policy 6.4.

Brownfield Sites

Undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant. (Provincial Policy Statement, 2005)

Built-up Area

All land within the *built boundary*.

Built Boundary

The limits of the developed urban area as defined by the Minister of Infrastructure in accordance with Policy 2.2.3.5.

Community Infrastructure

Community infrastructure refers to lands, buildings, and structures that support the quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, security and safety, and *affordable* housing.

Compact Urban Form

A land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

Complete Communities

Complete communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and *community infrastructure* including *affordable* housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

Density Targets

The density target for *urban growth centres* is defined in Policies 2.2.4.5 and 2.2.4.6. The density target for *designated greenfield areas* is defined in Policies 2.2.7.2, 2.2.7.3 and 2.2.7.5.

Designated Greenfield Area

The area within a *settlement area* that is not *built-up area*. Where a *settlement area* does not have a *built boundary*, the entire *settlement area* is considered designated greenfield area.

Drinking-water System

A system of works, excluding plumbing, that is established for the purpose of providing users of the system with drinking water and that includes any thing used for the collection, production, treatment, storage, supply or distribution of water; any thing related to the management of residue from the treatment process or the management of the discharge of a substance into the natural environment from the treatment system; and a well or intake that serves as the source or entry point of raw water supply for the system. (Safe Drinking Water Act, 2002)

Economic Employment Districts

To be planned and protected for locally significant employment uses. These are not *settlement areas*.

Employment Area

Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities. (Provincial Policy Statement, 2005)

Full Cost

The full cost of providing water and wastewater services includes the source protection costs, operating costs, financing costs, renewal and replacement costs and improvement costs associated with extracting, treating or distributing water to the public, and collecting, treating or discharging wastewater.

Gateway Economic Centre

Settlement areas identified in this Plan, as conceptually depicted on Schedules 2, 5, and 6 that, due to their proximity to major international border crossings, have unique economic importance to the region and Ontario.

Gateway Economic Zone

Settlement areas identified in this Plan within the zone that is conceptually depicted on Schedules 2, 5, and 6, that, due to their proximity to major international border crossings, have unique economic importance to the region and Ontario.

Greater Golden Horseshoe (GGH)

The geographic area designated as the Greater Golden Horseshoe growth plan area in Ontario Regulation 416/05.

Greenbelt Area

The geographic area of the Greenbelt as defined by the Ontario Regulation 59/05 as provided by the Greenbelt Act, 2005.

Greyfields

Previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant.

Higher Order Transit

Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way.

Inner Ring

The geographic area consisting of the municipalities of Hamilton and Toronto and the upper-tier municipalities of Durham, Halton, Peel and York.

Innisfil Heights Strategic Settlement Employment Area

Location set out in Schedule 8. The Innisfil Heights strategic settlement employment area boundary is determined by the Minister of Infrastructure and planned for in accordance with policy 6.4.

Intensification

The development of a property, site or area at a higher density than currently exists through:

- a) *redevelopment*, including the reuse of *brownfield sites*;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; or
- d) the expansion or conversion of existing buildings.

(Provincial Policy Statement, 2005)

Intensification Areas

Lands identified by municipalities or the Minister of Infrastructure within a *settlement area* that are to be the focus for accommodating *intensification*. Intensification areas include *urban growth centres*, *intensification corridors*, *major transit station areas*, and other major opportunities that may include infill, *redevelopment*, *brownfield sites*, the expansion or conversion of existing buildings and *greyfields*.

Intensification Corridors

Intensification areas along major roads, arterials or *higher order transit* corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels.

Intensification Target

The intensification target is as established in Policies 2.2.3.1, 2.2.3.2, 2.2.3.3, and 2.2.3.4.

Inter-modal Facility

A location where transfers between modes can be made as part of a single journey. For example, a typical freight inter-modal facility is a rail yard where containers are transferred between trucks and trains.

Lake Simcoe Regional Airport Economic Employment District

Location set out in Schedule 8. The Lake Simcoe Regional Airport economic employment district boundary is determined by the Minister of Infrastructure and planned for in accordance with policy 6.4. Major retail and residential uses are not permitted.

Lands for Urban Uses

Lands that are not designated for agricultural or rural uses within a *settlement area* identified in the approved official plan for the municipality.

Lands Not for Urban Uses

Lands that are designated for agricultural or rural uses within a *settlement area* identified in the approved official plan for the municipality.

Major Office

Major office is generally defined as freestanding office buildings of 10,000 m² or greater, or with 500 jobs or more.

Major Transit Station Area

The area including and around any existing or planned *higher order transit* station within a *settlement area*; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m radius of a transit station, representing about a 10-minute walk.

Mineral Aggregate Resources

Gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the Aggregate Resources Act suitable for construction, industrial, manufacturing and maintenance purposes but not including metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the Mining Act. (Provincial Policy Statement, 2005)

Modal Share

The percentage of person-trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes.

Multi-modal

The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine.

Municipal Comprehensive Review

An official plan review, or an official plan amendment, initiated by a municipality that comprehensively applies the policies and schedules of this Plan.

Municipal Water and Wastewater Systems

Municipal water systems, are all or part of a *drinking-water system* –

- a) that is owned by a municipality or by a municipal service board established under section 195 of the Municipal Act, 2001
- b) that is owned by a corporation established under section 203 of the Municipal Act, 2001
- c) from which a municipality obtains or will obtain water under the terms of a contract between the municipality and the owner of the system, or
- d) that is in a prescribed class of municipal drinking-water systems as defined in regulation under the Safe Drinking Water Act, 2002.

And, municipal wastewater systems are any *sewage works* owned or operated by a municipality.

Municipalities with Primary Settlement Areas

City of Barrie, City of Orillia, Town of Bradford West Gwillimbury, Town of Collingwood, Town of Innisfil, Town of Midland, Town of New Tecumseth, and Town of Penetanguishene.

New Multiple Lots and Units for Residential Development

The creation of more than three units or lots through either plan of subdivision, consent or plan of condominium.

Outer Ring

The geographic area consisting of the cities of Barrie, Brantford, Guelph, Kawartha Lakes, Orillia and Peterborough; the Counties of Brant, Dufferin, Haldimand, Northumberland, Peterborough, Simcoe, and Wellington; and the Regions of Niagara and Waterloo.

Primary Settlement Areas

Locations set out in Schedule 8. Primary settlement areas are the *settlement areas* of the City of Barrie, the City of Orillia, the Town of Collingwood, the Town of Midland together with the Town of Penetanguishene, and the *settlement areas* of the communities of Alcona in the Town of Innisfil, Alliston in the Town of New Tecumseth and Bradford in the Town of Bradford West Gwillimbury.

Prime Agricultural Area

Areas where prime agricultural lands predominate. This includes areas of prime agricultural lands and associated Canada Land Inventory Class 4-7 soils, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. Prime agricultural areas may be identified by the Ontario Ministry of Agriculture, Food, and Rural Affairs using evaluation procedures established by the Province as amended from time to time, or may also be identified through an alternative agricultural land evaluation system approved by the Province.

For the purposes of this definition:

Prime agricultural land includes *specialty crop areas* and/or Canada Land Inventory Classes 1, 2, and 3 soils, in this order of priority for protection. (Provincial Policy Statement, 2005)

Private Communal Water and Wastewater Systems

Private communal water systems are *drinking-water systems* that are not *municipal water systems* as defined in *municipal water and wastewater systems*, and that serve six or more lots or private residences, and

Private communal wastewater systems are *sewage works* that serve six or more lots or private residences and are not owned or operated by a municipality.

Rama Road Economic Employment District

Location set out in Schedule 8. The Rama Road economic employment district boundary is determined by the Minister of Infrastructure and planned for in accordance with policy 6.4. Major retail uses are not permitted.

Redevelopment

The creation of new units, uses or lots on previously developed land in existing communities, including *brownfield sites*. (Provincial Policy Statement, 2005)

Regional Market Area

An area, generally broader than a lower-tier municipality that has a high degree of social and economic interaction. In southern Ontario, the upper- or single-tier municipality will normally serve as the regional market area. Where a regional market area extends significantly beyond upper- or single-tier boundaries, it may include a combination of upper-, single- and/or lower-tier municipalities. (Provincial Policy Statement, 2005)

Rural Areas

Lands which are located outside *settlement areas* and that are not *prime agricultural areas*. (Provincial Policy Statement, 2005)

Settlement Areas

Urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets) where:

- a) development is concentrated and which have a mix of land uses; and
- b) lands have been designated in an official plan for development over the long term planning horizon provided for in the Provincial Policy Statement, 2005. Where there are no lands that have been designated over the long-term, the settlement area may be no larger than the area where development is concentrated.

Sewage Works

Any works for the collection, transmission, treatment and disposal of sewage or any part of such works, but does not include plumbing to which the Building Code Act, 1992 applies. (Ontario Water Resources Act)

For the purposes of this definition:

Sewage includes, but is not limited to drainage, storm water, residential wastes, commercial wastes and industrial wastes.

Simcoe Sub-area

The geographic area consisting of the County of Simcoe, the City of Barrie and the City of Orillia.

Small Cities and Towns

Settlement areas that do not include an *urban growth centre*.

Specialty Crop Area

Areas designated using evaluation procedures established by the Province, as amended from time to time, where specialty crops such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil lands are predominantly grown, usually resulting from:

- a) soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both; and/or
- b) a combination of farmers skilled in the production of specialty crops, and of capital investment in related facilities and services to produce, store, or process specialty crops.

(Provincial Policy Statement, 2005)

Strategic Settlement Employment Areas

To be planned and protected for employment uses that require large lots of land and depend upon efficient movement of goods and access to Highway 400. These are not *settlement areas*. Major retail and residential uses are not permitted.

Sub-area

An area identified by the Minister of Infrastructure within the *Greater Golden Horseshoe* at a scale generally larger than any one upper- or single-tier municipality.

Transit-supportive

Makes transit viable and improves the quality of the experience of using transit. When used in reference to development, it often refers to compact, mixed-use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it often refers to design principles that make development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; and improved access between arterial roads and interior blocks in residential areas.

Transportation Corridor

A thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A transportation corridor includes any or all of the following:

- a) Major roads, arterial roads, and highways for moving people and goods;
- b) Rail lines/railways for moving people and goods;
- c) Transit rights-of-way/transitways including buses and light rail for moving people.

Transportation Demand Management

A set of strategies that results in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost. Examples include: carpooling, vanpooling, and shuttle buses; parking management; site design and on-site facilities that support transit and walking; bicycle facilities and programs; pricing (road tolls or transit discounts); flexible working hours; telecommuting; high occupancy vehicle lanes; park-and-ride; incentives for ride-sharing, using transit, walking and cycling; initiatives to discourage drive-alone trips by residents, employees, visitors, and students.

Transportation System

A system consisting of corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, park-and-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal terminals, harbours, and associated facilities such as storage and maintenance. (Provincial Policy Statement, 2005)

Urban Growth Centres

Locations set out in Schedule 4. Urban growth centres will be delineated pursuant to Policies 2.2.4.2 and 2.2.4.3.

Watershed

An area that is drained by a lake or river, and its tributaries.

Watershed Plan

A watershed plan provides a framework for integrated decision-making for the management of human activities, land, water, aquatic life and aquatic resources within a *watershed*. It includes matters such as a water budget and conservation plan; land and water use management strategies; an environmental monitoring plan; requirements for the use of environmental management practices and programs; criteria for evaluating the protection of water quality and quantity, and hydrologic features and functions; and targets for the protection and restoration of riparian areas.

Distribution of Population and Employment for the City of Barrie, City of Orillia and County of Simcoe to 2031		
	POPULATION	EMPLOYMENT
City of Barrie	210,000	101,000
City of Orillia	41,000	21,000
Township of Adjala-Tosorontio	13,000	1,800
Town of Bradford West Gwillimbury	50,500	18,000
Township of Clearview	19,700	5,100
Town of Collingwood	33,400	13,500
Township of Essa	21,500	9,000
Town of Innisfil	56,000	13,100
Town of Midland	22,500	13,800
Town of New Tecumseth	56,000	26,500
Township of Oro-Medonte	27,000	6,000
Town of Penetanguishene	11,000	6,000
Township of Ramara	13,000	2,200
Township of Severn	17,000	4,400
Township of Springwater	24,000	5,600
Township of Tay	11,400	1,800
Township of Tiny	12,500	1,700
Town of Wasaga Beach	27,500	3,500
TOTAL SIMCOE SUB-AREA	667,000	254,000



SCHEDULE 7

Distribution of Population and Employment for the City of Barrie, City of Orillia and County of Simcoe to 2031



PLACES TO GROW

GROWTH PLAN FOR
THE GREATER GOLDEN HORSESHOE 2006

SCHEDULE 8

Simcoe Sub-area

Note: The information displayed on this map is not to scale, does not accurately reflect approved land-use and planning boundaries, and may be out of date. For more information on precise boundaries, the appropriate municipality should be consulted. For more information on Greenbelt Area boundaries, the Greenbelt Plan 2005 should be consulted. The Province of Ontario assumes no responsibility or liability for any consequences of any use made of this map.

Ministry of Infrastructure

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