

Previous Council Recommendation/Issue	Response of Proposed Growth Plan (November 2005)	Comments (January 2006)
<p>1. The Province incorporates the revised and updated population forecasts into the Greater Golden Horseshoe's growth plan.</p>	<p>Utilizes the growth forecasts</p>	<p>✘ Regional Council at its meeting of April 2005 advised that it could not accommodate the growth forecasts because of the disconnect between recent Provincial Policy and the lack of Provincial commitment to long-term infrastructure plans and funding. York therefore did not support the Draft Growth Plan</p>
<p>2. The Province fully support the Region's efforts to provide the necessary capital investment in infrastructure to implement Regional initiatives.</p>	<p>Plan is to be supported by long-term, multi-year provincial infrastructure investment strategies such as ReNew Ontario,</p>	<p>✘ No details yet released, TIF to be looked at in the 2005-2006 provincial budget year</p>
<p>3. Emerging Centres and Corridors in York Region receive funding and infrastructure investment at a level necessary to achieve the Province's vision for growth and intensification, as well as the Region's planned growth and infrastructure plans.</p>	<p>Plan envisages concentrating intensification in centres (urban growth areas) and "intensification" corridors that will provide focus for transit and infrastructure investment to support growth. Province will use infrastructure investment to facilitate intensification.</p>	<p>✘ No funding announced at this time</p>

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<p>4. The Province develop an overall investment strategy for areas outside the urban centres, to ensure that continuing growth in these areas reflects and supports the Province's growth plan.</p>		<p>✗</p> <p>No reference to investment for areas outside urban centres or corridors</p>
<p>5. The Province, in consultation with its municipal partners, develop a comprehensive communications strategy to address residents' issues regarding the perceived impacts of intensification on communities with an emphasis on the overall "public interest" over localized neighbourhood issues.</p>	<p>Minister of PIR will ensure ongoing consultation with the public and stakeholders on the implementation of this plan and will provide information to the public and stakeholders in order to build understanding of growth management and facilitate informed involvement in the implementation of the plan.</p>	<p>✗</p> <p>Plan encourages municipalities to engage public and stakeholders in local efforts to implement the plan and provide necessary information to ensure informed involvement of citizens.</p> <p>Program must be seen as longer-lasting 10 to 25 years to change societal values</p>
<p>6. The Province to adopt a vision for employment areas that encourages diversity of employment types, and development that is more compact and provides for higher employment densities. Where possible, office type development should be directed to centres and corridors.</p>		<p>✓</p>

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<p>7. That the Provincial and Federal Governments fund Phase 2 of York Region's 10 year Business Plan of the Rapid Transit program to support emerging urban centres and corridors.</p>	<p>Sub-area assessments, MTO and PIR in consultation with upper tier municipalities to define and address phasing and coordination of transportation infrastructure planning and investment.</p> <p>All decisions on transit planning and investment will be made according to specific criteria including placing priority on increasing capacity on existing transit systems to support intensification, increasing modal share of transit.</p>	<p>X No funding announcements or support given at this time</p>
<p>8. The Province confirm that extensions of Highway 427 to the CP Intermodal Terminal (Highway 50 and Rutherford Road) and the extension of Highway 404 to Glenwoods Avenue, in the Town of Georgina will go forward as soon as possible.</p>	<p>No change in Map 6 – Moving Goods from Draft Growth Plan for 404, 427 now shown to intermodal yard location.</p>	<p>--- Maps are conceptual, but appears to provide for 404 extension to Ravenshoe . No announcements on timing nor funding announcements</p>
<p>9. The Province immediately consider the routing of the provincial east-west link in the 400 series highway system across the GTA and specifically in York Region.</p>	<p>Not mentioned</p>	<p>✓ The Province is beginning the consultation with municipalities regarding the planning and EA process for the GTA West Corridor</p>

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<p>10. The Province support region-wide and comprehensive TDM strategies in <i>Places to Grow</i> as a critical element to reduce congestion on the Greater Golden Horseshoe highway network.</p>	<p>Municipalities must develop and implement TDM policies in their OP's and other planning documents.</p>	<p>X Although Places to Grow includes policies to require municipalities to implement TDM strategies, the province has failed to recognize their role in supporting TDMs</p>
<p>11. The Province support the Smart Commute Initiative as a complementary project to the Provincial strategies on moving people and participate in the Initiative by providing sustainable funding to enhance the Initiative.</p>	<p>Specific term "smart commute" not used, however, principles of Smart Commute Initiative, i.e. Improving alternatives to single-occupant vehicle (SOV) use identified. Encouraging use of less-congested travel times and routes, and, enabling reductions in trip volumes and lengths is supported throughout document.</p>	<p>X Again, the Province has not recognized their necessary role in Smart Commute and has not provided necessary funding to support this initiative.</p>
<p>12. The Province begin a program to identify and construct commuter parking lots across the GTA and Hamilton area in support of the Provincial strategies on moving people.</p>	<p>Discussion of interconnectivity between transportation modes including commuter pick up and drop off areas, but lots not specifically mentioned.</p>	<p>✓ MTO is proposing to initiate a study of new or expanded commuter parking lots at 400 series highway interchanges</p>
<p>13. Both the Province and the Federal governments provide stable, long-term and sufficient funding to develop affordable housing in both the private and public sectors.</p>	<p>Some discussion of infrastructure investment for community infrastructure and plan acknowledges the underlying societal need for affordable housing. It states that long-term infrastructure strategies like ReNew Ontario will be addressing this</p>	<p>X No funding announcements made</p>

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	infrastructure gap and directing investments to achieve “complete communities.” Requires preparation of Housing Strategy		
14. Both the Province and the Federal government return to the more favourable tax environments that permit and encourage the construction of rental housing.	Not mention.	✗	No financial incentive announced
15. The Planning Act be changed to support and encourage the development of affordable housing and permit second suites as-of-right.	Municipalities encourage creation of secondary suites throughout the built up area.	✓	Changes to Planning act announced through Bill 51, permit municipalities to establish second unit policies as-of-right with no appeal to OMB
16. The Province incorporate the GTA Agricultural Action Plan into its long term growth plan for the Greater Golden Horseshoe.	Agricultural Action Plan not specifically identified. PIR and OMAF in consultation with upper tier municipalities will identify prime agricultural areas including speciality crop areas in the GGH through sub-area assessment and where appropriate, identify policies for protection. (4.2.2.)	✓	Financing has been provided by the Province to support the Agricultural Action Plan
17. The Provincial Growth Plan and the Greenbelt Plan should proceed concurrently.	The Greenbelt Plan was released in February 2005 prior to the draft Growth Plan.	✗	

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<p>18. Include clear and measurable criteria to justify urban boundary expansions; including the achievement of intensification targets and population to employment ratios set by the Provincial growth plan.</p>	<p>PIR will now, in consultation with upper tier municipalities, determine the need for additional designated greenfield. Settlement area boundary expansion may only occur as part of a municipal comprehensive review, as set out in section 2.2.8.3</p>	<p>--- Discussions with PIR and area municipalities will be required</p>
<p>19. The Province adopt an urban-focused policy approach within all ministries and prioritize investments in infrastructure, government institutions, facilities and services in the 26 urban centres identified in <i>Places to Grow</i>.</p>	<p>Infrastructure, land use planning and infrastructure will be coordinated to implement plan. PIR and Province will work with “other public sector partners” to identify strategic infrastructure needs to support implementation of Plan through multi-year infrastructure planning and through sub-area assessment of transit, transportation and water and wastewater systems. (3.2.1.)</p>	<p>--- Infrastructure is defined here as including but not limited to transit, transportation corridors, water and wastewater systems, waste management systems and community infrastructure.</p>
<p>20. In addition to requiring municipalities to measure themselves against the plan, the Province must also measure its own actions and implementation against the plan in order to ensure it</p>	<p>Plan talks about need for performance measurement and monitoring but does not specify whether it will be doing this itself.</p>	<p>✗ Requires more detail on monitoring and indicators</p>

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<p>achieves its vision.</p>	<p>✓ ---</p> <p>4 Regional centres identified as Urban Growth Centres in Growth Plan</p> <p>ROP identifies criteria for KDA's</p> <p>ROP identifies minimum densities, but may require amendment to conform to growth Plan</p> <p>Bill 51 changes provide for municipality to permit regulation of minimum and maximum density and height</p> <p>Comments made on necessary changes to Map 5 – Moving People</p>
<p>Approach slightly different in this version of the plan, i.e. specific elements of the Growth Plan will be implemented through Official Plan policies, for e.g. upper tier municipalities, in consultation with lower tier municipalities must develop and implement official plan policies and outline a strategy to phase-in and to achieve the intensification target with specific criteria (2.3.3.6.)</p> <p>Urban growth centres along with major transit station area and intensification corridors have been identified.</p> <p>Minimum density targets are specified for each urban growth centre and for designated greenfield areas.</p> <p>Existing and future transit corridors are identified in schedules 2 and 5- except for Newmarket and Markham transit corridors.</p> <p>Infrastructure investment priority will</p>	<p>21. The Province enact legislation requiring Greater Golden Horseshoe municipalities to adopt the principles of <i>Places to Grow</i> in the form of official plan amendments that:</p> <ul style="list-style-type: none"> • Designates the “Priority” and/or “Emerging” urban centres within their boundaries. • Identifies Key Development Areas (as contemplated within ROPA 43) as places for intensification, in keeping with the Provincial policies for Centre-focused development and intensification. • Establishes long-term density targets for Priority and Emerging Urban Centres, Key Development Areas and connecting corridors. • Identifies and protect short, medium and long-term transit corridors. • Places infrastructure investment priority in existing urban areas, with emphasis on Centres and Key Development Areas. • Establishes urban design criteria to achieve an urban landscape that is attractive, creates a sense-of-place,

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<p>supports transit, and provides safe and pleasant places for pedestrians and cyclists.</p>	<p>be in existing urban centres, corridors and transit station areas. The concept of good urban design is emphasized but will be the sole responsibility of municipalities</p>	<p>Bill 51, Planning Act changes widen the ability of municipalities to deal with urban design</p>
<p>22. Consistent with the process followed for the <i>Oak Ridges Moraine Protection Act</i>, the Province’s implementation plan should specify that:</p> <ul style="list-style-type: none"> • Greater Golden Horseshoe municipalities are required to adopt official plan amendments and appropriate zoning by-laws within a specific and reasonable timeline. • Key Development Areas within Priority and Emerging urban centres and connecting corridors be pre-designated and pre-zoned for compact, mixed-use, transit-supportive development. With this framework in place, future development in these sites would proceed through either site plan approval and/or development permitting. • The Minister is the Approval Authority; and that decisions are final, and are not subject to appeal. 	<p>Places to Grow Act establishes timeframe of 3 years for adoption of conformity amendments even if Sub-Area Assessments are undertaken within 18 months – timeframe is tight for all aspects</p> <p>Implementation of Plan still remains open to appeal of conformity Amendments.</p>	<p>X</p> <p>Implementation within this timeframe difficult to achieve given amount of work required (including work required as input and review of Sub-Area Assessments) and current staff commitments to Regional growth management and amount of work necessary</p> <p>Issue of “No appeal to OMB” must be addressed if Province has intention of seeing this Plan achieved</p>
<p>23. The Province provide municipalities</p>		<p>X</p>

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<p>with the necessary financial tools to achieve the Province's Growth Plan, including more detail on timing, deliverables, commitments to funding and financial tools, roles and responsibilities.</p>	<p>Province states it will support Places to Grow with long-term multi-year provincial infrastructure investment strategies, such as ReNEw Ontario, as well as through sustainable financing models and sound infrastructure and asset management practices. (3.1)</p>	<p>No funding announcement at this time and no details of such programs available for review</p>
<p>24. The Province amend the <i>Environmental Assessment Act</i> and other necessary approvals to streamline their processes and applications (see prior York Region Council resolution in Attachment 3) in Priority and Emerging Growth areas, and consider eliminating it altogether for approved priority projects for higher order transit infrastructure in the Greater Golden Horseshoe.</p>	<p>Some mention of streamlining EA Act (pg. 20 of the Planning for Growth guide, November 2005.)</p>	<p>✘ While MOE currently reviewing the Environmental Assessment Advisory Panel recommendations no streamlining nor environmental approvals has occurred to assist the region in providing critical infrastructure projects to support the anticipated growth</p>
<p>25. The Province develop a more sustainable waste management policy as part of its growth management plan.</p>	<p>Province has developed new targets around waste management (i.e. 60% diversion rate) the Growth Plan places responsibility on municipalities to develop official plan policies to support “integrated” waste management. (4.2.4.d)</p>	<p>✘ Growth Plan needs significant additional work relating to Waste Management. Needs should be assessed as part of a Sub-Area Assessment and need for facilities and locations within the sub-area identified</p>
<p>26. The Province recognize the importance of human services planning in its</p>	<p>Growth Plan includes references to</p>	<p>✘ It appears that the plan considered</p>

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<p>ultimate growth plan and that new models of funding based on population and principles of adequate, equitable, affordable, stable, flexible and accountable funding be introduced to encourage the location of major public services in centres and along corridors for both Emerging and Priority Urban Centres.</p>	<p>Community Infrastructure which includes hospitals, long-term care, schools, affordable housing where community infrastructure must be taken into account and coordinated with a variety of municipal planning and infrastructure financing circumstances, and makes reference to the Plan providing guidance on investment in infrastructure including community infrastructure.</p> <p>Services planning, funding and delivery sectors are encouraged to develop a “community infrastructure strategy” to facilitate the coordination and planning of community infrastructure with land use, infrastructure and investment.</p>	<p>“community infrastructure” as an integral element in both provincial and municipal level infrastructure and community planning, however, a significant amount of responsibility seems to be placed on the services sector to coordinate among themselves and with planning agencies.</p> <p>The Province should also consider child care, income support services, such as Ontario Works, as well as other community and health services, which are integral to economic growth and performance in our developing communities.</p> <p>No additional funding announced</p> <p>Province may wish to consider addition of Human Services Planning as a part of Sub-Area Assessments</p>
<p>27. The liveability index includes measures relating to the need for human services (i.e. utilization of health care, hospitals, schools, child development measures, poverty ratios, employment rates, etc.)</p>	<p>Liveability index seems to have been dropped from the Plan and not replaced with a similar mechanism.</p>	<p>✗</p> <p>Province may wish to consider addition of Human Services Planning as a part of Sub-Area Assessments</p>
<p>28. The Province recognize the role of urban design as an essential</p>	<p>Urban design is discussed in the plan</p>	<p>✓</p>

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<p>infrastructure component within its ultimate growth plan and give municipal partners the tools to permit the achievement of appropriate urban design standards.</p>	<p>as a necessary task for municipalities to undertake when planning communities and infrastructure, but no mention of tools.</p>	<p>Bill 51, Planning Act changes widen the ability of municipalities to deal with urban design</p>
<p>29. Future Provincial growth plans should address the historic aspects of our communities and treat them as important resources for future generations; on parity with significant forest and wetland areas.</p>	<p>This version of the Plan again recognizes cultural AND natural heritage as essential to long-term economic prosperity, quality of life and environmental health of the area and that they must be protected.</p> <p>However, plan still calls for municipal OP's to prepare policies for cultural heritage preservation, and again makes mention of other provincial tools like the Greenbelt Plan, ORM, NEP, etc.</p> <p>Few changes to maps made</p>	<p>√ --- Further direction is needed in these areas to assist regions and area municipalities in the directions of this plan.</p>
<p>30. The Province review the Region's list of technical mapping errors and provide clarification, and further, that the Province be requested to consult with Regional staff regarding the mapping information before <i>Places to Grow</i> is finalized as a provincial growth Plan.</p>	<p>Few changes to maps made</p>	<p>✗ Further mapping changes identified in current report to add Newmarket and Markham rapid transit lines</p>

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<p>31. The Minister of Public Infrastructure and Renewal be requested to prepare growth plans for other urban areas outside the Greater Golden Horseshoe which would also encourage appropriate growth in those areas.</p>	<p>Not clear if growth plans are being prepared for other areas of the province.</p>	<p>--- No action within this Proposed Plan – IGAP continues for the Simcoe Barrie and Orillia</p>
<p>32. The Province be requested to provide more clarification as to the definition and feasibility of reaching the 40 per cent intensification target.</p>	<p>The Province has provided no further clarification on the definition or feasibility of reaching the 40 per cent intensification target, which is now a minimum for urban centres, furthermore, no additional information has been provided on how this growth will be supported financially.</p>	<p>X Technical background Papers fail to provide necessary information</p>

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