



## Staff Report

---

**Report To:** Community Services Committee  
**Report From:** David Aston & Liam Murphy MHBC Planning  
**Meeting Date:** November 18, 2020  
**Report Code:** CS-20-131  
**Subject:** Official Plan Update – Discussion Paper Summary

---

### Recommendation:

THAT in consideration of Staff Report CS-20-131 respecting the Official Plan Update – Discussion Paper Summary, the Community Services Committee recommends City Council:

1. Receives the Discussion Papers that have been completed as input to the Official Plan Review process for information purposes;
2. Directs staff to provide the Discussion Papers digitally through the City's website; and
3. Directs staff to provide Notice of Open House and Public Meeting for the Council meeting on December 14, 2020.

### Background:

The City of Owen Sound is reviewing and updating its Official Plan. The Official Plan is a legal document containing goals, objectives, and policies intended to guide land use development and growth in the City over a 20-year time horizon.

Under the Planning Act, the City is required to update the Official Plan to ensure conformity with applicable planning legislation. The Official Plan review process will address changes to Provincial and County of Grey policies, while also assessing challenges and opportunities associated with key issues in Owen Sound. The Official Plan is an important tool to support the City's vision and establish the policy framework for City decisions associated with land use and public works.

## **Public Consultation Summary**

The Official Plan affects everyone in Owen Sound and involvement of all community members is an important component of an Official Plan update. Opportunities for community members to provide comments on the Official Plan update were provided through a community engagement session and an online survey.

The community engagement session was held on March 2, 2020. Approximately 25 community members attended and provided comments and insight during a series of engagement session exercises.

The online survey was conducted from January 13 to March 31, 2020. The survey was provided on the City's Official Plan website and advertised on the City's main webpage and social media accounts.

Responses and comments received during the community engagement session and online survey were considered in preparation of the attached Discussion Papers.

## **Review and Development of the Vision Statement for the Official Plan**

A key component of the Official Plan review is to assess the Vision Statement for the policy framework in the Official Plan. The Vision Statement provides the foundation for policy direction and offers insight into the objectives, goals, and milestones to consider when making planning related decisions. Through analysis of the current conditions and consideration of community input, it was determined that a stronger and clearer vision for the Official Plan was needed.

To establish the vision, a series of questions were asked as part of the Council visioning session, online survey and the community engagement session. The responses produced a number of key themes, words and phrases that reflect the City. The responses also identified areas to build on and areas where changes can be implemented to better reflect what the City wants to be.

Based on the input received, a new Vision Statement was created that reflects what the City aspires to be and acknowledges how it will get there:

*"The City of Owen Sound is where you want to live. A complete community that values the natural environment, cultural diversity, historic streetscapes, vibrant waterfront and provides a sense of belonging. The City will plan to evolve as a centre for growth, opportunity and innovation while ensuring that sustainability, resiliency, and quality of life are considered in every decision."*

## Discussion Papers

With the Vision Statement drafted, a series of Discussion Papers were prepared to assist with the review and focus on key policy areas. The following Discussion Papers were prepared for circulation and review:

- Sustainability and Climate Change
- Housing and Affordability
- Transportation and Infrastructure
- Land Use and Design



The Discussion Papers:

- Inform and engage with all of Owen Sound’s stakeholders, including: local business, residents, Councillors and City Staff;
- Assess and consider information received through public consultation events;
- Analyse the existing policy framework and review trends and best practices;
- Identify challenges and opportunities based on specific themes within the City;
- Provide the basis for policy evaluation and consideration; and,
- Recommend policy direction and potential modifications.

The Discussion Papers are summarized below:

### **Sustainability and Climate Change**

This Discussion Paper reviews the City’s existing policies associated with the natural environment and determines the need for any policy modifications. This paper also considers and addresses policies related to climate change, while establishing a broad vision for policy development within the City.

## **Housing and Affordability**

This Discussion Paper explores the City's current housing supply in relation to current and future demographics to understand how density available housing supply and ownership types contribute to a balanced housing environment, while creating housing choice and opportunity in Owen Sound.

Housing affordability and access to attainable housing is also considered in the context of Official Plan policies that support housing for all residents in the City.

## **Transportation and Infrastructure**

This Discussion Paper assess the existing transportation network, including public transit, vehicular, pedestrian and cycling infrastructure and evaluates existing policy to ensure there is support for all modes of transportation within the City. A review of policies associated with development and design of transportation infrastructure and general engineering practices is also reviewed.

## **Land Use and Design**

This Discussion Paper reviews the existing land use designations and related policy frameworks associated with the different land uses within the City. Consideration is given to identifying a nodes and corridor development strategy to encourage investment and intensification in strategic locations. Urban design policies were also reviewed and updates to clarify or strengthen the City's ability to ensure high quality design for all new development and redevelopment within the City.

## **Review of Provincial Policy, County Policy and City Master Plans**

A review of Provincial policy, County policy and City Master Plans was completed. Since the adoption of the existing Official Plan, there have been a number of significant studies, strategies and planning documents prepared or initiated by the City. One of these included the Retail and Commercial Policy Report which was completed in 2018 in anticipation of the Official Plan update. The report included several Official Plan policy recommendations to be considered, specifically for retail and commercial areas. These will be incorporated into the updated Official Plan and will provide direction for future growth and land use. Adopted City Master Plans also informed the Discussion Papers and recommendations for consideration in the draft Official plan.

## **City Staff & Agency Comments**

The Discussion Papers have been circulated internally to the City's Departments, including and Community Services Department, Corporate Services Department



and the Public Works and Engineering Department. Comments received to date have been considered and will provide input to the draft Official Plan. Once published, the draft Official Plan will be circulated to agencies (persons/bodies prescribed under the Planning Act) and staff for formal review.

## Timing and Next Steps

The Official Plan review is being undertaken in four phases. The COVID-19 situation has resulted in a modified project timeline. The Official Plan is to be completed by March, 2021. The four project phases, including the current phase of the project, are identified below:



The next step in the OP Review process includes the preparation the draft Official Plan based on policy recommendations from the Discussion Papers and comments received through City staff, agency circulation and public consultation. The draft Official Plan will be prepared for consideration at an upcoming Public Meeting.

## Attachments:

- Schedule 'A': 'Sustainability & Climate Change Discussion Paper'
- Schedule 'B': 'Housing & Affordability Discussion Paper'
- Schedule 'C': 'Transportation & Infrastructure Discussion Paper'
- Schedule 'D': 'Land Use & Design Discussion Paper'

**Prepared by:** David Aston, MCIP, RPP  
MHBC Planning \_\_\_\_\_ Signature on File

**Reviewed by:** Amy Cann, M. PL., MCIP, RPP \_\_\_\_\_ Signature on File

**Reviewed by:** Pam Coulter, BA, RPP \_\_\_\_\_ Signature on File

**Submitted by:** Tim Simmonds \_\_\_\_\_ Signature on File



# TABLE OF CONTENTS

<b>1.0</b>	INTRODUCTION.....	1
1.1	Purpose of Discussion Paper.....	2
1.2	Vision.....	3
1.3	Sustainability and Climate Change.....	4
<b>2.0</b>	CURRENT OFFICIAL PLAN DIRECTION.....	6
<b>3.0</b>	ISSUES.....	7
<b>4.0</b>	COMMUNITY INPUT.....	8
<b>5.0</b>	PROVINCIAL AND COUNTY POLICY.....	9
5.1	The Planning Act.....	9
5.2	Provincial Policy Statement, 2020.....	11
5.3	A Made-in-Ontario Environment Plan.....	12
5.4	Niagara Escarpment Plan.....	13
5.5	Grey County Official Plan.....	14
<b>6.0</b>	OTHER BEST PRACTICES.....	16
6.1	Guelph Official Plan.....	16
6.2	Thunder Bay Official Plan.....	17
<b>7.0</b>	ANALYSIS.....	19
<b>8.0</b>	RECOMMENDATIONS.....	21
<b>9.0</b>	NEXT STEPS.....	22



# 1.0 INTRODUCTION

The City of Owen Sound Official Plan (OP) guides long-term decisions that relate to land use and planning. It establishes the policies for implementing Provincial direction and interest, and sets out the framework that shapes our City's physical, economic, and social development. The OP is an important tool that supports our City's vision of a vibrant and thriving community that offers high-quality amenities surrounded by unique natural features.

Under the *Planning Act*, municipalities are required to conduct a review of their OP every ten years. They must complete a Provincial Plan conformity exercise to amend their OP's to ensure that they conform and do not conflict with Provincial Plans; have regard to matters of Provincial Interest; and are consistent with the Provincial Policy Statement. Municipal OP's must also be in conformity with the policy and direction provided in Regional/County plans.

Since the last OP update in 2012, several significant Provincial and local policy initiatives were completed. These include the coordinated review and update of the following:

- The *Planning Act*
- The 2020 Provincial Policy Statement (PPS)
- The Made-in-Ontario Environmental Protection Plan
- The Niagara Escarpment Plan
- Grey County Official Plan

Over the following year, our City will be undertaking a municipal comprehensive review (MCR) to determine:

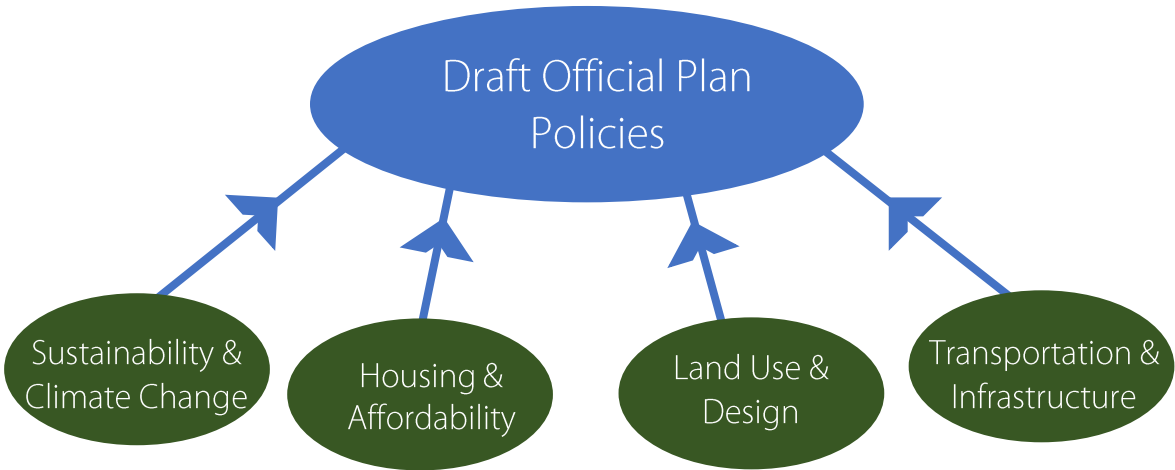
- How and where our City may grow;
- How to use and protect the land and resources within our City;
- How to anticipate, address and mitigate the impacts of climate change to create a sustainable community;
- What housing types and economic opportunities are required for all types and ages of residents; and
- How people and goods move within and across our City, and connect to the Region beyond.

This review will constitute as Owen Sound's Provincial Plan conformity exercise and will satisfy the 10-year OP update requirement, as per the *Planning Act*.

# 1.1 Purpose of Discussion Paper

The following paper is the first in a series of discussion papers that form part of the MCR process. Although the review will encompass all subject matters in the OP, the discussion papers will focus on key policy areas, including Sustainability & Climate Change, Housing & Affordability, Land Use & Design, and Transportation & Infrastructure. The purpose of these discussion papers is to inform and engage all of Owen Sound’s stakeholders, including local businesses, residents and frequent visitors.

## CITY OF OWEN SOUND **OFFICIAL PLAN UPDATE**



The Sustainability and Climate Change discussion paper provides an overview of environmental policies in our current OP, as well as changes to the environmental protection policy framework in Ontario. It will explore possible new policy directions in relation to the environment, sustainability and climate change based upon current conditions, what has changed at the provincial and local levels, and community expectations. It will also review best practices from other municipalities.

## 1.2 Vision

The Vision for the City's OP provides a foundation for policy direction within the OP and offers insight into the objectives, goals, and milestones to consider when making planning related decisions. The following Vision statement reflects what the City aspires to be and acknowledges how it will get there.

***“The City of Owen Sound is where you want to live. A complete community that values the natural environment, cultural diversity, historic streetscapes, vibrant waterfront and provides a sense of belonging. The City will plan to evolve as a centre for growth, opportunity and innovation while ensuring that sustainability, resiliency, and quality of life are considered in every decision.”***

- ***Official Plan Vision Statement***

Consultation with members of Council, City of Owen Sound Staff, and the community provided a strong foundation for the creation of this vision statement. Visioning sessions provided an opportunity to facilitate an understanding of how the City views itself and what changes can be implemented to better reflect what the City wants to be.

Sustainability and climate change were prominent topics that were mentioned during all forms of consultation and engagement. In response to this, the Vision statement identifies that the City of Owen Sound will be a complete community, meaning that all types of services, amenities, jobs and recreation areas will be provided within the City. Complete communities strive to lower emissions and increase sustainability by providing a community with the things they need without having to travel excessive distances.

The natural environment is extremely important to the City. From picturesque waterfronts to tree covered trails, the City's natural environment provides residents and visitors with the areas needed to think, relax and discover. The Vision statement reaffirms the value of the natural environment to our City and strengthens the commitment for growth to occur in a sustainable and resilient way.

## 1.3 Sustainability and Climate Change

In the context of the Official Plan, sustainability is the integration of social, economic and environmental policy aspects across all components of the policy framework. Sustainable communities use their resources to meet current needs while ensuring that adequate resources are available for future generations; they seek a better quality of life for their residents while maintaining nature's ability to function over time. Sustainable communities are achieved through having a vision, planning and establishing measurable objectives with appropriate indicators.

Like many other municipalities in Canada and elsewhere, the City is wrestling with implementation of local solutions in context of broader global sustainability matters. Climate change is an important component of sustainability and in the context of planning policy an Official Plan can provide policy direction for developing and implementing effective strategies for climate change mitigation and adaptation.

Climate change is changes in climate measures – including temperature, precipitation, and wind patterns – that can be attributed directly or indirectly to human activity that alters the composition of the global atmosphere<sup>1</sup>. These changes are in addition to natural climatic variability observed over comparable time periods and differ from weather. Weather is the short-term, day-to-day state of the atmosphere and climate is the long-term weather variability of a place. Changes to the climate may result in rising temperatures, unpredictable forecasts, extreme weather events and natural disasters such as wildfires and floods.<sup>2</sup>

The Intergovernmental Panel on Climate Change (IPCC), established in 1988 by the United Nations Environment Program, concluded with 95% certainty in its 2014 *Climate Change Synthesis Report* that "Human influence on the climate system is clear, and recent anthropogenic emissions of greenhouse gases are the highest in history. Recent climate changes have had widespread impacts on human and natural systems."<sup>3</sup> The impacts that occur due to climate change will have an effect on everyone, though the specifics on each effect will differ across geographical regions. Such climatic shifts may include, amongst other things, changes to:

- Residents health and quality of life;
- How communities function, grow, and develop; and
- How agriculture, tourism, and other economic activity occur.

---

<sup>1</sup> United Nations. (1992). *United Nations Framework Convention on Climate Change*.

<sup>2</sup> National Geographic Society. (2019, March 28). *Climate Change*.

<sup>3</sup> Intergovernmental Panel on Climate Change. (2014). *Climate Change 2014 Synthesis Report*.



The creation of resilient communities will require coordinated and co-operative action between all stakeholders, including governments, agencies, developers, business owners, and individual residents. Land use and planning decisions need to be conducted through a sustainability lens in order to create a community that can successfully plan for, react to and adapt as the community changes within and around due to local, regional or global influences.

# 2.0 CURRENT OFFICIAL PLAN DIRECTION

The current Owen Sound OP was adopted by City Council on March 20, 2006 and approved by the County of Grey August 10<sup>th</sup> of the same year. It was last updated in 2012 as part of a mandatory five-year review. The 2017 Office Consolidated OP includes policies in effect and approved amendments to the Owen Sound Official Plan.

Section 3.1 of our OP provides goals and objectives for environmental integrity. This section offers strong support for the protection, conservation and enhancement of the City's environmental features. Specific objectives provide direction on implementing strategies that focus on urban forests, stormwater management, water quality and quantity, waste reduction, land remediation and transportation solutions. Objectives within section 3.1 were reviewed and analyzed to ensure consistency with Provincial and Regional policy direction. In sections where objectives can be amended or new strategies can be implemented, updates will be included in the new OP.

Section 4.10 and 4.13 provide direction pertaining to the preservation and protection of open spaces including parkland, escarpment and natural areas. Section 7.1 contains specific policies that address woodlands, hazard lands and escarpment natural features, environmental impact studies, soil contamination, air quality, water quality and conservation, waste management, energy conservation and more. As mentioned, these policies will be reviewed and analyzed to ensure consistency with Provincial and Regional policy direction.

The OP sections mentioned above provide a strong foundation for the development of climate change and sustainability policies in the new Official Plan. These policies will be updated to reflect current Provincial and Regional guidance for climate change and sustainability. Our new Official Plan will include this guidance but allow for the development of policies and objectives at a City level that is unique to the challenges Owen Sound will likely experience due to a changing climate.

# 3.0 ISSUES

From an Official Plan perspective, there are a number of policies that when considered together address sustainability.

Currently, there are no specific policies within our current OP that address climate change. Further, there is limited language and acknowledgement of the impact that climate change has and will have on our community. The new OP must embrace the notion of climate change and assess its implications upon our community's social, environmental and economic activities.

In developing appropriate policies to address climate change matters, we must consider the main elements of our community that are likely to be impacted by climate change and ensure that key policy initiatives are in place to address these matters. Some examples for consideration include:

- Limiting encroachment of development on natural areas that maybe affected by changes in water levels and slopes, such as beaches and water courses;
- Designing transportation and multimodal transit systems to enable efficient flow of people and goods through and within the community limiting emissions;
- Promoting appropriate densification and urban design that maintains the character of the community and allows for climate-considerate built form;
- Encouraging use of greenspace and infrastructure to manage various precipitation events to minimize potential for flooding and related impacts; and
- Assessing opportunities for renewable energy and net-zero initiatives that contribute to an adaptive and resilient community from a climate perspective.

The adoption of a climate change related approach to policies within the new OP means that we must develop suitable goals, objectives and targets to measure our community's ongoing performance. The climate change related metrics must be clear and understandable to residents, businesses, tourists and other stakeholders.

# 4.0 COMMUNITY INPUT

Throughout the Owen Sound OP Review consultation process, the importance of considering climate change and adaptation and mitigation efforts were identified. In the public survey posted on the Owen Sound website, 30% of respondents identified managing the impacts of a changing climate as one of their top concerns. From the commentary provided in this survey, and during other consultation and engagement processes, several “green themes” emerged.

The importance of considering all new development and redevelopment through a climate change ‘lens’ was one of the primary messages given by respondents. New buildings and construction need to embrace environmental principles such as sustainability, zero waste, renewable energy, and intensification, capitalizing on new technologies that enable low impact and energy efficient development. Located in Georgian Bay on Lake Huron, Owen Sound’s waterfront is a natural feature important to everyone – residents, businesses, and industries. It has recognizable aesthetic, environmental, social, recreational, and economic values. Therefore, the protection, rehabilitation, and wise management of the waterfront should be of the utmost concern.



**Figure 1** – A Community Visioning Session at the Harry Lumley Bayshore Community Centre

Mixed use and mixed density development should be encouraged to reduce our community’s ecological footprint, including reducing required water and sewer infrastructure, transportation demand and greenhouse gas emissions, and energy use. Mixed-use development may also be beneficial for the economy and tourism, and ensure that Owen Sound is a place for people of all ages, addressing the gap there seems to be for young people.

Climate change strategies must recognize the connection between all aspects of our community – including social and economic aspects – and effectively integrate itself. In this way, our community will become truly resilient, and be able to respond to changing environmental, economic, and social pressures.

# 5.0 PROVINCIAL AND COUNTY POLICY

There are a number of provincial, local legislation and policy frameworks that relate to climate change and land use planning. This section provides a review of such policies as they relate to Owen Sound.

## 5.1 The Planning Act

The *Planning Act* (1990) is a provincial document that guides development and the various planning approvals and processes involved. Consolidated on April 12, 2018 it serves as the basis for municipalities to prepare documents related to planning and land use, including official plans that lay out a municipality's planning goals and policies to guide land use within its jurisdiction. Municipalities are required to ensure that all planning decisions and documents integrate provincial interests and comply with the Planning Act, as well as other provincial policy such as the Provincial Policy Statement.

The Planning Act identifies the following as matters of provincial interest that relate to sustainability and climate change:

- The protection of ecological systems.
- The conservation and management of natural resources including energy and water.
- The minimization of waste.
- The mitigation of greenhouse gas emissions and adaptation to climate change.

The Planning Act contains a number of tools that support development and land that contributes towards sustainable and environmental conscious communities. Table 1 below provides a further summary.

**Table 1 – Planning Act direction for sustainability and climate change**

Section	Related Policy	Analysis
Section 16-27	The policies in these sections relate to Official Plans. They lay out what Official Plans shall contain, the processes involved including the creation, public consultation, amending, approval, and updating of Official Plans, and more. Subsection 16(14) specifically references climate change policies and states that the goals, objectives and actions to be taken to mitigate greenhouse gas emissions (GHG) and to provide for adaption to a changing climate should be included.	Through an Official Plan, municipalities can incorporate policies that relate to climate change and can help build communities that are more resilient. This may include the identification of specific direction, objectives, targets, and action to successfully reduce GHG emissions and create more sustainable communities. Such policies may include growth management, intensification, improved transit networks or the promotion of low-impact development.
Sections 22(5), 34(10.2), 51(18), 53(3)	These policies permit municipalities to request specific information, material, or studies as part of a complete Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision, or Consent application process.	By granting municipalities the authority to request such material, matters related to climate change can be more easily addressed. For example, as part of the subdivision process a stormwater management plan or transportation demand management plan can be required to reduce the amount of runoff or GHG emissions produced from the proposed development.
Section 28	This section has regard to Community Improvement Plans (CIPs) and provides policies that address what a CIP is, what they are intended to achieve, and other details association such as designation, acquisition and financing, approval and implementation.	CIPs target specific areas of a community for development or redevelopment. When developing a CIP, grant and loan incentives can be provided to encourage climate change related features such as low-impact developments or water and energy conservation systems.
Section 34	The policies in this section relate to Zoning By-laws. It describes the authority and abilities that zoning by-laws are to possess, and also addresses the amendment, appeal and public consultation processes associated with zoning by-laws.	Through a Zoning By-law, municipalities can incorporate detailed policies that may help build more sustainable, resilient communities. For example, zoning by-laws provide the restrictions related to building height and residential density, and may be used to help promote intensification and building upwards instead of outwards within a community.
Section 42	This section addresses the conveyance of land for park or other public recreational purposes, as a condition of development or redevelopment of land.	The provision of parklands can help address the repercussions caused by climate change. Park lands often contain greater amounts of greenspace and vegetation than what is found in other parts of an urban setting. This helps to remove carbon and other pollutants from the air, as well as reduce the quantity and improve the quality of stormwater runoff. Furthermore, park lands can aid in cooling urban heat islands by providing shade, deflecting radiation from the sun and releasing moisture into the atmosphere.

Recent amendments to the Planning Act, through the introduction of Bill 68 and Bill 139, have identified climate change as a matter of provincial interest and strengthened the consideration given to climate change matters during the land use and planning decision-making process.

Bill 68, *Modernizing Ontario's Municipal Legislation Act* (2017), received Royal Assent on May 30, 2017, and amended the *Planning Act* by identifying the mitigation of greenhouse gas emissions and adaptation to climate change as a matter of provincial interest in Section 2(s). The addition of language that specifically addresses climate change mitigation and adaptation as a matter of provincial interest means that all planning authorities, including municipalities, must give consideration to and include climate related policies during the land use and planning decision-making process.

Bill 138, *Building Better Communities and Conserving Watersheds* (2017), was also introduced by the province on May 30, 2017 and recommended updates and changes to the land use planning system in Ontario, including changes to the Planning Act. These recommendations proposed an amendment to Section 16 of the *Planning Act*, which has regard to the content that must be included in an Official Plan. The proposed amendment required local councils or approval authorities to consider climate change related issues, including the identification of goals, objectives, and actions to mitigate greenhouse gas emissions and the provision of adaptations to a changing climate. With this amendment, municipalities and other planning authorities had to include within their Official Plans policies related to climate change.

## 5.2 Provincial Policy Statement, 2020

The 2020 Provincial Policy Statement (PPS), issued under the authority of Section 3 of the *Planning Act*, came into effect on May 1, 2020 and replaces the 2014 PPS. It establishes the policy foundation for regulating the development and use of land, as well as provides direction on matters of provincial interest related to land use planning and development. The 2020 PPS outlines visions and goals for Ontario's land use policies, and identifies how the built environment will be created and how land and resources will be managed over a 25-year horizon. It supports developments that encourages both an efficient use of land, resources, and public investment in infrastructure as well as a diverse mix of land uses in order to provide choice and diversity to create complete communities. Such development will also provide long-term prosperity, environmental health, and social wellbeing.

Section 1.1.1 of the PPS identifies the ways in which healthy, livable, and safe communities can be sustained. This includes the avoidance of development and land use patterns that may cause environmental concerns, the promotion of development and land use patterns that conserve biodiversity, and preparation for regional and local impacts that may occur due to a changing

climate. Within the sections of the PPS that provide direction for settlement areas, infrastructure, energy conservation, air quality, adaption and natural hazards there is language and policies that specifically address climate change, as summarized in Table 2 below.

**Table 2 – Provincial Policy Statement direction**

<b>Section</b>	<b>Related Policy</b>
Section 1.1.3	The policies within this section address settlement areas. Such areas shall be the focus of growth and development, and land use patterns within them will promote the efficient use of land, resources and energy, minimize negative impacts to air quality and climate change, prepare for the impacts of a changing climate, and support active transportation and transit. Targets for intensification and redevelopment shall be set, and compact forms with a mix of uses and densities should be encouraged.
Section 1.6	Infrastructure and public service facilities are addressed within this section. Infrastructure and public services facilities are to be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs. Green infrastructure should be promoted, and adaptive re-use should be considered wherever possible.
Section 1.6.6	In regards to sewage, water, and stormwater, such systems should be prepared and able to adapt to the impacts caused by a changing climate, as well as promote water conservation and efficient water use. Stormwater management shall also minimize erosion and changes in water balance, and incorporate green infrastructure.
Section 1.8	The policies within this section directly address energy conservation, air quality and climate change. It states that planning authorities are to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and prepare for the impacts of a changing climate through specific land use and development patterns which, are compact, mixed-use, maximizes vegetation, and promotes active transportation and transit, amongst other things.
Section 2.2	The policies in this section address water. The protection, improvement or restoration of the quality and quantity of water is to be protected by evaluating and preparing for the impacts of a changing climate to water resource systems at the watershed level.
Section 3.1	Policies regarding natural hazards are contained within this section. Planning authorities are to prepare for the impacts of a changing climate that may increase the risks associated with natural hazards.

### 5.3 A Made-in-Ontario Environment Plan

On November 29, 2018 the Ontario Ministry of the Environment, Conservation, and Parks released the current draft of the Made-In Ontario Environment Plan, a provincial initiative that aims to preserve and protect our land, air, and water, address litter and reduce waste, and support the



reduction of greenhouse gas emissions. Development and improvement of the plan will continue over the next 12 years, with revisions made every four.

Within the plan, actions to adapt and build resilient, environmentally conscious communities include the following:

- Improving our understanding of how climate change will impact communities, critical infrastructure, economies and the natural environment through climate data collection and sharing;
- Reviewing and updating provincial and land use planning policies and laws related to climate change to improve resiliency, including modernization of the Building Code;
- Establishing the Ontario Carbon Trust Fund (an emissions reduction fund) and an emissions reduction target of 30 percent below 2005 levels by 2030;
- Encouraging private investments in clean technologies, green infrastructure and low impact development;
- Providing home-owners with data about their home-energy use and increasing access to clean energy;
- Improve public transportation and active transportation networks to reduce vehicle dependency;
- Making climate change a cross-government priority and empowering effective local leadership on climate change; and
- Continue to support programs and partnerships to make the agricultural and food sectors more resilient to climate change.

Further, detailed direction from the Province in regards to implementation will aid in establishing the key considerations and next steps outlined above within the Owen Sound OP review.

## 5.4 Niagara Escarpment Plan

The Niagara Escarpment Plan (NEP), 2017, is a large-scale environmental land use plan that came into effect June 1, 2017. It upholds the biosphere reserve principles by balancing protection, conservations, and sustainable development to ensure that the Escarpment will remain substantially as a natural environment for future generations. The Escarpment is a strip-like landform between the Niagara River and the Bruce Peninsula, including much of Grey County and portions of the City of Owen Sound. The natural features found within this area serve important ecological functions and help to mitigate the effects of climate change and improve resilience.

The NEP contains policies that address designations, land-uses and development criteria. Within the boundaries of the City of Owen Sound, there are several different land use designations

provided by the NEP. These designations include Escarpment Natural Area, Escarpment Protection Area, Escarpment Rural Area, Urban Area, and Niagara Escarpment Parks and Open Space System. Section 1.3 and Section 1.4 of the NEP provide direction for those lands designated Escarpment Natural Areas and Escarpment Protection Areas. The objectives of these designation is to recognize, protect, and where possible enhance the natural heritage and hydrological systems found, such as valleylands, wetlands, and other significant environmental features.

The Escarpment Protection Area also aims to provide a buffer to prominent Escarpment features. These goals are achieved by permitting only compatible recreation, conservation, and educational land uses including limited low-density residential development, agricultural uses and forest, wildlife, fisheries, or watershed management. The maintenance of natural heritage systems is important for the continued provision of clean and reliable water, flood moderation, erosion control, improved air quality, and recreational opportunities. Such systems can aid in mitigating the negative repercussions caused by shifts in the climate.

Escarpment Rural Areas and Urban Areas are addressed in Sections 1.5 and 1.7, respectively. Escarpment Rural Areas serve as buffers for the more ecologically sensitive areas of the escarpment, and aim to encourage agricultural activity and natural resource management. Compatible rural land uses are permitted within this designation, and include agricultural uses, single residential dwellings, recreational uses and infrastructure. The Urban Area designation identifies urban areas in which the Escarpment and closely related lands are located. The objective of this designation is to minimize the impact and prevent further encroachment of urban growth into the natural Escarpment environment. Development within these areas is to be compatible with the scenic resources of the Escarpment, and should encourage reduced energy consumption, improved air quality, and reduced greenhouse gas emissions.

## 5.5 Grey County Official Plan

The Grey County Official Plan (referred to as Recolour Grey) is our County's updated Official Plan, approved by the Province on June 6, 2019. It serves as an upper-tier plan and lays out goals related to development, communities, and the natural resources found within the county. It aims to balance social, economic and environmental matters to ensure the health and well-being of all residents and create sustainable communities. Recolour Grey is designed to assist Council and other agencies in their consideration of public and private development planning issues.

Recolour Grey contains a number of objectives and policies in many topic areas that relate to a changing climate. These topic areas have been divided into five central themes which lay out the foundation and policy direction of Recolour Grey.

The theme “Natural Grey” focuses on the environment. Some of the purposes of this theme is to provide policies that pertain to the protection of environmental features and systems, and climate change preparedness. Key principles and priorities include:

- Monitoring the impacts of climate change on our systems to allow us to adjust management activities, to best maintain the integrity and resilience of systems
- Using green technologies and construction methods whenever possible and feasible for new construction and the replacement of civic infrastructure;
- Considering how a changing climate may cause increased risks and changes associated with natural hazards when planning for the future;
- Encourage reduction of building demolition waste through the adaptive reuse of older and existing building stock, especially heritage buildings; and
- Promoting retrofits for energy efficiency in built heritage structures while maintaining cultural integrity.

The themes Develop Grey, Live Grey, and Move Grey also contain policies necessary for the creation of a sustainable community that can help mitigate or adapt to the effects of climate change. There are policies that relate to the economic viability of our county within Develop Grey – economic objectives include supporting private and public sector proposals that consider energy conservation, which would aid in building more sustainable communities by encouraging businesses and developers to use resources more efficiently and conservatively. Live Grey contains policies that relate to the development of the housing market and healthy, sustainable communities. The policies within this theme encourage active streetscapes, intensification and mixed use development. Move Grey provides policy direction on how people, goods, information, and services move in, out and around our County. This includes policies that support the development of active transportation infrastructure, which would help to reduce the amount of greenhouse gas emissions produce, and non-renewable resources like fuel consumed within our communities.

In addition to the policies within Recolour Grey, the County is working towards the development of a Climate Change Action Plan, which will coordinate Grey County efforts to embrace and facilitate resilient, sustainable development to mitigate the effects of climate change.

# 6.0 OTHER BEST PRACTICES

With the repercussions of a changing climate happening around the globe, other communities have taken steps to mitigate the negative effects that have occurred or are likely to occur by implementing plans and strategies to create more sustainable and resilient places. Provided below is an analysis of two Official Plans from Ontario communities that contain strong policies and direction pertaining to climate change.

## 6.1 Guelph Official Plan

The City of Guelph Official Plan, Envision Guelph, was adopted by Council November 1, 1994, and has been continuously updated through comprehensive Official Plan Amendments. The most recent update was approved by the Ontario Municipal Board in October, 2017, and consolidated in March 2018. The Plan uses an integrated systems approach to create an over-arching vision and structure that demonstrates low-carbon energy opportunities, viable sustainable transportation routes and nodes, potential for expand open space, and appropriate housing densities. This integrated approach is essential to achieving many of the long-term goals of Envision Guelph, including climate change mitigation.

Several of the objectives established by Envision Guelph in its Strategic Goal section relate to climate change. These objectives include:

- Establishing and implementing policies and actions that will contribute to achieving the targets of Guelph's Community Energy Plan;
- Designing places and buildings in a way that minimizes waste production and the consumption of energy and water to achieve an increasingly lower carbon footprint;
- Advance innovation by building on the synergies between infrastructure, built form, and climate change imperatives, including enhanced engineering standards;
- Develop a safe, efficient, convenient and sustainable transportation system that provides for all modes of travel including cycling and walking to support sustainable land use patterns;
- Build a compact, mixed-use and transit-supportive community; and,
- Encouraging intensification and redevelopment of existing urban areas that is compatible with existing built form.

Section 4.6 of Envision Guelph contains policy and language that specifically address climate change, in order to increase community resilience. Within this section, two complementary sets of

strategies are identified: mitigation and adaptation. Policies within this section include targets to reduce greenhouse gas emissions and direction to establish partnerships between the community and other levels of government in order to prepare and implement comprehensive climate change adaptation strategies and initiatives.

Policies that relate to climate change can be found in other sections of Guelph's OP. Section 4 identified features, resources, and built forms that are highly valued and essential to ensuring healthy, safe, and sustainable communities. The plan labels the City's Natural Heritage System as one such feature, and maintains that its protection and enhancement is essential to ensure its long-term sustainability and resiliency in relation to the impacts and stresses associated with a changing climate. Community Energy is another valuable resource identified within this section, and there are policies related to it that aim to reduce Guelph's overall energy use.

Section 5 of Envision Guelph addresses the City's transportation system. Within this section, modes of active transportation such as walking and cycling are priorities when designing the transportation system, in order for Guelph to achieve its transportation, sustainability, community energy, and healthy community objectives.

Section 6 contains policies that provide direction to municipal services and infrastructure, including water supply and treatment, stormwater water management, and energy supply. The conservation of water and energy is identified in programs and development standards which identify that surface water and groundwater resources are to be protected, maintained, enhanced, and restored.

The City of Guelph's OP provides direction on how future development, transit routes, and infrastructure will be developed to minimize impacts on the changing climate. Clear language and measurable targets ensure that developments are evaluated through a climate lens.

## 6.2 Thunder Bay Official Plan

The City of Thunder Bay Official Plan was adopted by Council April 30, 2018, and approved and modified by the Province March 11, 2019. The following are a few of the principles in the Thunder Bay Official Plan that address climate change and the creation of a sustainable community:

- Maintaining a healthy ecological relationship between human activity and the environmental resources upon which it depends, including the protection and enhancement of the natural environment through wise management and efficient land use patterns;
- Managing growth in a responsible way that supports energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptations through sustainable land use and development patterns; and

- Developing local solutions to global issues to improve the resilience of the community, including meeting targets for greenhouse gas reduction to mitigate climate change while adapting to the effects of future climate change.

The Thunder Bay OP takes a holistic approach of integrating environmental, social, economic and cultural decision making as part of the land use planning process. The approach can be broken down into four parts: Environmental Sustainability, Climate Adaption, Economics, and Healthy and Safe Communities. The Environmental Sustainability Approach identifies environmental awareness as being critical to the establishment of a culture of sustainability, and acknowledges the significant role land use planning plays in defining and shaping built and natural environments. It highlights thoughtful planning as being a key way to limit the impact of human activities on the environment and aid in its protection and enhancement. The Climate Adaption Approach values adaption over mitigation, and seeks to reduce vulnerabilities and build the resilience of infrastructure and the natural environment by protecting and enhancing biodiversity, air and water quality.

Within the areas of the Thunder Bay OP that contains policies about natural heritage systems, development constraint hazards, public infrastructure, rural areas and urban settlement areas there is language that specifically addresses climate change.

# 7.0 ANALYSIS

The City Official Plan will build from provincial and regional sustainability and climate change policies to become a usable document that guides planning decisions through a lens that considers sustainability and climate change in every decision. The Official Plan should also take direction from the Grey County Official Plan to identify what policies work and how they can be implemented into our local context.

Currently, the Official Plan does not contain specific policies regarding climate change and possible adaptation and mitigation measures. Our new OP will include policies that directly address sustainability and climate change in the City. These policies will be clear, comprehensive, and set objectives that will guide all planning related decisions and provide a forward-looking response to the current and anticipated effects of climate change.

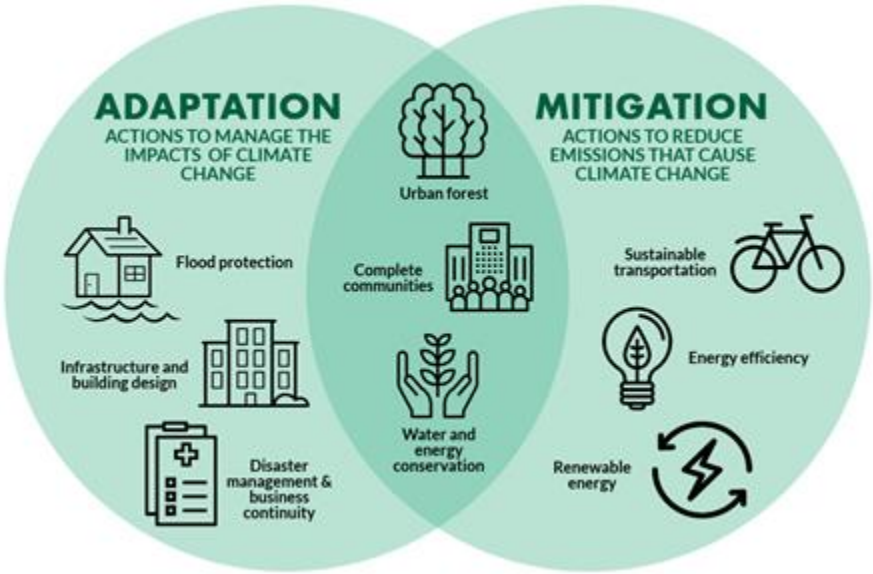
Key areas of focus and some initial policy considerations are included below:

<b>Topic</b>	<b>Comments / Considerations</b>
Managing Growth	Continue to encourage development in areas planned for new development. Identify key areas or nodes for intensification. Ensure policy basis to support development that considers environment, social and cultural components through design.
Agriculture	Agriculture should be sustainable, promoting local food supply, responding to demographic changes and be economically self-sufficient. A key City role in this area is to continue to plan and promote development with the City Urban Area to minimize the need for new development in Agricultural and Rural Areas. The City should support urban agriculture initiatives, such as community gardens, in new development projects as well as support farmers markets and local food on underutilized or vacant open spaces to provide opportunities for residents and visitor to shop locally.
Air Quality	Integrate clean air objectives into recommendations of other policy areas.
Employment Lands	Focus development in appropriate places so as to foster live-work lifestyle; provide sufficient land to accommodate forecasted employment. Encourage sustainable design through policies for consideration through the detailed site design process. Encourage the reuse of vacant employment buildings for future development.
Energy	Develop policies to incent on-site, distributed energy generation for homes and businesses.
Housing	Integrate public housing into transportation policy to promote economic, social and cultural development.



Integrated Waste Management	Increase opportunities to reduce consumption and increase recycling.
Sustainability	Formally adopt sustainable development as the theme of the Official Plan; put greater emphasis on energy considerations, and underscore the urgency of actions to advance sustainability.
Transportation	Combine transportation and land use planning so that the results are complete communities that are self-sustaining with integrated land-use, employment and transportation options (including active transportation).
Natural Heritage	Protect existing natural heritage features and areas, include greater consideration for natural heritage system planning and move to restoration and linking islands of green.
Water Resources	Because water resource sustainability is so fundamental to ecological, social, economic and cultural well-being water resource policy should address all four pillars from a systems perspective.
Cultural Heritage	Protect and reuse heritage buildings for local amenities and travel accommodations to reduce the use of new building materials and construction cost.

For policies to provide meaningful direction and impact, they must be easily implemented, clearly defined, and continually reevaluated. Climate change is an evolving issue that creates unique challenges for different areas. An OP should acknowledge and anticipate these changes in a global and local context.



**Figure 2** – Adaptation and Mitigation venn diagram from the Region’s Climate Change Action Plan



# 8.0 RECOMMENDATIONS

Based on the background documents reviewed, what we heard from the community, Council and City staff at engagement and visioning sessions, and the direction of the Province and County of Grey, the following is a summary of policy considerations for the City's new OP.

- 1) Review and revise policies to allow and support climate change adaptation and mitigation.
- 2) Review and revise policies to be consistent with Provincial and Regional policies for sustainability and climate change, such as the County's Climate Change Action Plan (CCAP).
- 3) Establish and implement policies and actions that contribute to achieving climate change and sustainability targets set out by the County's CCAP and City's Climate Adaptation Plan.
- 4) Establish and implement policies and actions across all areas (natural systems, transportation, infrastructure, agriculture, residential development, economic development, etc.) that will protect, enhance and create resilient communities.
- 5) Design places and buildings in a way that minimizes waste production and the consumption of energy and water to achieve an increasingly lower carbon footprint.
- 6) Support the development of safe, efficient, convenient and sustainable transportation systems, including active transportation and adaptable public transit, to support sustainable land use patterns.
- 7) Support compact, mixed-use and transit-supportive development where compatible.
- 8) Support local solutions to global issues that improve the resilience of the community, these include strategies to reduce greenhouse gas emissions and improve energy efficiency to mitigate the current effects of climate change while adapting for the future impacts.
- 9) Support planning and strategic decisions that anticipate that changes that may occur to temperature, precipitation, and other weather patterns.
- 10) Maintain a healthy ecological relationship between human activity and the environmental resources, including the protection and enhancement of the natural environment through wise management and efficient land use patterns.
- 11) Support complete communities by focusing on climate change mitigation (prepare and encourage policies that support shopping locally and exploring within the City).
- 12) Preserve existing building, especially heritage buildings, to reduce waste.
- 13) Protect slopes and hazard lands.

With the sustainability lens, objectives and policies will integrate environment, economy, society and culture to reinforce them within each sector of the Plan. Policies will address implementation through direction, encouragement and collaboration of the stakeholders. Where possible, objectives will establish targets to provide achievable performance indicators and outcomes.

# 9.0 NEXT STEPS

This Discussion Paper is one of the Discussion Papers released over the course of the Official Plan Update. These Discussion Papers provide an overview and background on theme-based land use planning matters to help shape future policy.

Your feedback is important to us. The City appreciates your interest and encourages your participation throughout the Official Plan Update process. To submit your comments, please visit the City's website or contact [lmurphy@mhbcplan.com](mailto:lmurphy@mhbcplan.com) or [acann@owensound.ca](mailto:acann@owensound.ca).

Following the release of these Discussion Papers, interested parties will also have opportunities to provide feedback on proposed policy directions and, a future draft of the updated Official Plan.



# *Housing & Affordability*



# TABLE OF CONTENTS

<b>1.0</b>	INTRODUCTION.....	1
1.1	Purpose of Discussion Paper.....	2
1.2	Vision.....	3
1.3	Housing Choice and Link to Affordability.....	3
<b>2.0</b>	CURRENT OFFICIAL PLAN DIRECTION.....	5
<b>3.0</b>	ISSUES.....	7
<b>4.0</b>	COMMUNITY INPUT.....	9
<b>5.0</b>	PROVINCIAL AND COUNTY POLICY.....	10
5.1	The Planning Act.....	10
5.2	Provincial Policy Statement, 2020.....	12
5.3	More Homes, More Choices: Ontario’s Housing Supply Action Plan.....	14
5.4	Grey County Official Plan and Related Reports.....	15
<b>6.0</b>	OTHER BEST PRACTICES.....	17
6.1	Town of Wasaga Beach Official Plan Review.....	17
6.2	Town of Collingwood Official Plan.....	18
<b>7.0</b>	ANALYSIS.....	20
<b>8.0</b>	RECOMMENDATIONS.....	21
<b>9.0</b>	NEXT STEPS.....	23

# 1.0 INTRODUCTION

The City of Owen Sound Official Plan (OP) guides long-term decisions that relate to land use and planning. It establishes the policies for implementing provincial direction and interest while setting out the framework that shapes our City's physical, economic, and social development. The OP is an important tool that supports our City's vision of a complete community and fosters innovation, opportunity and growth while offering a high quality of life.

Under the *Planning Act*, municipalities are required to conduct a review of their OP every ten years. They must complete a provincial plan conformity exercise to amend their OP's in order to ensure they do not conflict with provincial plans; have regard to matters of provincial interest; and are consistent with the Provincial Policy Statement. Municipal OP's must also be in conformity with the policy and direction provided in regional/county plans.

Since the last OP update in 2012, several significant Provincial and local policy initiatives were completed. These include the coordinated review and update of the following:

- [The Planning Act](#)
- [The 2020 Provincial Policy Statement \(PPS\)](#)
- [The Made-in-Ontario Environmental Protection Plan](#)
- [The Niagara Escarpment Plan](#)
- [Grey County Official Plan](#)
- [County of Grey Housing and Homelessness 10 Year Plan \(2014-2024\)](#)

Over the following year, our City will be undertaking a municipal comprehensive review (MCR) to determine:

- How and where our City may grow;
- How to use and protect the land and resources within our City;
- How to anticipate, address and mitigate the impacts of climate change to create a sustainable community;
- What housing types and economic opportunities are required for all types and ages of residents; and
- How people and goods move within and across our City, and connect to the Region beyond.

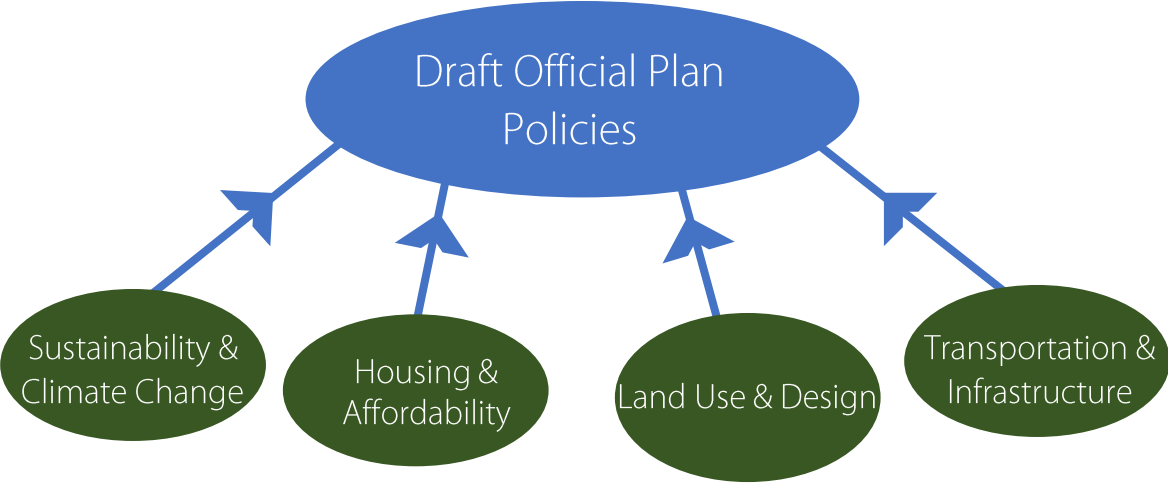
This review will constitute as Owen Sound's provincial plan conformity exercise and will satisfy the 10-year OP update requirement, as per the *Planning Act*.



# 1.1 Purpose of Discussion Paper

The following paper is the second in a series of discussion papers that form part of the MCR process. Although the review will encompass all subject matters in the OP, the discussion papers will focus on key policy areas, including Sustainability & Climate Change, Housing & Affordability, Land Use & Design, and Transportation & Infrastructure. The purpose of these discussion papers is to inform and engage all of Owen Sound’s stakeholders, including local businesses, residents and frequent visitors.

## CITY OF OWEN SOUND **OFFICIAL PLAN UPDATE**



The Housing and Affordability discussion paper provides an overview of City’s housing supply in relation to current and future demographics and affordability, as well as changes in guiding principles from the planning policy framework in Ontario.

In recent years there has been greater diversity in the forms of housing being constructed, with more medium- and high-density forms of housing, such as townhouses and apartments. Second units (such as basement apartments) are also becoming more prominent. Smaller residential units can be less expensive; offsetting higher prices in other segments of the housing market.

The discussion paper will explore how density, housing supply and ownership types will contribute to a balanced housing environment, while creating housing choice and opportunity in Owen Sound.

We will review possible new policy directions in relation to the housing market (such as policies for tiny homes and additional residential units (ARUs), such as accessory suites), current City conditions, what has changed at the provincial and local levels, and community expectations. This paper will also provide direction on how our OP can implement policies to support housing affordability and access to attainable housing throughout the housing continuum so that we can continue to develop as a complete community that supports housing for all residents in the City.

## 1.2 Vision

The Vision for the City's OP provides a foundation for policy direction within the OP and offers insight into the objectives, goals, and milestones to consider when making planning related decisions. The following Vision statement reflects what the City aspires to be and acknowledges how it will get there.

***“The City of Owen Sound is where you want to live. A complete community that values the natural environment, cultural diversity, historic streetscapes, vibrant waterfront and provides a sense of belonging. The City will plan to evolve as a centre for growth, opportunity and innovation while ensuring that sustainability, resiliency, and quality of life are considered in every decision.”***

- ***Official Plan Vision Statement***

Consultation with members of Council, City of Owen Sound Staff, and the community provided a strong foundation for the creation of this vision statement. Visioning sessions provided an opportunity to facilitate an understanding of how the City views itself and what changes can be implemented to better reflect what the City wants to be.

## 1.3 Housing Choice and Link to Affordability

Housing choice and affordability were recurring themes mentioned during all forms of consultation and engagement. In response to this, the Vision statement identifies that the City of Owen Sound will be a community that provide a sense of belonging, a centre for growth and a high quality of life. Housing provides the basis for a person to grow, innovate and belong to part of a complete community. As a complete community, the City will strive to ensure housing affordability and choice for residents of all ages and incomes.

The Canadian Mortgage and Housing Corporation (CMHC) considers housing “affordable” when it costs less than 30% of a household’s before-tax income. Affordable Housing refers to a very broad range of housing types that can include housing provided by the private, public and non-profit sectors. It also includes all forms of housing tenure, including: Rental, Ownership, Co-operative, and Temporary & Permanent. The Housing Continuum below (Figure 1), prepared by the CMHC, identifies the range and types of housing within the housing market.

The Housing Continuum model represents a linear progression from homelessness or housing need to home ownership.

**Figure 1 – Housing Continuum (CMHC)**



On the left of the continuum, spaces are either provided or subsidized as they are provided largely by a governing body or a charitable organization. On the right, is housing that is owned or rented by organizations or individuals.

Providing and supporting housing choice by unit size, type and ownership that is affordable and attainable throughout the continuum requires a coordinated and co-operative effort between stakeholders, governments, agencies, developers, not-for-profit’s, and individual residents.

Although planning policy can affect housing across the spectrum, it has its greatest influence on market housing and affordable housing. Future development and redevelopment decisions, including condominium conversions, will need to be conducted with respect to providing a variety and choice of housing options, including affordable options. Inclusionary zoning policies can also be promoted to ensure sufficient monies are available to support affordable housing projects.

Land use policy can enable and support the delivery of various forms of housing including affordable and seniors’ housing; however, financial and other decisions regarding funding allocations, subsidies, rental supplements, income supports, and other tools are dealt with through governmental and corporate budgetary decisions, which are outside of the Official Plan and land use planning policies.



# 2.0 CURRENT OFFICIAL PLAN DIRECTION

The current Owen Sound Official Plan was adopted by City Council on March 20, 2006 and approved by the County of Grey August 10<sup>th</sup> of the same year. It was last updated in 2012 as part of a mandatory five year review. The 2017 Office Consolidated contains all policies currently in effect and approved amendments to the Owen Sound Official Plan. Land use planning policies and decisions influence housing choice and affordability in the City. The Official Plan contains numerous policies that work together to implement growth and development and ultimately the provision of housing within the City.

Section 7.6 of the OP provides goals and objectives for housing in the City. This section provides direction for the supply of residential lands, intensification and conversion, and explains the different types of housing types permitted in the City. The City population projections are directly related to the housing demand and needs within the City. The other important component housing relates to the supply and market delivery of housing types.

Section 7.6.1.4 and 7.6.1.6 offer support for the development and implementation of housing that is affordable in accordance with identified City and Regional targets. Policy 7.6.1.6 provides direction on how to implement recommendations and address findings from the County's housing strategy. Accordingly, the City will consult with the County to implement targets when considering new development applications, strategies or plans that relate to the provision of housing in the City.

Policy 7.6.3.1 limits the conversion rate of existing rental units to condominium units. This policy is implemented to ensure that sufficient rental housing stock is available and that the rental vacancy rate for the City, as reported by the Canadian Mortgage and Housing Corporation, has been at or above 2%. A Rental Housing Impact Study, as explain in policy 8.4.8, may be required to determine the impact of the conversion on residential vacancy rates as well as affordability and mix of housing types available.

Community Improvement Plans are plans that focus on the maintenance, rehabilitation, development and redevelopment of targeted areas. Policy 8.2.2.4 introduces general policy for CIP areas in the City. Notably, policy 8.2.2.4 encourages the construction of a range of housing types and the construction of affordable housing as well as improvement to the social, community, and environmental conditions.

This discussion paper will explore the City's current housing supply in relation to current and future demographics to understand how available housing supply and ownership types contribute to a balanced housing environment, while creating housing choice and opportunity in Owen Sound. Housing affordability and access to attainable housing will be considered in the context of Official Plan policies that support housing for all residents in the City.

# 3.0 ISSUES

The City of Owen Sound, like many places in Ontario, is experiencing housing issues related to demand, supply and affordability. Key considerations in the discussion on housing relate to:

- Demographics
  - Demographics has a direct effect on housing need and housing options. The demographic trends occurring in the City relate to an aging population and migration (most significant the out migration of the younger population). This may change as people adopt 'working-from-home' and migrate to the City from more urban areas.
- Housing Demand and Supply
  - As demand for housing increases beyond the supply, the outcomes relate to increase cost and reduced housing choice. Housing attainability and affordability are affected when there is not a balanced housing market and housing choice becomes an issue for existing and future residents.
- Home Ownership
  - A healthy housing mix should include a balance between home ownership and rental tenure.
- Land Use Policy and Infrastructure Decisions
  - Policy establishing density targets, location for growth and decisions related to infrastructure influence locations for housing development.

Housing costs have outpaced the growth of household incomes and a lack available affordable housing options as well as an aging housing stock has caused unfavourable conditions for current and future residents. Over 40 percent of homes in Owen Sound are rented which represents more than double that of Grey County as a whole.<sup>1</sup>

The rental market in Owen Sound is characterized by low vacancy rates. In 2018, the vacancy rate in privately-owned apartment buildings in Owen Sound with six or more units was 1.7 percent in 2018, down from 2.9 in 2014.<sup>2</sup> In contrast, the average rental vacancy rate in all of Canada is 2.4 percent (Statistics Canada, 2018) which is below the ten-year average.<sup>2</sup> Housing costs in Owen Sound have become increasingly expensive. Nearly three out of every ten households spend more than 30 percent of household income on shelter costs. Among rental households, nearly half of tenant households (49 percent) spend over 30 percent of their income on housing.<sup>2</sup>

The Canadian Mortgage and Housing Corporation data for the City of Owen Sound identifies that rental housing costs are significantly increasing. The average rent in 2019 was \$899 per month (\$10,788 per year) which is an increase of nearly 39 percent from 2006 where rent was \$647 (\$8,088 per year) and nearly a 68 percent increase over the past two decades when the average rent was \$536 (\$6,432 per year). When compared to the fact that one in four households in Owen Sound have less than \$30,000 in annual income <sup>2</sup>, it is apparent that housing costs are significantly ahead of income levels. With housing costs consuming such a major portion of household income, it leaves little for other necessities such as food, clothing and transportation.

As a complete community, the City of Owen Sound will need to continue to support the development of affordable housing options and develop additional policies that will help to address gaps between income and housing costs in the City. By doing so, residents will have additional disposable income that can contribute to a stronger local economy. Additionally, affordable housing options can attract newcomers and younger professionals that will help to grow the City's population and economic base.

---

<sup>1</sup> City of Owen Sound. "Demographics."  
[https://www.owensound.ca/en/investing/demographics.aspx?\\_mid\\_=9110](https://www.owensound.ca/en/investing/demographics.aspx?_mid_=9110).

<sup>2</sup> Grey County, "Grey County Trends and Analysis Summary." P. 8. Available online at:  
<https://www.grey.ca/affordable-housing>

# 4.0 COMMUNITY INPUT

Throughout the Owen Sound OP Review consultation process, the importance of housing, including the choice, affordability, and location of housing, were discussed. In the public survey posted on the City's website, 36% of respondents identified providing affordable housing options as one of their top concerns. After reviewing the commentary provided in the survey and discussing with members of Council, City Staff and the public at community visioning sessions, several concepts related to providing a choice of housing options emerged.

Providing a choice of housing options that are affordable and attainable for current and future residents was key theme provided by respondents. Housing options for seniors were identified as a key housing matter to consider in order to allow the elderly population to "age in place". Respondents also stated that providing a variety of housing options that were more affordable might help to attract younger working class individuals and families.

Community members emphasized the importance of providing opportunities where youth and young professionals could reside and have employment opportunities. Providing a choice of housing options at affordable and attainable prices will allow young professionals and/or first time home buyers the opportunity to own or rent a home while contributing to the City's economy.



**Figure 2** A Community Visioning Session at the Harry Lumley Bayshore Community Centre

Providing a choice of housing options is the basis for building complete communities. By supporting a variety of housing development and redevelopment that is affordable throughout the City, Owen Sound will be able to support its current residents and attract new comers.

# 5.0 PROVINCIAL AND COUNTY POLICY

There are a number of provincial and local legislation and policy frameworks that relate to housing, affordability and land use planning. This section provides a review of such policies as they relate to Owen Sound.

## 5.1 The Planning Act

The *Planning Act* (1990) is a provincial document that guides development and the various planning approvals and processes involved. Consolidated on April 12, 2018 it serves as the basis for municipalities to prepare documents related to planning and land use, including official plans that lay out a municipalities planning goals and policies to guide land use within its jurisdiction. Municipalities are required to ensure that all planning decisions and documents integrate provincial interests and are in compliance with the Planning Act, as well as other provincial policy such as the Provincial Policy Statement.

The Planning Act identifies the following as matters of provincial interest which relate to housing and affordability:

- The orderly development of safe and healthy communities;
- The adequate provision of a full range of housing, including affordable housing;
- The appropriate location of growth and development;
- The promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The Planning Act contains a number of tools that support development and land use which contribute towards the creation of a broader range of housing types or more affordable housing.

**Table 1** below provides a further summary.

**Table 1 – Planning Act direction on Housing and Affordability**

Section	Related Policy	Analysis
Section 16-27	The policies in these sections relate to Official Plans. They lay out what Official Plans shall contain, the processes involved including the creation, public consultation, amending, approval, and updating of Official Plans, and more.	Through an Official Plan, municipalities can incorporate policies that relate to housing. This may include the identification of specific direction, objectives, targets, and actions that must be taken to provide a broader range of housing types and increase the availability of affordable housing. Such policies may include growth management or intensification strategies.
Section 28	This section has regard to Community Improvement Plans (CIPs) and provides policies that address what a CIP is, what they are intended to achieve, and other details association such as designation, acquisition and financing, approval and implementation.	CIPs are tools that can target specific areas of a community for development or redevelopment. When developing a CIP, programs, grants, and incentives can be used to facilitate or encourage the development of more affordable housing units or the redevelopment of brownfield sites.
Section 34	The policies in this section relate to Zoning By-laws. It describes the authority and abilities that zoning by-laws are to possess, and also addresses the amendment, appeal and public consultation processes associated with zoning by-laws.	Through a Zoning By-law, municipalities can incorporate detailed policies that may help build a broader range of housing type and increase housing supply. For example, zoning by-laws provide restrictions on the uses permitted within certain zones, as well as restrictions related to building design such as height or residential density. Zoning by-laws could be used to encourage more mixed-use developments and to promote greater degrees of intensification.

The Planning Act was amended in 2017 to develop Inclusionary Zoning (IZ) policies and adopted regulations in 2018 to allow municipalities to adopt IZ policies. This land-use planning tool can be implemented by the City to require affordable housing units (IZ units) as part of the consideration of development applications.

The City has the flexibility to establish IZ on matters including:

- Thresholds–IZ can be applied only to residential developments containing 10 units or more, but municipalities can set higher thresholds.
- Affordability period(s)–municipalities can set the length of time in which an IZ unit must be maintained as affordable.



- Units set aside—municipalities can determine the number of units within each development to be set aside as IZ units.
- Requirements and standards—municipalities can set standards for IZ units.
- Administration and monitoring— municipalities can set procedures for the stewardship of IZ units to ensure long term affordability (for example, eligibility requirements, pricing of units (either ownership or rental), and enforcement of requirements).

In 2019, Ontario’s Housing Supply Action Plan amended the Planning Act to allow IZ policies to apply only within areas that are generally high-growth areas and are in proximity to higher order transit. The Minister of Municipal Affairs and Housing has the authority to exercise an order for an area to be subject to IZ.

The Planning Act, as amended by Bill 108, permits the use of IZ under specified circumstances, including within major transit station areas. IZ has the potential to be an effective tool to create affordable housing.

To implement an IZ system, the City must complete an assessment report to understand local housing supply and demand, as well as potential impacts which might arise from IZ, and then implement OP policies and pass a zoning by-law guiding where and how IZ will be implemented.

## 5.2 Provincial Policy Statement, 2020

The 2020 Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, came into effect on May 1, 2020 and replaces the 2014 PPS. It establishes the policy foundation for regulating the development and use of land, as well as provides direction on matters of provincial interest related to land use planning and development. The 2020 PPS outlines visions and goals for Ontario’s land use policies, and identifies how the built environment will be created and how land and resources will be managed over the long term. It strongly supports developments that encourage both an efficient use of land, resources, and public investment in infrastructure as well as a diverse mix of land uses in order to provide choice and diversity to create complete communities. Such development will also provide long term prosperity, environmental health, and social wellbeing.

There is policy and language pertaining to housing through numerous sections of the PPS, including the sections that address healthy communities, settlement areas and rural areas, infrastructure. These policies are summarized in **Table 2** below.

**Table 2 – Provincial Policy Statement (2020) on Housing and Affordability**

Section	Related Policy
Section 1.1.1	This section identifies the ways in which healthy, livable, and safe communities are sustained. This includes accommodating an appropriate affordable and market-based range and mix of residential types, such as single-detached, additional residential units, multi-unit housing, affordable housing, and housing for seniors.
Section 1.1.3	The policies within this section address settlement areas. Such areas shall be the focus of growth and development, and shall accommodate a significant supply and range of housing options through intensification and redevelopment next to already built up areas. Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while meeting the minimum targets established.
Section 1.1.4 and 1.1.5	Rural areas within municipalities are addressed within this section. Healthy, integrated, and viable rural areas are supported by building upon rural character, accommodating an appropriate range and mix of housing in rural settlement areas, and encouraging the conservation and redevelopment of existing rural housing stock on rural lands.
Section 1.2.6	This section provides policy direction relating to land use compatibility. Major facilities and sensitive land uses, which includes residential developments, are to be planned and developed to avoid or minimize and mitigate any potential adverse effects from odour, noise, and other contaminants in order to minimize risk to public health and safety, and ensure long-term operational and economic viability of major facilities. This restricts the location of housing developments.
Section 1.4	This section of the PPS contains policies that specifically address housing. Planning authorities are to maintain the ability to accommodate residential growth for a minimum of 15 years through intensification and redevelopment and should insure that new development occurs where there is servicing capacity.
Section 1.4.3	This subsection states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area. This should be achieved by establishing and implementing minimum affordable housing targets that will allow for the provision of an appropriate range and mix of housing options and densities. Housing options are required to meet the need of current and future residents and should be directed towards locations where appropriate levels of infrastructure and public service facilities are available to support current and projected needs. Density focused development and residential intensification should be supported to more efficiently use land, resources, infrastructure and public service facilities while also minimizing the cost of housing and facilitate compact form.
Section 1.6 and 1.6.6	Infrastructure and public service facilities, including stormwater management systems, are addressed within this section. New development is to primarily occur in areas that contain existing infrastructure and facilities which have the capacity to support increases in demand.

Section 1.7	Policies which support long-term economic prosperity is provided within this section. This includes encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options to support a diverse workforce, and promoting well-designed built form to encourage a sense of place.
Section 2.1 and 2.2	These sections provide direction on the protection of natural resources, including natural heritage features and areas and water supply. The policies within this section prohibits or limits development within certain areas such as significant wetlands, woodlands, or sensitive surface water or ground water features, which can restrict the location of residential development.
Section 2.3	Agriculture is addressed within this section of the PPS, including permitted uses within agricultural areas, lot creation and adjustment, and removal of land from agricultural areas. Prime agricultural areas are to be protected, and the expansion of settlement areas into agricultural areas is only be allowed in accordance with Policy 1.1.3.8.

The PPS 2020 provides definitions in regards to affordable housing ownership and rental housing. Accordingly, the PPS defines affordable housing ownership as “housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area”.

The PPS defines affordable rental housing as “a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or a unit for which the rent is at or below the average market rent of a unit in the regional market area”.

### 5.3 More Homes, More Choices: Ontario’s Housing Supply Action Plan

On June 6, 2019, the More Homes, More Choices: Ontario’s Housing Supply Action Plan received royal assent. The plan is the Ministry of Municipal Affairs and Housing’s response to the current housing crisis’s occurring within the province. It outlines the actions the government aims to take to tackle the issue, and encourage the provinces partners – including municipalities, non-profits, and private developers – to do their part by building more houses that meet the needs of all Ontario residents.

Within the Plan, actions to increase housing stock, provide a wider range of housing type, and create more affordable housing include but is not limited to:

- Encouraging a greater range and diversity of housing types and tenures, from detached houses and townhomes to mid-rise rental apartments, secondary units, and family-sized condos;

- Improving community housing across the province by helping tenants become economically self-sufficient, making it easier to predict and calculate rent, shortening wait lists, make community housing safer;
- Making housing more affordable by protecting the rights and security of tenants and making it easier for developers and municipalities to build more rental housing;
- Helping make development occur faster by streamlining the approval process and making costs more predictable to encourage developers to build more; and
- Encourage more innovation and creativity in the housing sector, from housing designs and materials to approaches to home ownership.

Further, detailed direction from the Province in regards to implementation will aid in establishing the key considerations and next steps outlined above within the new Owen Sound Official Plan.

## 5.4 Grey County Official Plan and Related Reports

The Grey County Official Plan (referred to as Recolour Grey) is Grey County's updated Official Plan, approved by the Province on June 6, 2019. It serves as an upper-tier plan and lays out goals related to development, communities, and the natural resources found within our County. It aims to balance social, economic and environmental matters to ensure the health and well-being of all residents and create sustainable communities.

Recolour Grey is designed to assist Council and other agencies in their consideration of public and private development planning issues. Recolour Grey is comprised of five central themes that lay the foundation for the County's planning policy direction. One of the themes, "Live Grey", describes policies that directly relate to housing within the County.

Live Grey focuses on areas that influence living standards and quality of life within our County. These include policies relevant to housing needs from a supply, intensification, and affordability perspective. Key principles and priorities include:

- Ensuring that residential growth can be accommodated for a minimum of 10 years, now 15 years as required by the PPS, through residential intensification and redevelopment in the County.
- Maintaining land with servicing capacity to provide at least a three year supply of residential lands through: lands suitably zoned for facilitate residential intensification and redevelopment and land in draft approved and registered plans.
- Providing a variety of housing types to satisfy present and future social, health, safety, and well-being of residents which priority on housing accessibility and affordability.
- Supporting new residential development at densities that efficiently use existing services and are appropriate to site conditions and existing patterns of development.

- Encouraging intensification that retains small town character and revitalizes downtown areas by increasing densities, housing types and mixed-use developments that are cost effective, environmentally sound, sustainable and compatible with the existing area

Live Grey also includes policies directly relating to Affordable Housing. The County's OP states that "affordable housing" can refer to any part of the housing continuum from temporary emergency shelters through transition housing, supportive housing, subsidized housing, market rental housing, or market homeownership. The County OP supports a range of affordable housing options including secondary suites, semi-detached, duplex and townhouse, and low rise apartment units. To implement affordable housing, the County supports:

- A range of affordable housing development in proximity to services, amenities, recreation, transit and employment;
- Incentive programs, Community Improvement Plans, Zoning By-laws, reduction of development fees, etc. that reduce the cost of construction and maintenance for affordable housing units;
- Bonus zoning, cash-in-lieu and money received through Section 37 agreements (it is important to note that the Community Benefits Charge proposed by the Province can be utilized for affordable housing projects/initiatives)
- Integration of affordable housing units within the existing community and the maintenance and improvement of existing housing stock;
- The goal of achieving a minimum target of 30% of new housing, or units created by conversion, to be affordable in each local municipality;
- Inclusionary zoning practices that are tailored and implemented by local municipalities;
- Broadening definitions within zoning by-laws for allowable forms of housing and increased densities within residential and mixed-use areas.

The County of Grey Housing and Homelessness 10 Year Plan encompasses the entire housing continuum and identifies four key strategic areas to collaborate with community partners and private enterprises to obtain, maintain and sustain safe, appropriate and affordable housing. These four strategic areas include:

- 1. Sustaining and Creating Affordable Housing**
- 2. Homelessness Prevention**
- 3. Transitional Housing**
- 4. Service Coordination and Collaboration**

As the upper tier municipality, the County is predominately responsible for implementing and supporting elements of the 10 Year Plan. The County is now in process of updating the Growth Management Strategy which establishes population projections for the County, including the City. The City will monitor and provide input to the County process.

# 6.0 OTHER BEST PRACTICES

Challenges related to supply and affordability are issues facing many municipalities throughout Ontario. Housing costs have outpaced the growth of household incomes and a lack of available affordable housing options as well as aging housing stock has caused challenging housing market conditions for current and future residents. Provided below is an analysis of other policies and approaches associated with Official Plans and reviews from other Ontario communities.

## 6.1 Town of Wasaga Beach Official Plan Review

In 2017, the Town of Wasaga Beach worked through an Official Plan Review process and developed background papers, including a Growth Management Discussion Paper. The Discussion Paper identified a series of Implications for the Official Plan and these are similar to issues facing the City of Owen Sound. Recommendations from the Discussion Paper included:

- The Town's new Official Plan should identify the current intensification and greenfield density targets that will continue to apply until that time, and provide policy direction for appropriate targets, to be maintained at current levels as a minimum or increased if possible, beyond the County MCR and for the period 2031 to 2041
- A range of housing types and densities should be permitted in the new Official Plan, with designations and related policies to direct the form and appropriate locations for increased densities and housing mix, and to identify intensification areas. The location of residential and employment growth should be considered strategically to facilitate the growth and development of a complete community.
- The high percentage of seasonal dwellings in the Town should be accounted for in quantifying intensification potential with the conversion of seasonal dwellings to permanent residences, and how this might affect the amount of housing stock available to meet the demand.
- Given the policy direction and desire to diversify the employment base within the Town, the new Official Plan should provide policy direction for the range and types of employment uses and key sectors that will be promoted and targeted.
- Given the dominant presence of population-based employment in the Town, the Official Plan should include an appropriate range of land use designations and permitted uses within those designations to encourage a greater variety of businesses, industries and professions.

Many of the issues are similar to those that are being considered as part of this Discussion Paper and the background and analysis through the Town of Wasaga Beach Official Plan Review provided helpful insight.



## 6.2 Town of Collingwood Official Plan

The Town of Collingwood Official Plan serves as the foundation document to the municipality in preparing and implementing development policy to guide future growth to the year 2031. The most recent version was completed in January, 2019 and establishes the goals, objectives, land use, transportation, servicing and community improvement policies to direct the physical growth of the Town, within a context of relevant social, economic and environmental constraints, in order to obtain the most desirable living environment for present and future residents as well as citizens from outside the Town.

The Town's Official Plan contains several policies that guide the development of complete communities with housing and affordability as key components. Some of these include:

- The Town's OP defines complete communities as a community that meets people's needs for daily living, throughout an entire lifetime, by providing convenient access to...a full range of housing, and community infrastructure including affordable housing
- The Residential designation provides for a variety of housing opportunities and associated uses, within a broad range of residential densities, in order to meet the Town's long-range housing needs and a complete community
- To emphasize universal design principles for housing and neighbourhoods to ensure that the needs of all of the Town's residents, throughout the life cycle, are met, with a particular emphasis on older adults and residents with physical challenges and special needs
- To encourage housing forms, densities and locations which are affordable to lower and moderate-income households
- To limit the conversion of rental units to condominium units unless there is a sufficient supply of rental accommodation within the municipality
- Provide a range and mix of attractive housing types, sizes, tenures and locations that have good urban design, and accessibility

The OP also contains several policies relating directly to affordable housing. These policies provide a great foundation for future policies to be included in our updated OP. Some notable policies that could be included in our OP include:

- Affordable housing shall be permitted and encouraged throughout the City in all residential areas and in a variety of housing types, subject to the policies of this plan, appropriate zoning and design considerations
- Emphasis will be given to accessory apartments and second units which will be permitted in association with single detached, semi-detached and townhouse dwelling units, subject to the policies of this plan, appropriate zoning and design considerations



- Particular consideration shall be given to the location of affordable housing in close proximity to shopping or community facilities and public transit
- Consideration will be given to modifications to existing zoning and servicing standards that facilitate the provision of affordable housing units in new residential developments where such revisions are consistent with the intent of the Official Plan, and are in accordance with good planning and engineering principles
- Innovative housing styles and household relationships that facilitate affordable housing will be encouraged where consistent with the policies of this Official Plan
- The City shall provide support to County regarding Federal or Provincial policies which result in the creation of affordable housing units in the community

The Town of Collingwood has a similar population size and age demographic to Owen Sound. The policies mentioned above provide direction on how the Town will manage housing and affordability in planning related decisions. These policies provide a strong foundation for the types of housing and affordability policies that could be introduced into the City's new OP.

# 7.0 ANALYSIS

The housing market, the types of housing options available, and the way people choose to live, is changing. It is important that the City's Official Plan adapts to these new housing types. Further, the City's Official Plan should reflect the County's Housing and Homelessness 10 Year Plan and address all housing types within the Housing Continuum.

Our OP will build from Provincial and County housing and affordability policies to become a document that ensures housing affordability is considered in future planning related decisions. Our OP can look toward the County's OP for how to implement policies relating to addressing all housing options along the Housing Continuum.

When reviewing possible policies, it will be important to consider some of the current demographic and housing trends in the City. The County's 'Live Grey' paper included information about the City's current housing trends. Notably, the City's average home sale price was \$216,150 in 2015 and \$233,215 in 2016<sup>3</sup>. In comparison, the County's average home sale price was \$314,000 in 2015 and \$335,255 in 2016<sup>3</sup>. A review of the City's demographics reveal that the population has decreased from 21,688 in 2016 to 21,341 in 2016<sup>4</sup>. This is quite contrary to other municipalities in Ontario where populations have been increasing steadily in recent decades.

Another demographic trend facing the City is a median age which has increased from 46.3 years in 2011 to 48.1 years in 2016<sup>4</sup>. An aging demographic is typical throughout most municipalities in Ontario. Providing housing options and choice for an aging population requires consideration on how housing policies can be implemented to best address and provide direction for housing development, redevelopment or conversion.

Given the statistics above, the difference in average home price may be used to leverage and attract new comers or residents from outside the City and the County. Future policies should reflect the type of demographic the City wants to attract and continue to embrace housing options that reflect where and how people want to live.

---

<sup>3</sup> Realtors of Grey Bruce Owen Sound & Southern Georgian Bay Association

<sup>4</sup> Statistics Canada. 2017. Owen Sound, Ontario. Census Profile. 2016 Census. Statistics Canada Catalogue no. 98-316-X2016001.

# 8.0 RECOMMENDATIONS

Based on the background documents reviewed, what we heard from the community, Council and City staff at engagement and visioning session, and the policy direction of the Province and County of Grey, the following is a summary of policy considerations for updates to the City's OP:

1. Consider mapping areas in the City that would provide policy direction for:
  - a. Location for intensification and density – for example, nodes and corridors;
  - b. Location to consider secondary units;
  - c. Location of areas for consideration of alternative housing forms, for example tiny homes and Additional Residential Units (ARUs).
2. Consider how new forms of housing types with increased densities (back-to-back townhouses, stacked townhouses, etc.) influence existing residential character and strengthen policies that promote integration between densities.
3. Continue and strengthen, as possible, policies that encourage a diverse range of housing by type, size, tenure, and affordability to meet projected demographic and market requirements of current and future residents.
4. Strengthen housing intensification targets and further encourage residential densities by accommodating rental units, accessory apartments, secondary suites, semi-detached, duplexes, townhouses and low-rise apartment units.
5. Maintain policies that ensure an adequate supply of housing and support the maintenance and upkeep of existing housing stock.
6. Consideration of policies that encourage net-zero, green energy or sustainable housing.
7. Consideration of policies that address short term rental (Airbnb, VRBO, etc.) in the City and identify areas where short term rental can be accommodated.
8. Strengthen and encourage policies for the provision of housing that is affordable and accessible to lower income households and be a priority for the City by:
  - a. supporting increased residential densities in appropriate locations and a full range of housing types, adequate land supply, redevelopment and residential intensification, where practical;
  - b. the timely provision of infrastructure;
  - c. Continue the reduction of housing costs by streamlining the development approvals process;
  - d. negotiating agreements, including inclusionary housing, with the public and private sectors to address the provision of affordable housing through the draft plan of subdivision and condominium approval process. For example, negotiating a

percentage of new subdivisions to accommodate a higher density housing form (stacked townhouses, cluster townhouses, etc.).

- e. considering innovative and alternative residential development standards that facilitate affordable housing and more compact development form; and
- f. developing policies to support a City Housing Strategy with annual housing targets, mixes of housing types, affordability thresholds and related data that is coordinated with the County's approach.

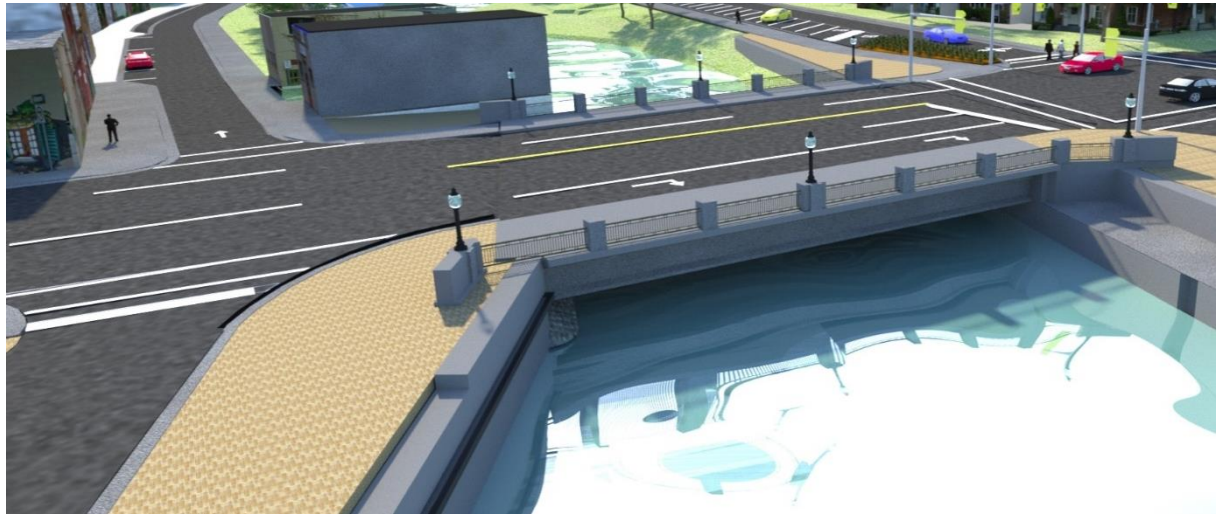
The policy considerations mentioned above will help to guide the development and update of current policies in the Official Plan. In areas where no response to specific sections of the housing continuum are mentioned or there is a lack of policies relating to housing that is affordable, new policies will be recommended for implementation in the City's new OP.

# 9.0 NEXT STEPS

This Discussion Paper is one of the Discussion Papers released over the course of the Official Plan Update. These Discussion Papers provide an overview and background on theme-based land use planning matters to help shape future policy.

Your feedback is important to us. The City appreciates your interest and encourages your participation throughout the Official Plan Update process. To submit your comments, please visit the City's website or contact [lmurphy@mhbcplan.com](mailto:lmurphy@mhbcplan.com) or [acann@owensound.ca](mailto:acann@owensound.ca).

Following the release of these Discussion Papers, interested parties will also have opportunities to provide feedback on proposed policy directions and, a future draft of the updated Official Plan.



# *Transportation & Infrastructure*





# TABLE OF CONTENTS

<b>1.0</b>	INTRODUCTION.....	1
1.1	What is Transportation and Infrastructure?.....	2
1.2	Purpose of Discussion Paper.....	3
1.3	Vision.....	4
<b>2.0</b>	CURRENT OFFICIAL PLAN DIRECTION.....	5
<b>3.0</b>	ISSUES.....	6
<b>4.0</b>	COMMUNITY INPUT.....	8
<b>5.0</b>	PROVINCIAL AND COUNTY POLICY.....	9
5.1	The Planning Act.....	9
5.2	Provincial Policy Statement, 2020.....	12
5.3	Niagara Escarpment Plan.....	14
5.4	Grey County Official Plan.....	15
5.5	Grey County Transportation Master Plan.....	16
5.6	Complete Streets Policy and Implementation Guide for Grey Bruce.....	18
5.7	City of Owen Sound Transportation Master Plan.....	19
5.8	The City of Owen Sound Multi-Year Accessibility Plan 2019-2023.....	20
<b>6.0</b>	OTHER BEST PRACTICES.....	21
6.1	The City of Waterloo Official Plan.....	21
6.2	Town of Penetanguishene Official Plan.....	22
<b>7.0</b>	ANALYSIS.....	24
<b>8.0</b>	RECOMMENDATIONS.....	25
<b>9.0</b>	NEXT STEPS.....	27



# 1.0 INTRODUCTION

The City of Owen Sound's Official Plan (OP) guides long-term decisions that relate to land use and planning. It establishes the policies for implementing provincial policies and interest, and sets out the framework that shapes our City's physical, economic, and social development. The OP is an important tool that supports our City's vision of a vibrant and thriving community that offers high-quality amenities surrounded by unique natural heritage features.

Under the Planning Act, municipalities are required to conduct a review of their Official Plan every ten years. They must complete a Provincial Plan conformity exercise to amend OP's to ensure that they conform or do not conflict with Provincial Plans, have regard to matters of Provincial Interest, and are consistent with the Provincial Policy Statement. Municipal OP's must also be in conformity with the policy and direction provided in County Plans.

Since the last OP update in 2012, several significant Provincial and local policy initiatives were completed. These include the coordinated review and update of the following:

- The Planning Act
- The 2020 Provincial Policy Statement (PPS)
- The Made-in-Ontario Environmental Protection Plan
- The Niagara Escarpment Plan
- Grey County Official Plan
- Grey County Transportation Master Plan
- Complete Street Policy and Implementation Guide for Grey Bruce

Our City will be undertaking a municipal comprehensive review (MCR) to determine:

- How and where our City may grow;
- How to use and protect the land and resources within our City;
- How to anticipate, address and mitigate the impacts of climate change to create a sustainable community;
- What housing types and economic opportunities are required for all types and ages of residents; and
- How people and goods move within and across our City, and connect to the Region beyond.

This review will constitute as Owen Sound's Provincial Plan conformity exercise and will satisfy the 10 year OP update requirement, as per the *Planning Act*.

## 1.1 What is Transportation and Infrastructure?

Transportation and Infrastructure systems are the foundation of cities and communities. These systems are what supports a community and allows a city to develop and innovate.

Transportation systems are defined in the Provincial Policy Statement as a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park 'n' ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance. To put it simply, transportation systems are what keeps a city moving and provides residents and businesses with the things they need while also allowing them multiple ways to get there.

Different types of transportation methods, such as active transportation, have been growing in popularity in North American cities. Active transportation refers to human-powered travel and includes walking and cycling for example. This type of transportation provides a choice of travel options and allows those who do not own a vehicle or cannot operate a vehicle to conveniently and safely travel to destinations. Another new type of transportation method is the transition from gasoline or diesel power automobiles to electric vehicles (EVs). EVs require additional transportation network infrastructure to support EV charging. As more and more automakers transition to electric vehicle options, cities that embrace this change will be at the forefront of automotive travel to come.

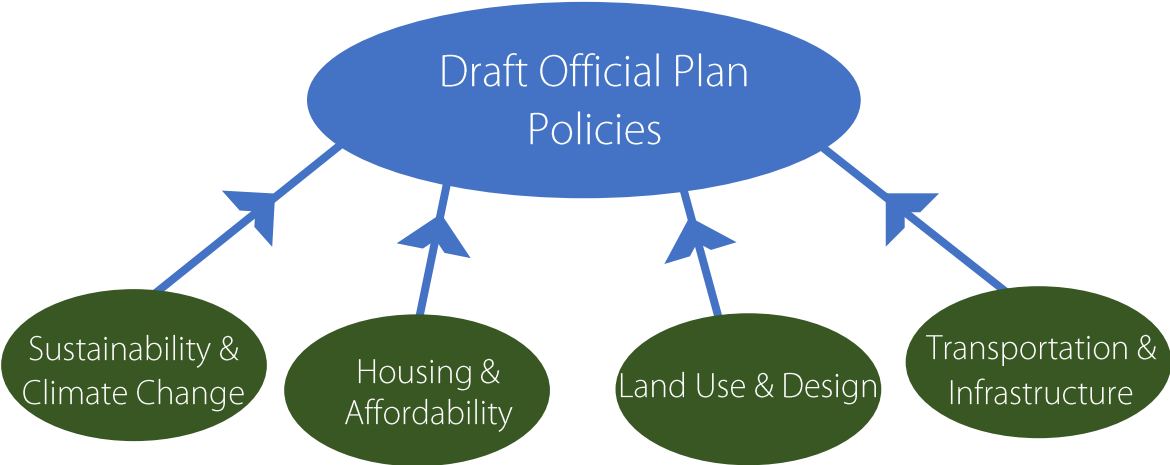
Infrastructure systems refer to physical structures (facilities and corridors) that form the foundation for development. Infrastructure systems includes a variety municipal and private services. Some of these systems include: sewage and water treatment, waste management, stormwater management, electricity transmission, and communication/telecommunication. These different types of systems are essential for a city to operate and provide residents and businesses with the facilities and resources to evolve, grow, and innovation while ensuring that sustainability, resiliency, and quality of life are maintained.

Communities with well-designed and maintained transportation and infrastructure systems require coordinated and co-operative action between all stakeholders, including governments, agencies, developers, business owners, and individual residents. Land use, development and planning decisions should be conducted based on the current and future availability of transportation and infrastructure systems.

## 1.2 Purpose of Discussion Paper

The following paper is the third in a series of discussion papers that will be released as part of the Official Plan Review process. Although the review will encompass all subject matters in the OP, the discussion papers will focus on key policy areas, including Housing, Land Use and Design, Sustainability and Climate Change, and Transportation and Infrastructure. The purpose of these discussion papers is to inform and engage all of Owen Sound’s stakeholders, including local businesses, residents and frequent visitors.

# CITY OF OWEN SOUND **OFFICIAL PLAN UPDATE**



The Transportation and Infrastructure discussion paper provides an overview of current transportation and infrastructure policy direction in our OP. The discussion paper reviews current Provincial and County policies that address how municipalities will develop transportation solutions and maintain and enhance municipal infrastructure. The discussion paper also identifies issues with transportation and infrastructure policies in our current OP and incorporates community input and other best practices from municipalities to inform an analysis and list of recommendations.

It will also explore new policy direction to support public and active transportation solutions as well as the development of complete communities supported by public infrastructure. Finally, the discussion paper will include recommendations on what can be included in our new OP to provide policy direction on how transportation and infrastructure can be improved or better utilized.

## 1.3 Vision

The Vision for the City's OP provides a foundation for policy direction within the OP and offers insight into the objectives, goals, and milestones to consider when making planning related decisions. The following Vision statement reflects what the City aspires to be and acknowledges how it will get there.

***“The City of Owen Sound is where you want to live. A complete community that values the natural environment, cultural diversity, historic streetscapes, vibrant waterfront and provides a sense of belonging. The City will plan to evolve as a centre for growth, opportunity and innovation while ensuring that sustainability, resiliency, and quality of life are considered in every decision.”***

- ***Official Plan Vision Statement***

Consultation with members of Council, City of Owen Sound Staff, and the community provided a strong foundation for the creation of this vision statement. Visioning sessions provided an opportunity to facilitate an understanding of how the City views itself and what changes can be implemented to better reflect what the City wants to be.

Transportation and infrastructure were important topics mentioned during consultation and engagement sessions. In response to this, the Vision statement identifies that the City of Owen Sound will be a complete community. A complete community will provide residents with access to various transportation solutions that provide connectivity to all types of services, amenities, jobs and recreation opportunities. Part of a complete community is a sustainable transportation system that supports road networks as well as public and active transportation.

The vision statement also states that the City will evolve as a centre for growth, opportunity and innovation. To support this evolution of sustainable future growth, infrastructure, such as roadways, bridges, water and sewage treatment, telecommunication, and stormwater management facilities will need to be thoroughly addressed in our new OP.

# 2.0 CURRENT OFFICIAL PLAN DIRECTION

The current Owen Sound OP was adopted by City Council on March 20, 2006 and approved by the County of Grey August 10<sup>th</sup> of the same year. It was last updated in 2012 as part of a mandatory five-year review. The 2017 Office Consolidated OP includes policies in effect and approved amendments to the Owen Sound Official Plan.

Section 3.1 of our OP provides goals and objectives that include some direction on transportation and infrastructure decisions. Accordingly, transportation and land use planning decisions are encouraged to be based on environmental and economic sustainability. Similar direction is found in Section 3.7 – Infrastructure. Various policies in this section provide policies to improve, maintain and expand infrastructure to better serve existing and future residents. Policy 3.7.2.1 states that necessary public services and utilities required for existing and future development should be provided in an environmentally and economically sustainable manner. The remaining policies in Section 3.7 are strong, guiding policies that support the development of infrastructure and effective and efficient way. These policies will be reviewed and analyzed to ensure consistency with Provincial and County policy direction. In sections where objectives can be amended or new strategies can be implemented, updates will be recommended in the new OP.

Section 6 provides core policies relating to transportation and municipal services. This section of the OP contains a majority of the policies that this discussion paper will focus on. Specifically, this section includes general transportation policies that should apply to all planning related decisions. Sections 6.1.3 to 6.1.3.5 describe the various types of roadway classifications in the City (i.e. Provincial Highway, County Roads, Arterial Roads, Collector Roads, Local Roads, and parking). Section 6.1.5 and 6.1.6 include policies on active transportation and public transportation respectively. The current active transportation policy direction contains strong policies that support sustainable, healthy, active living through well-connected networks. Further, the OP states that these networks will be accessible and accommodate different modes of transportation (cycling, walking, etc.). Similarly, the OP contains policies for public transportation to support new growth and development and includes undertaking studies to best determine transit routes and facility locations.

The OP sections mentioned above provide strong direction towards how transportation and infrastructure decisions should be based on includes key considerations when making those decisions, such as environmental and economic feasibility. These policies will be updated to reflect current Provincial and County guidance if applicable.

# 3.0 ISSUES

Transportation and Infrastructure are at the core of how the City moves and develops efficiently and also contain the details associated with providing services to the community. From a governance perspective, the City develops a strategic vision and establishes policy through the Official Plan that integrates land use and infrastructure. The City also prepares Master Plans for specific infrastructure elements, such as Transportation and Water and Wastewater. Class Environmental Assessments (Class EAs) are also completed for infrastructure projects and assess design options and details.

The Official Plan provides key policy direction on transportation and infrastructure matters from a Master Plan perspective to site plan details. Provincial legislation and policy establishes the importance of the Official Plan and policies related to the completion of public works. The legislation also provides direction to municipalities to establish policies that promote and support investment in the community and infrastructure.

The following are transportation and infrastructure issues that were considered and assessed:

- Predominantly, the automobile is the main mode of travel. As a complete community, the City of Owen Sound will need to support various types of transportation solutions.
- Need to promote and encourage projects that recognize current infrastructure needs (EV charging, high speed internet, etc.).
- Continuing to support trails and cycling as modes of travel.
- Policies that continue to support investment in the City and City infrastructure and transportation systems.
- Review a number of streets that are not yet built to an urban cross-section or require significant upgrades.
- Consider incorporating 'living streets' into future infrastructure projects.
- Updating, as needed, policies and direction for design related public or private development projects.

Providing the necessary infrastructure for residents in a City with such a broad geography is challenging and financially limited. The City's Development Charges is also important in ensuring that planning for future growth and infrastructure investment is aligned and that growth pays for growth. Decisions on the budget and capital forecast are related to transportation and infrastructure construction and improvements. While critical to the functioning of the City, these are processes that are outside of the Official Plan. The City's Assessment Management Plan provides a detailed description and strategy to support current and future infrastructure projects.

For the purposes of the Official Plan Review, the policies associated with implementation of studies (i.e., Master Plans), policies that require the completion of studies and details associated with the design of infrastructure (i.e., road right-of-ways) are being reviewed.

Municipal and private infrastructure, including roads, sewers, stormwater management facilities, and telecommunication services, will provide the foundation for future development and ensure current residents have the necessary facilities to live, work and play.



# 4.0 COMMUNITY INPUT

The Owen Sound OP review consultation process provided insightful information on how the Community, Staff and City Council envision the City in the future. In the public survey posted on the Owen Sound website, 30.5% of respondents identified that improving infrastructure was an important matter to them. Similarly, over 50% of respondents stated that providing adequate infrastructure for the population was how they envisioned the City evolving over the next 20 years.

The importance of supporting transportation choice and municipal infrastructure were key themes mentioned during the Council and Community Vision sessions. Providing personal transportation solutions, such as active transportation and public transportation, help to increase connectivity and accessibility for residents who do not own a personal vehicle or cannot drive. Public and active transportation also help to support the environment by reducing emissions and required infrastructure.



**Figure 1** – A Community Visioning Session at the Harry Lumley Bayshore Community Centre

The online survey also identified that 30.7% of respondents identified that creating complete communities where people can shop, work, live and play was a key planning matter that was most important to them. Complete communities require various transportation solutions to effectively link residents with the people, services and amenities they need. Further, reliable infrastructure is also required to ensure that residents and businesses have adequate services to support complete communities and facilitate growth and development.

Another key issue raised by the community surrounded climate change and sustainability. As mentioned in the first discussion paper, providing transportation and transit systems that limit emissions and reduce vehicular dependencies are key priorities. There is overlap between OP policies that can address both climate change and sustainability objectives while also supporting transportation and infrastructure. By integrating some policies together, our new OP can support various goals and objectives of the community while also addressing key opportunities to better develop a complete community with strong transportation and infrastructure support.

# 5.0 PROVINCIAL AND COUNTY POLICY

There are a number of provincial and local legislation and policy frameworks that relate to transportation and infrastructure planning. This section provides a review of such policies as they relate to Owen Sound.

## 5.1 The Planning Act

The *Planning Act* (1990) is a provincial document that guides development and the various planning approvals and processes involved. Consolidated on April 12, 2018 it serves as the basis for municipalities to prepare documents related to planning and land use, including official plans that lay out a municipalities planning goals and policies to guide land use within its jurisdiction. Municipalities are required to ensure that all planning decisions and documents integrate provincial interests and are in compliance with the Planning Act, as well as other provincial policy such as the Provincial Policy Statement.

The Planning Act identifies matters of provincial interest (below) and all of them have a connection to decisions related to transportation and infrastructure in the City:

- a) the protection of ecological systems, including natural areas, features and functions;
- b) the protection of the agricultural resources of the Province;
- c) the conservation and management of natural resources and the mineral resource base;
- d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- e) the supply, efficient use and conservation of energy and water;
- f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g) the minimization of waste;
- h) the orderly development of safe and healthy communities;
  - (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j) the adequate provision of a full range of housing, including affordable housing;

- k) the adequate provision of employment opportunities;
- l) the protection of the financial and economic well-being of the Province and its municipalities;
- m) the co-ordination of planning activities of public bodies;
- n) the resolution of planning conflicts involving public and private interests;
- o) the protection of public health and safety;
- p) the appropriate location of growth and development;
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) the promotion of built form that,
  - i. is well-designed,
  - ii. encourages a sense of place, and
  - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The Planning Act contains a number of tools that support the efficient use of municipal infrastructure and transportation solutions as well as measures to fund infrastructure and transportation projects. **Table 1** below provides a further summary.

**Table 1 – Planning Act direction for Transportation and Infrastructure**

<b>Section</b>	<b>Related Policy</b>	<b>Analysis</b>
Section 16-27	The policies in these sections relate to Official Plans. They lay out what Official Plans shall contain, the processes involved including the creation, public consultation, amending, approval, and updating of Official Plans, and more.	Through an Official Plan, municipalities can incorporate policies that relate to transportation and infrastructure. This may include the identification of specific direction, objectives, targets, and actions that must be taken to provide a broader range of transportation systems and upgrades to municipal infrastructure.
Section 24	Public works and by-laws to conform with plan 24 (1) Despite any other general or special Act, where an official plan is in effect, no public work shall be undertaken and, except as provided in subsections (2) and (4), no by-law shall be passed for any purpose that does not conform therewith.	Public works and by-laws must conform to the Official Plan.

Section 28	This section has regard to Community Improvement Plans (CIPs) and provides policies that address what a CIP is, what they are intended to achieve, and other details association such as designation, acquisition and financing, approval and implementation.	CIPs are tools that can target specific areas of a community for development or redevelopment. When developing a CIP, programs, grants, and incentives can be used to facilitate or encourage the development of active transit infrastructure, EV charging stations, sustainable building servicing, etc.
Sections 22(5), 34(10.2), 51(18), 53(3)	These policies permit municipalities to request specific information, material, or studies as part of a complete Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision, or Consent application process.	By granting municipalities the authority to request such material, matters related to transportation and infrastructure can be more easily addressed. For example, as part of the subdivision approval process, a stormwater management plan or transportation demand management plan can be required to reduce the amount of runoff or GHG emissions produced from the proposed development.
Section 37	Policies in this section have recently changed to permit a Community Benefits Charge (CBC) to pay for increased need for services due to new development.	A CBC could be used to fund a range of capital infrastructure for community services needed for new development including active transportation infrastructure such as trails/paths.
Section 41	This section discusses site plan control and permits municipalities to consider external building design features related to character, scale, appearance and sustainable design.	Site Plan Control areas can be used to implement certain building features. This could include items such as sustainable design which would reduce dependence on infrastructure.
Section 42	This section addresses the conveyance of land for park or other public recreational purposes, as a condition of development or redevelopment of land.	This can be used to fund recreational purposes, such as trails and paths. Conveyance of land for park purposes cannot be used if a CBC is in place.

## 5.2 Provincial Policy Statement, 2020

The 2020 Provincial Policy Statement, issued under the authority of Section 3 of the Planning Act, came into effect on May 1, 2020 and replaces the 2014 PPS. It establishes the policy foundation for regulating the development and use of land, as well as provides direction on matters of provincial interest related to land use planning and development. The 2020 PPS outlines visions and goals for Ontario’s land use policies, and identifies how the built environment will be created and how land and resources will be managed over a 25-year horizon. It supports developments that encourages both an efficient use of land, resources, and public investment in infrastructure as well as a diverse mix of land uses in order to provide choice and diversity to create complete communities. Such development will also provide long-term prosperity, environmental health, and social wellbeing.

The PPS defines **Infrastructure** as:

Physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes:

- sewage and water systems
- septage treatment systems
- stormwater management systems
- waste management systems
- stormwater management systems
- electricity generation facilities
- electricity transmission and distribution systems
- communications/telecommunications
- transit and transportation corridors and facilities
- oil and gas pipelines and associated facilities

Section 1.1.1 of the PPS identifies that the ways in which healthy, livable, and safe communities can be sustained. This includes promoting infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize servicing costs. Section 1.1.1 also states that ensuring necessary infrastructure and public service facilities to meet current and projected needs is required. Within the sections of the PPS that provide direction for settlement areas, infrastructure, energy conservation, air quality, adaption and natural hazards there is language and policies that specifically address transportation and infrastructure, including public service facilities and waste management systems, as summarized in **Table 2** below.

**Table 2 – Provincial Policy Statement Direction**

<b>Section</b>	<b>Related Policy</b>
Section 1.1.3	The policies within this section address settlement areas. Such areas shall be the focus of growth and development, and shall be based on densities and a mix of land uses which are appropriate for, and efficiently use, infrastructure and are transit-supportive, where transit is planned, existing or may be developed. Further, development should be located where suitable existing or planned infrastructure required to accommodate future needs is available.

Section 1.1.4 and 1.1.5	Policies in this section relate to rural areas and lands in municipalities and state that these areas shall be supported by using rural infrastructure and effectively to support healthy, integrated and viable areas. Additional policies in this section state that development shall be appropriate to the infrastructure that is planned or available and that unjustified/uneconomical expansion of infrastructure should be avoided.
Section 1.2	A coordinated, integrated and comprehensive approach should exist between levels of government managing and/or promoting growth and development that is integrated with infrastructure planning; infrastructure, multimodal transportation systems, and waste management systems.
Section 1.3	Economic development and competitiveness shall be promoted by ensuring infrastructure is provided to support current and projected needs. Further, areas designated for employment shall ensure necessary infrastructure is provided to support current and projected needs.
Section 1.6	This section deals specifically with Infrastructure. Notably, infrastructure shall be coordinated to be financially viable and meet current project needs and should promote green infrastructure. Section 1.6 also states that the use of existing infrastructure should be optimized and adaptive re-use should be considered, where feasible.
Section 1.6.6	Sewage, Water and Stormwater management are identified in Section 1.6.6. Existing municipal sewage and water systems should be optimized and efficiently used as well as prepared for the impacts of climate change and are financially feasible over their lifecycle. Stormwater management shall be integrated with sewage and water services to ensure system optimization, feasibility, and financial viability. Stormwater management best practices shall be promoted.
Section 1.6.7	This section specifically addresses transportation systems and states that transportation should make use of existing and planned infrastructure and include improved connections across jurisdictional boundaries.
Section 1.6.10	Waste management systems are crucial components of a City. This section states that these systems must accommodate present and future requirements while facilitating, encouraging, and promoting reduction, reuse and recycling objectives.

## 5.3 Niagara Escarpment Plan

The Niagara Escarpment Plan (NEP), 2017, is a large-scale environmental land use plan that came into effect June 1, 2017. It upholds the biosphere reserve principles by balancing protection, conservations, and sustainable development to ensure that the Escarpment will remain substantially as a natural environment for future generations. The Escarpment encompasses the whole of the area between the Niagara River and the Bruce Peninsula, including Grey County and the City of Owen Sound. The natural features found within this area serve important ecological functions and help to mitigate the effects of climate change and improve resilience.

The NEP defines infrastructure as the physical structures (facilities and corridors) that form the foundation for development. This includes green infrastructure, utilities and transportation corridors and facilities, including rights-of-way for the movement of people and goods. The NEP contains policies that address the desired location and type of infrastructure to be developed within NEP lands. The objective is to design and locate required infrastructure so that the least possible impact occurs on the Escarpment environmental and to encourage green infrastructure and low impact development (LID) where appropriate. Section 2.12 of the NEP provides specific policy direction on where and how required infrastructure should be provided. Some of the key policies that should be taken into account when developing our new OP include:

- Plan infrastructure in an integrated fashion and to obtain the most value out of existing infrastructure.
- Ensure that the most sustainable infrastructure alternatives have been identified.
- Design infrastructure to minimize the negative impact on the escarpment environment.
- Green infrastructure and low impact development should be considered where appropriate to complement infrastructure.
- Infrastructure shall avoid escarpment natural areas, unless the project has been deemed necessary to the public interest after all other alternatives have been considered.
- Municipal water and wastewater systems and private communal water and wastewater systems shall not be located in or extended into Escarpment Natural Area, Escarpment Protection Area, Escarpment Rural Area, or Mineral Resource Extraction Area, unless such servicing is required to address failed individual on-site sewage or water services, or to ensure the protection of public health.
- Where municipal water and wastewater systems already exist in Escarpment Natural Area, Escarpment Protection Area, Escarpment Rural Area or Mineral Resource Extraction Area, existing development within an approved service area boundary may be connected to these systems.



## 5.4 Grey County Official Plan

The Grey County Official Plan (referred to as Recolour Grey) is our County's updated Official Plan, approved by the Province on June 6, 2019. It serves as an upper-tier plan and lays out goals related to development, communities, and the natural resources found within the County. It aims to balance social, economic and environmental matters to ensure the health and well-being of all residents and create sustainable communities. Recolour Grey is designed to assist Council and other agencies in their consideration of public and private development planning issues. The City of Owen Sound is identified as a Primary Settlement Area in Recolour Grey. Decisions relating to public and private development planning issues must be consistent with the planning policy direction in Recolour Grey.

Recolour Grey contains a number of objectives and policies in many topic areas that address transportation and infrastructure throughout the County. Recolour Grey is comprised of five central themes that lay the foundation for the County's planning policy direction. "Move Grey" (Section 8) is a central theme in Recolour Grey and describes policies that directly relate to transportation and infrastructure within the County. Move Grey focuses on how people, goods, information, and services move into, out of and through the County. Some of the key principles and priorities identified at the County level include:

- Encouraging growth and development along existing transit corridors.
- Reviewing how different transportation options, including transit, can be connected as an overall transportation system.
- Reviewing how harbours and airports fit into the overall transportation system and explore opportunities to better use these assets.
- Enhancing cycling infrastructure, road safety concerns around cycling, and safety for Mennonite vehicles and larger farm equipment.
- Shifting towards a different transportation hierarchy that puts pedestrians first, cyclists second, transit third, and cars and vehicles last. New developments should consider this transportation hierarchy.
- Supporting changes to the Highway Traffic Act that permit cycling on road shoulders.
- Exploring policy considerations regarding the shared-economy (e.g. Uber, Lyft, etc.).
- Including policies that support new development using municipal water and sewer systems.
- Including policies for managing stormwater, including climate change considerations.
- Including policies that require new development to install either conduit or fibre and connect to existing and future broadband networks such the future SWIFT network.
- Charging stations for electric cars are needed.

Another theme, "Develop Grey", focuses on what is needed to support the economic development of the County. Some of the purposes relating to this theme is to provide direction on providing

adequate transportation and infrastructure facilities to accommodate and support future economic growth. Key policies and priorities include:

- Providing/promoting opportunities for intensification of residential and employment areas.
- Providing opportunities for a mix of land uses where homes are in proximity to workplaces, shopping, entertainment, and daily amenities.
- Increasing the connectivity of and options for alternative transportation including public/mass transit, carpooling, walking, cycling, etc., both within and between municipalities and regions.
- Improving accessibility to necessary amenities (bicycle racks/storage in safe well-lit areas).
- Increasing active transit opportunities through development of a connected trail network.
- Improving existing trail accessibility.
- Improving sidewalk quality and connectivity throughout communities.
- Improving safety and providing attractive built and natural environments for alternative transportation.
- Improving pedestrian safety by requiring sidewalks in all development areas including residential, commercial, and industrial; creating raised pedestrian islands to ease street crossings; using pedestrian friendly traffic signals; reducing the widths of roads, driveways; and, intersections, separating pedestrians from vehicles with curbs and street trees, and reducing vehicle speed.

Several of the policies and priorities mentioned in the Move Grey and Develop Grey sections of the County's OP can be adapted to be included within our new OP.

## 5.5 Grey County Transportation Master Plan

A Transportation Master Plan for Grey County was completed in 2014. The Transportation Master Plan is a strategic plan that directs policies and infrastructure initiatives in Grey County. In 2015, Council received the Transportation Master Plan and recommended a number of priority action items. Given that there are roads within the City that are of County control, there is a need to review and monitor the County process, policies and recommendations.

The following recommendations were provided and could be utilized to develop future policy in our new OP:

### ***Active Transportation***

- Promote accessibility for all ages and abilities (e.g. ramps, pedestrian grade separations) through planning and design guidelines for new and retrofit infrastructure;

- Promote enhanced pedestrian design features (e.g. street furniture, benches, streetscape features separating pedestrians from traffic) along pedestrian priority corridors;
- Promote walk and cycle to school programs through outreach initiatives with school boards, teachers and parents;
- Develop guidelines and policies for implementing supporting infrastructure such as parking lots at trailheads, rest stops, wayfinding signage, etc.;
- Develop walkability guidelines for Grey and incorporates walkability audits into transportation and traffic studies;
- Support changes to the Highway Traffic Act that permit cycling on the shoulder of a roadway;
- Include consultation and engagement with local municipalities, neighbouring municipalities/counties, Regional Tourism Organization 7 (RTO7) and active transportation stakeholders (i.e. cycling groups and recreational clubs/associations);
- Continuing to utilize paved shoulders on County roads together with 'Share-the-road' signage;
- Continuing to provide paths and trails based on current policies and programs that comply with AODA requirements; and,
- Establishing secure bicycle parking and shower/change room facilities at County facilities.

### ***Transit Strategy***

- Support the transit-supportive development of the County and its municipalities through Official Plan land-use policies that encourage intensification and guided growth in settlement areas;
- Investigate the potential to create public-private partnerships to provide inter-municipal transit service;
- Explore inter-regional transit opportunities with Simcoe County, Dufferin County and Metrolinx; and,
- Facilitate discussions with municipalities and organizations providing existing specialized transit services in the area in order to identify where existing services can be expanded, combined or enhanced.

### ***Harbours, Airports and Rail Corridors***

Harbours, Airports and Rail Corridors provide transportation opportunities for our residents, businesses and visitors. Policies should be considered that:

- Protect harbours and encourage new development that can use these for transportation options and are compatible and designed to attract residents and visitors by including trails and recreational spaces.
- Protect lands adjacent to airports from being developed into non- airport friendly uses (i.e. encourage industrial uses rather than residential)
- Protect and preserve the former rail corridor stretching 77 kilometres from Owen Sound to Dundalk

These recommendations can provide guidance for future policy consideration within the City's new OP. Discussion with County staff can be considered to further develop and integrate transportation solutions between municipalities within the County.

## 5.6 Complete Streets Policy and Implementation Guide for Grey Bruce

The Complete Streets Policy and Implementation Guide for Grey Bruce was completed in May, 2015. The guide defines a Complete Street as a street designed for all ages, abilities and modes of travel, where safe and comfortable access for pedestrians, cyclists, transit users and people with disabilities is integrated into transportation planning. The Complete Streets Guide indicates there are economic benefits for having complete streets including an increase in property values, promoting tourism and reducing maintenance and operation costs. Some of the recommendations for municipalities found in the guide included:

- Design main streets in urban context to be flexible for different purposes. For example, design on-street parking to easily be converted to patio or sidewalk space.
- Provide sidewalks on both sides of the street and cycling facilities with designated space or separation from motor vehicle traffic near schools.
- Address physical barriers such as bridges, high volume intersections, etc. that may discourage pedestrians and cyclists, and develop a plan to improve AT conditions (including exploring wayfinding solutions).
- Approach owners of underutilized parking lots to propose converting them to carpool lots along key interchanges, which gives multiple single-occupancy drivers the option to park and travel together.
- Maintain conditions of and promote the usage of bicycle racks on buses to allow riders to access points of interest using multi-modal travel.
- Assess opportunities to install bike lanes within the right of way on main streets where excess road capacity exists.
- Where bike lanes are not feasible, install sharrows or signage indicating "diamond lanes" on main roads in population centres, or bicycle lanes on side streets that link to trail system.
- Install signage along these routes with the name of trail connections, distance markers, maps and information such as kilometres or minutes to next town or park.
- Add features such as streetlights, to improve safety, and planters, to provide visual and acoustic barriers from traffic, along sidewalks on main streets to encourage walking.
- Where possible, provide trail connections along paved routes with natural buffers or sufficient space for cyclists to feel comfortable.

## 5.7 City of Owen Sound Transportation Master Plan

The City of Owen Sound Transportation Master Plan (TMP) was completed in September, 2010. The TMP acts as a guide for implementing transportation investments, policies and actions to the year 2026. The TMP focuses on embracing sustainable development, protection of the natural environment, economic vitality, and a healthy community while providing safe, affordable, and efficient transportation for people, goods and services. To achieve this, the TMP provides guiding principles to ensure consistency and assists in achieving the goals and objectives of other City policies, including the OP. The TMP also provides traceable recommendations to ensure they can be implemented and evaluated once approved.

The following recommendations from the TMP could be used to support infrastructure and transportation policies in the City's updated OP. These recommendations include:

### ***Land Use and Development***

- Support intensification along primary transit corridors and downtown areas to encourage a higher transit usage, increased walking and cycling.
- Update road design standards to accommodate on-road bicycle lanes and cyclists within the boulevard.
- Update road design standards to include pedestrian-friendly treatments at intersections and along residential and industrial collector roads.

### ***Transit***

- Consider evaluating an express transit service along the East-West and North-South services along key corridors which support commuter and shopping trips.

### ***Roads***

- Promote the use of the outer alternate route around Owen Sound for through truck traffic uses in the County and Provincial highway network.
- Co-operate with the Province and County to implement traffic management tools that detect traffic conditions and review the design of roads used as alternate routes.
- Implement traffic calming mechanisms where appropriate and ensure streetscape aesthetics are maintained.

### ***Walking and Cycling***

- Address missing links between sidewalks and trails.
- Implement additional pedestrian crossings where appropriate and where needed.

- Consider implementing roadway features that increase driver and/or pedestrian awareness (e.g. refuge islands and centre medians, curb extensions, textured pavement)
- Implement cycling routes identified in the Trails Master Plan to provide opportunities for commuting along continuous corridors and key destinations.
- Support cycling by establishing identifiable corridors in the cycling network and incorporate bicycle parking requirements for major developments, including covered bicycle parking areas and bike racks.

### ***Transportation Demand Management (TDM)***

- Review and modify transit, cycling and pedestrian-related OP policies based on travel demand management.
- Review and modify site design guidelines, traffic impact study requirements and the site plan approval process to encourage applicants to adopt TDM initiatives.
- Develop park and ride lots located at the edges of the City to encourage transit usages and carpooling initiatives.

## 5.8 The City of Owen Sound Multi-Year Accessibility Plan 2019-2023

The City's Multi-Year Accessibility Plan was prepared to assist the City in removing barriers for people with disabilities and satisfy the requirements of the Accessibility for Ontarians with Disabilities Act, 2005 (AODA). The Accessibility Plan outlines how the City will identify, prevent and remove barriers for people with disabilities. The following action items identified in the Multi-Year Accessibility Plan should be considered when preparing updated OP policies related to accessibility for transportation and infrastructure:

- Support specialized transit initiatives to provide transit services to those with disabilities.
- Ensure the construction or reconstruction of trails are designed in accordance with AODA requirements and provide accessible amenities, including ramps, railings and lighting.
- Review proposed development with the Owen Sound Accessibility Advisory Committee.
- Review technical requirements to ensure sidewalks, trails and pathways are designed with accessibility considerations. These include items such as curb ramp designs and tactile warning surface indicators.
- Review the City's design standards based on current AODA policies.

While these action items are rather broad, policies in the updated OP should include these considerations to implement and support design standards that improve accessibility for all residents, not just those with disabilities.

# 6.0 OTHER BEST PRACTICES

Transportation and infrastructure are two key components of every City. Providing policy that directs the efficient use of transportation and infrastructure are required to ensure a City operates within its budget and provides the necessary services to its residents. Provided below is an analysis of two Official Plan's from Ontario Communities that contain strong policies and direction relating to the use and development of transportation and infrastructure.

## 6.1 The City of Waterloo Official Plan

The City of Waterloo Official Plan sets a broad, coordinated vision for all lands within the City, and supports the overall goal of achieving a healthy community built on the principles of diversity and adaptability, accessibility and equity, connectivity, health and vitality. The most recent version of the plan was completed in 2012 and contains several policies that guide the development of complete communities with transportation and infrastructure as key components. Some of these include:

- Planning for compact, mixed-use communities helps to reduce infrastructure and service duplication costs...support alternative transportation modes, and reduces travel needs and commuting times.
- The City will plan for the provision of a range of appropriate community infrastructure within each Planning District with a goal of meeting the day to day needs of residents, employees and/or visitors to Waterloo. Where appropriate, these uses shall be clustered to encourage the development and sharing of complementary facilities and services.
- The City will plan for neighbourhoods that provide safe and healthy living environments, and promote healthy lifestyles by providing well maintained and safe physical infrastructure, including an integrated and comprehensive cycling and pedestrian system.
- Planning for development that incorporates energy efficiency into transportation infrastructure.
- The City will collaborate with the Region to enable the provision of an adequate supply of safe drinking water by supporting conservation programs, drinking water protection measures, and water infrastructure upgrades to meet future requirements.
- Investing in technology and communication infrastructure in order to foster knowledge, innovation and ideas.
- Make strategic investments to provide key competitive infrastructure that supports sustainable business development and activity, including sewage and water systems, stormwater systems, utilities (such as electricity, natural gas and telecommunications), and the transportation system.



- Planning for the provision of a range of appropriate community infrastructure within each Planning District with the goal of reducing automobile travel.

These policies can be adapted and utilized in Owen Sound’s updated OP to reflect the City’s vision of being a complete community. A majority of the policies mentioned above encompass a variety of planning related matters and initiatives that are applicable to the City of Owen Sound and the commitments the City will make towards transportation and infrastructure initiatives.

## 6.2 Town of Penetanguishene Official Plan

The Town of Penetanguishene is located 45 kilometres north-west of Barrie and has a population of around 9,000. The Town is similar to Owen Sound in terms of geographic features, size and overall character. The Town’s Official Plan was approved by the County of Simcoe in June, 2019 and contains various transportation and infrastructure policies that can be applied to Owen Sound’s updated OP. Some of the key policy direction that can be considered include:

### ***Transportation***

- Land use patterns, densities and mixing of uses shall be promoted, particularly within the Downtown and Waterfront Area and along the major roads in the Town thereby reducing the length and number of vehicle trips, complementing the increased level of pedestrian activity.
- Safe and convenient pedestrian interfaces with roads shall be prioritized.
- That the Town undertake the construction of new roads, or rehabilitation of existing roads, and development projects through the lens of complete streets and implement the recommendations of the County’s Complete Streets Environmental Assessment.
- The Town shall work towards providing safe bicycle and pedestrian paths, both separated from the roadway, on existing and proposed roads, on abandoned rail corridors, and within parks and open spaces, as appropriate.
- The Town shall design, maintain, and adapt all infrastructure to ensure the safety for all users, particularly the most vulnerable including children, youth, the elderly and those with special needs.
- That the Town add new on and off-street bike lanes as part of any road reconstruction project on a major road provided the right-of-way is sized appropriately and traffic conflicts are minimized.
- The implementation of trail systems shall be feasible given the consideration of the costs and benefits associated with the route selection. This shall take into consideration healthy lifestyles, sustainability, and the quality of neighbourhood character.
- That within the planning horizon of this Plan, the Town shall strive to improve the modal split between the number of trips made by personal motor vehicles and the number of trips made by transit.

## ***Infrastructure***

- Priority will be given to the development of land that is presently serviced by municipal piped water and sewage systems, or those areas that can most easily be serviced, at minimal expense.
- Infilling of vacant areas which are already provided with full water and sewage services is encouraged, and will be a criterion when evaluating proposed plans of subdivision and consents, with respect to the extension of services, utilities or the associated construction.
- Partial services will be discouraged except where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing developments.
- Stormwater Management Facilities shall be designed to take into account the potential impacts from climate change to minimize damage, with a preference toward practices of better stewardship and protection of nature, naturalized areas, greenspaces and water resources.
- The Town shall require the consideration of Low Impact Development (LID) measures for all development applications.
- The Town shall support and may give priority to development applications that propose innovation and alternative technologies in their approach to stormwater management.
- The Town shall contribute to and show leadership by considering reductions in material consumption and waste production and increases in diversion and reuse within its municipal culture, decision-making, and operations.
- The Town shall support source separated organics, including yard and garden composting.
- Source separated organics and yard and garden composting shall be encouraged.
- The Town shall facilitate the coordination between growth management and the maintenance and expansion of the telecommunication sector, both in terms of technological advancement and service provision.
- The Town shall support the service providers and business community in the establishment of a modern telecommunications network.

The Town of Penetanguishene's Official Plan policies mentioned above provide great examples of policies that could be adapted to fit within the City of Owen Sound's updated Official Plan. Given the similar characteristics between both communities, these policies provide options on how to fill existing 'gaps' in the City of Owen Sound's OP while being understanding of the unique geographic and population traits of Owen Sound.

# 7.0 ANALYSIS

The current Owen Sound OP contains strong direction relating to transportation and infrastructure. The goals and objectives set out in Section 3 of our current OP provide direction for matters relating to infrastructure. Similarly, Section 6 of our current OP provides strong policies on transportation and municipal services while also including some additional direction on infrastructure development.

The following provides general direction on policy considerations:

- 1) Design of new developments to be walkable and bike friendly by including for example trails, sidewalks, and/or paved shoulders where appropriate to integrate with the overall complete transportation system.
- 2) There are several sections in our current OP that will require an update to be in conformity with the approved Grey County OP. These updates include policies relating to complete transportation systems and the development of living streets as well as updates on policies for Low Impact Developments (LIDs) and the need for increased service, utility, and internet connectivity. Some of these policies include the following:
- 3) Policy for design of roads as complete streets to support all age groups and a variety of travel modes (walking, cycling, walkers, electric scooters, transit, and motorists).
- 4) Decision on policy approach to promote or require transportation demand management matters, such as charging stations for electric vehicles, bicycle parking, car share parking.

# 8.0 RECOMMENDATIONS

Based on the background documents reviewed, what we heard from the community, Council and City staff at engagement and visioning sessions, and the direction of the Province and County of Grey, the following is a summary of considerations for the City's new OP. The various recommendations include:

## ***Transportation***

- 1) Encourage a shift towards a different transportation hierarchy that puts pedestrian's first, cyclist's second, transit third, and cars and vehicles last. New developments should consider this transportation hierarchy.
- 2) Adopt a "streets are for people approach" when making transportation related decisions.
- 3) Encourage higher density growth and development along corridors that support existing and future transit option and include policies that support land use patterns, densities and a mix of uses that reduce the length and number of vehicle trips, and that support the current and future use of transit.
- 4) Include policies that protect existing and future transportation corridors.
- 5) Build on design policies to ensure communities are designed to be walkable and bike friendly by including sidewalks, trails, connections to existing trails, bike lanes and trees.
- 6) Encourage further trail development and implementation of the trails master planning.
- 7) Require that the City capitalize on all possible opportunities for public transportation funding, grants and/or incentives.
- 8) Review design policies and incorporate considerations for:
  - a. Raised pedestrian islands to ease street crossings, using accessible pedestrian friendly traffic signals, reduce road widths, driveways, and intersections, separating pedestrians from vehicles with curbs and street trees, and reduce vehicle speed.
  - b. Enhanced pedestrian design features (e.g. street furniture, benches, streetscape features separating pedestrians from traffic) along pedestrian priority corridors.
  - c. Promote complete streets that are designed for all age groups and modes of travel.
  - d. Promote accessibility for all ages and abilities (e.g. ramps, pedestrian grade separations) through planning and design guidelines for new and retrofit infrastructure.
- 9) Consider and study new service delivery modes for public transportation.

### ***Infrastructure and Servicing***

- 1) Review policies for managing stormwater, including climate change considerations and LID measures.
- 2) Encourage development with innovative engineering standards that address challenges.
- 3) Introduce policies that encourage new development to install either conduit or fiber and connect to existing and future broadband networks.
- 4) Require that the City capitalize on all possible opportunities for infrastructure funding, grants and/or incentives.

The policy considerations mentioned above will help to guide the development and update of current policies in the Official Plan. In areas where no response to sustainability and climate change is provided, new policies will be recommended for implementation in the City's new OP.

# 9.0 NEXT STEPS

This Discussion Paper is one of the Discussion Papers released over the course of the Official Plan Update. These Discussion Papers provide an overview and background on theme-based land use planning matters to help shape future policy.

Your feedback is important to us. The City appreciates your interest and encourages your participation throughout the Official Plan Update process. To submit your comments, please visit the City's website or contact [lmurphy@mhbcplan.com](mailto:lmurphy@mhbcplan.com) or [acann@owensound.ca](mailto:acann@owensound.ca).

Following the release of these Discussion Papers, interested parties will also have opportunities to provide feedback on proposed policy directions and, a future draft of the updated Official Plan.







# TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION.....</b>	<b>1</b>
1.1	What is Land Use and Design and what role does it have in City Building and Decision Making?.....	2
1.2	Purpose of Discussion Paper.....	3
1.3	Vision.....	4
<b>2.0</b>	<b>CURRENT OFFICIAL PLAN DIRECTION.....</b>	<b>5</b>
<b>3.0</b>	<b>COMMUNITY INPUT.....</b>	<b>7</b>
<b>4.0</b>	<b>ISSUES.....</b>	<b>8</b>
<b>5.0</b>	<b>POLICY ANALYSIS AND RECOMMENDATIONS.....</b>	<b>10</b>
5.1	The Planning Act.....	10
5.2	Provincial Policy Statement, 2020.....	12
5.3	Niagara Escarpment Plan.....	12
5.4	Grey County Official Plan and Related Reports.....	13
5.5	Review of Land Use Designations and Policy Structure.....	15
5.5.1	Analysis of recent Official Plan Amendments (OPAs).....	19
5.6	Recommendations from other Reports, Master Plans and Studies.....	21
5.6.1	Retail and Commercial Policy Review Report.....	21
5.6.2	Harbour and Downtown Urban Design / Master Plan Strategy.....	24
5.7	City of Owen Sound Zoning By-law (2010-078).....	25
<b>6.0</b>	<b>OTHER BEST PRACTICES.....</b>	<b>26</b>
6.1	Town of New Tecumseth.....	26
6.2	Town of Midland.....	27
6.3	Town of Lincoln.....	27
<b>7.0</b>	<b>RECOMMENDATIONS.....</b>	<b>29</b>
<b>8.0</b>	<b>NEXT STEPS.....</b>	<b>31</b>
	Appendix A.....	32

# 1.0 INTRODUCTION

The City of Owen Sound's Official Plan (OP) guides long-term decisions that relate to land use and planning. It establishes the policies for implementing provincial policies and interest, and sets out the framework that shapes our City's physical, economic, and social development. The OP is an important tool that supports our City's vision of a vibrant and thriving community that offers high-quality amenities surrounded by unique natural heritage features.

Under the *Planning Act*, municipalities are required to conduct a review of their Official Plan every ten years. They must complete a Provincial Plan conformity exercise to amend OP's to ensure that they conform or do not conflict with Provincial Plans, have regard to matters of Provincial Interest, and are consistent with the Provincial Policy Statement. Municipal OP's must also be in conformity with the policy and direction provided in County Official Plans.

Since the approval of our last OP update in 2012, several significant provincial and local policy initiatives were completed. These include the coordinated review and update of the following:

- [The Planning Act](#)
- [The 2020 Provincial Policy Statement \(PPS\)](#)
- [The Niagara Escarpment Plan](#)
- [Grey County Official Plan](#)

Our City will be undertaking a municipal comprehensive review (MCR) to determine:

- How and where our City may grow;
- How to use and protect the land and resources within our City;
- How to anticipate, address and mitigate the impacts of climate change to create a sustainable community;
- What housing types and economic opportunities are required for all types and ages of residents; and
- How people and goods move within and across our City, and connect to the Region beyond.

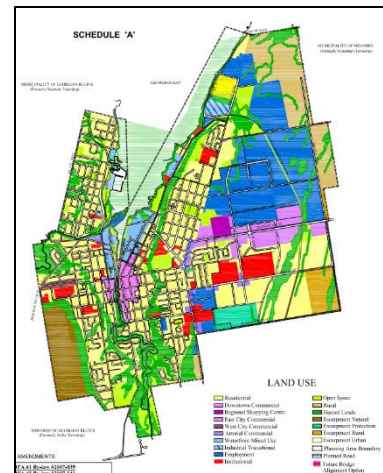
This review will constitute as Owen Sound's Provincial Plan conformity exercise and will satisfy the 10 year OP update requirement, as per the *Planning Act*.

## 1.1 What is Land Use and Design and what role does it have in City Building and Decision Making?

Land use and design policies provide the foundation for how a City will grow, where it will develop and how it will look. Land use designations describe an area of land within which a specific set of policies apply (see **Figure 1**). These policies typically identify the objective of the designation and include subsequent policies on what is permitted within certain areas. Land use designations are implemented through Zoning By-laws, which provide a more detailed description of land use zones and specific dimensions (setbacks, lot coverage, etc.) that must be achieved.

Design, which includes urban design and structure, reflect how development will be formed and how it will integrate with the surrounding character of an area. Urban design policies for the City aim to enhance the natural setting and built heritage by ensuring development or redevelopment is of a high quality and is compatible with the City (see **Figure 2**).

Land use designations within the City must encompass a broad range of uses to address the unique characteristics of different areas. These designations might be prescriptive in some areas and formally address what is permitted and how it will be developed. In other areas, land use designations might be permissive and describe what type of changes and developments will be encouraged over the planning horizon of the designation. For example, our current Official Plan contains specific direction on the types of uses permitted in areas within the Residential designation. This designation includes policies on the permitted type of residential dwelling uses, the density of these uses permitted and the types of municipal connections required. Alternatively, lands within the Industrial Transition Areas are identified as lands that have historically been designated for industrial uses but are now contemplated to permit a wider mix of land uses. This designation is more permissive as it recognizes a possible transition and provides policy direction that encourages a wider mix of land uses during the planning horizon of the OP.



**Figure 1** – Current Official Plan Land Use Plan



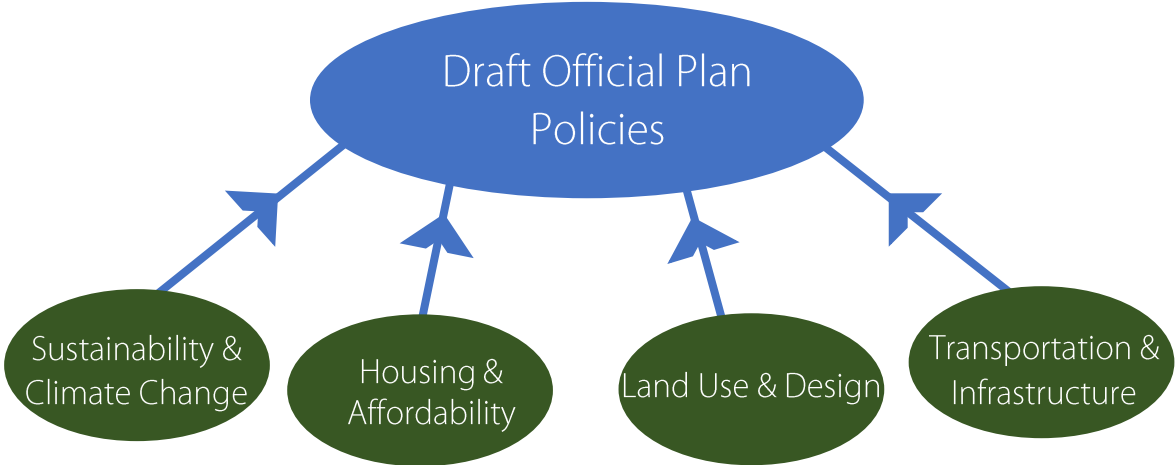
**Figure 2** – Downtown Owen Sound Streetscape

Design policies establish the general design vision for the City and provide design criteria for the City to evaluate development. The objective of urban design policies are to enhance, protect and maintain the existing or desired character of an area. Our updated OP will review urban design direction in the current OP and ensure what makes Owen Sound unique is maintained throughout the life of the updated OP document.

## 1.2 Purpose of Discussion Paper

The following paper is the fourth in a series of discussion papers that will be released as part of the MCR process. Although the review will encompass all subject matters in the OP, the discussion papers will focus on key policy areas, including Housing, Land Use and Design, Sustainability and Climate Change, and Transportation and Infrastructure. The purpose of these discussion papers is to inform and engage all of Owen Sound’s stakeholders, including local businesses, residents and frequent visitors.

# CITY OF OWEN SOUND **OFFICIAL PLAN UPDATE**



The Land Use and Design discussion paper provides an overview of the current land use policies in our OP and also provides guidance on design guideline criteria to ensure compatibility with the surrounding community. The discussion paper will help to identify tensions between existing land uses policies, opportunities for increased connectedness between land uses, and address community expectations. It will also explore new policy direction to support different and innovative types of land uses to attract new businesses and residents. Finally, the discussion paper will include recommendations on what can be included in our new OP to provide policy direction on how land uses and the design of development can be improved.

## 1.3 Vision

The Vision for the City's OP provides a foundation for policy direction within the OP and offers insight into the objectives, goals, and milestones to consider when making planning related decisions. The following Vision statement reflects what the City aspires to be and acknowledges how it will get there.

***“The City of Owen Sound is where you want to live. A complete community that values the natural environment, cultural diversity, historic streetscapes, vibrant waterfront and provides a sense of belonging. The City will plan to evolve as a centre for growth, opportunity and innovation while ensuring that sustainability, resiliency, and quality of life are considered in every decision.”***

- ***Official Plan Vision Statement***

Consultation with members of Council, City of Owen Sound Staff, and the community provided a strong foundation for the creation of this vision statement. Visioning sessions provided an opportunity to facilitate an understanding of how the City views itself and what changes can be implemented to better reflect what the City wants to be.

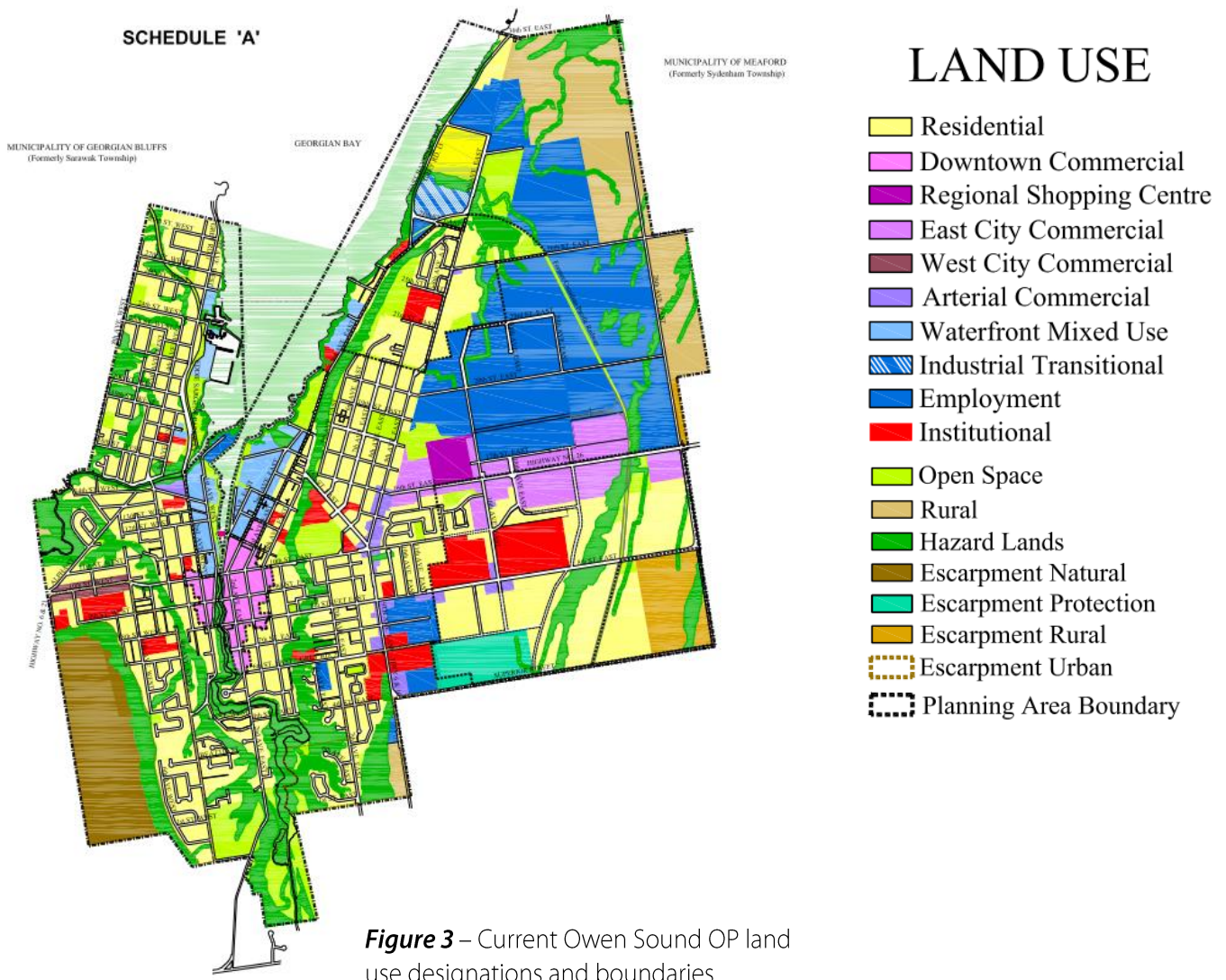
During consultation and engagement sessions, residents mentioned their desire to grow the local economy, attract new businesses and residents, and ensure the continued success of current businesses. Ensuring that affordable housing options are available and that the City continues to work towards being a complete community were also key priorities expressed during consultation sessions and identified in the public survey. In response to this, the Vision statement identifies that the City will evolve as a center for growth by providing opportunity and innovation while also valuing every resident's quality of life.

To support this vision, land use designations must facilitate good planning that proactively addresses what the City wants to be and how it plans to get there. Policy and land use designations must be adapted to meet current changes at the provincial and county level. Design principles for how land is developed and buildings are created will also help to reflect the City's image and create a stronger sense of place for current and future residents.



# 2.0 CURRENT OFFICIAL PLAN DIRECTION

The current Owen Sound OP was adopted by City Council on March 20, 2006 and approved by the County of Grey August 10<sup>th</sup> of the same year. It was last updated in 2012 as part of a mandatory five-year review. The 2017 Office Consolidated OP includes policies in effect and approved amendments to the Owen Sound Official Plan. The City's current land use designations are shown in **Figure 3** below.



The existing land uses encompass a range of diverse areas throughout the City and effectively identify lands for future development or as transitional areas.

The City's Urban Design goals and objectives are outlined in Section 3 of the current OP. This section provides guidance on how the existing natural area and built heritage can be enhanced by ensuring quality design and the protection of significant features. The objectives set out in Section 3 are reflected throughout the land use designation descriptions and policies.

Section 7.8 provides more detailed urban design policies and objectives relating to: the scope of urban design; the natural settings of the City; how to experience the City; the pedestrian environment; public spaces; streetscapes; parking and access; adjacent uses; new residential development; outdoor lighting; landscape design; safety and security; and, signage. These subsections of urban design provide further direction on specific aspects that shape the City and the developments within it.

Policies in section 7.8.4 (pedestrian environment), 7.8.5 (public spaces), 7.8.6 (streetscapes) and 7.8.12 (safety and security) address realms that relate to active transportation and pedestrian movement. These items provide a strong foundations for the continued development of urban design policies that help to support active transportation and reduce automobile trips within the City while also promoting safety and security.



# 3.0 COMMUNITY INPUT

The Owen Sound OP review consultation process provided insightful information on how the Community, Staff and City Council envision the City in the future. In the public survey posted on the City's website, 36.3% of respondents identified that growing the local economy was an important matter to them. Further, 30.7% of respondents indicated that creating complete communities were important to support the City. Finally, 28.8% of respondents indicated that managing climate change was an important matter. These planning matters are inherently addressed by how land is used and the City is designed.

During the council and community visioning sessions (**Figure 4**), Council members, City Staff and the public expressed the importance of preserving and enhancing the City's natural areas. Unique natural areas provide an oasis for the City's residents and attract visitors from the surrounding areas and the GTA. Providing land use policies that support natural areas and ensure their preservation and enhancement will allow for the continued enjoyment and exploration of the City natural areas during the horizon of the updated OP and help to mitigate the effects of a changing climate.



**Figure 4** – A Community Visioning Session at the Harry Lumley Bayshore Community Centre

Throughout the community visioning session, residents expressed the importance of providing access to the waterfront and harbor. These comments tie into the concept of creating complete communities that offer a variety of services, amenities, employment and housing types within connected areas. Land Use designation in the OP that are integrated and compatible with surrounding areas help to create a sense of connectedness between places in the City and offer residents/visitors access to natural features.

Similar to the natural environment, residents, City Staff and Council noted the importance of maintaining and supporting the City's built and cultural heritage. Urban Design guides how developments will appear within the City and helps to enhance the streetscape and connectivity between land uses. Including policies within the updated OP to reflect these comments and ensure the preservation and enhancement of built and cultural heritage resources throughout the City will be a priority.

Ensuring land uses and urban design policies in our updated OP reflect the City's vision will assist in addressing additional comments provided by the community, Council and City Staff.

# 4.0 ISSUES

Land Use and Design are the foundation of the City. These elements identify where the City will grow, how it will grow and how it will look. Land Use designations and associated design policies form the fabric of the community and direct interactions between the built environment and residents. The City's updated official plan will reflect the current issues and priorities of the County of Grey and the Province to provide a consistent planning policy framework that guides growth and development. Key considerations in the discussion on land use and design relate to:

- Provincial and County Policy Direction
  - Current Planning Act and Provincial Policy Statement review to ensure consistency of the OP with Provincial direction.
  - Review County OP to ensure conformity.
  - Current NEP policies within the OP to be assessed and consider a general NEP policy section stating that all development must adhere to the most recent policies of the NEP based on the NEP land use designation.
- Land Use Designations and Policies
  - Land use designations should include policy that establishes density targets and locations for growth for broader time horizons (ex. 5 year-20 year).
  - A review of previous Official Plan Amendments (OPAs) should be undertaken to identify if there are any trends in OPAs being submitted. If there are, policy changes could be considered to limit the amount of OPAs required from the updated official plan.
  - Review existing land uses and designations relative to current policy considerations.
- Employment
  - A mix of lands throughout the City should be provided to accommodate future employment opportunities. Current employment land use designations and policies should be reviewed to ensure a mix of lands are available for employment.
- Housing
  - Land use designations that permit dwelling units should be reviewed to encourage current housing trends and permit dwelling units that are more affordable and attainable for current and future residents. Density provisions should be reviewed to ensure different housing types are permitted in appropriate residential areas (ex. stacked townhouse units in medium density residential areas).
  - Official Plan Amendments (OPAs) to amend the existing density provisions in the East Bluffs Planning Area and Sydenham Heights Planning Area have been required.

The current low-density residential (<25 units/hectares), medium-density residential (25-50 units/hectare) and high-density residential (51-110 units/hectare) density provisions should be reviewed to determine if the current provisions permit the desired type of residential growth and development type (stacked townhouses, back-to-back townhouses, etc.) for these planning areas.

- Transportation
  - Connectivity between land use designations, including employment, commercial and recreational, are major factors that influence how the City will grow. Land use designations along major corridors, bicycle trails and/or public transit should support the existing transportation infrastructure and nearby connections.
- Climate Change
  - Land use designations should be reviewed through a climate change lens to ensure sustainability is incorporated when considering future growth and development.
- Implementation of other Master Plans
  - Evaluate recommendations from other applicable Master Plans. For example, the Commercial Policy Review recommends modification to The Regional Shopping Centre land use designation.
- Cash-in-Lieu of Parkland Dedication
  - Policies within the new OP should be assessed to ensure appropriate mechanism are available to collect parkland dedication fees.

As a complete community, the City of Owen Sound will continue to support a variety of land use designations that foster economic and employment growth, provide appropriate lands for residential dwelling units, reduce reliance on personal automobiles and provide attractive opportunities and locations for new businesses and housing.

# 5.0 POLICY ANALYSIS AND RECOMMENDATIONS

This section provides a review of the issues identified, review of Provincial and County policy direction and an assessment of the current OP to recommend modifications to the OP.

## 5.1 The Planning Act

The *Planning Act* (1990) is a provincial document that guides development and the various planning approvals and processes involved. Consolidated on April 12, 2018, it serves as the basis for municipalities to prepare documents related to planning, including official plans, which identify planning goals and policies to guide land use within its jurisdiction. Municipalities are required to ensure that all planning decisions and documents integrate provincial interests and are in compliance with the Planning Act, as well as other provincial policy such as the Provincial Policy Statement.

The Planning Act requires the City to revise as official plan as required to ensure that it:

- (a) conforms with provincial plans or does not conflict with them, as the case may be;
- (b) has regard to the matters of provincial interest listed in section 2; and
- (c) is consistent with policy statements issued under subsection 3 (1). 2015, c. 26, s. 24 (1).

This review and new Official Plan addresses the requirements of the Planning Act.

The Planning Act identifies the following as matters of provincial interest which relate to land use and urban design:

- The protection of ecological systems, including natural areas, features and functions;
- The conservation and management of natural resources and mineral resource base;
- The orderly development of safe and healthy communities;
- The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- The appropriate location of growth and development;
- The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- The promotion of built form that is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- The mitigation of greenhouse gas emissions and adaptation to a changing climate

The Planning Act outlines the purpose of land use planning, the tools and the powers that may be exercised by the City, and the various restrictions and procedures that must be followed by the City in the process of developing land and changing land uses. The City's Official Plan must conform and be consistent with the matters identified in the Planning Act. **Table 1** provides a summary of Planning Act policies and the implications / opportunities they provide for the City.

**Table 1 – Planning Act direction for Land Use and Design**

<b>Section</b>	<b>Related Policy</b>	<b>Analysis</b>
Section 2	This section relates to Provincial interests and consideration of Provincial interests in planning decisions.	Provincial interests are addressed through numerous Official Plan policies.
Section 16	The policies in these sections relate to Official Plans. They lay out what Official Plans shall contain, the processes involved including the creation, public consultation, amending, approval, and updating of Official Plans, and more.	This section allows municipalities to implement Official Plans that contain the goals, objectives and policies to manage and direct physical change and the effects on the social, built, economic and natural environmental features of the City.  The City's Official Plan contains the structure and policies as established in the Planning Act.
Section 16 (14)	An official plan shall contain policies that identify goals, objectives and actions to mitigate greenhouse gas emissions and to provide for adaptation to a changing climate, including through increasing resiliency. 2017, c. 23, Sched. 3, s. 5 (2).	Policies related to climate change are being introduced into the Official Plan and will provide direction for the completion of a future study or strategy.
Section 41(4)	This section allows municipalities to address a building's exterior design, including, without limitation, the character scale, appearance and design features of buildings, and their sustainable design, but only to the extent that it is a matter of exterior design.	This provides municipalities with an opportunity to play a more meaningful role with respect to the urban design and built form character of identified areas or developments that may be proposed in the City.

Timing of further amendments to the new Official Plan is established in the Planning Act such that no request for amendment to the new official plan may occur before the second anniversary of the first day any part of the plan comes into effect.

Following the adoption and final approval of the new Official Plan, the Planning Act requires that the City shall revise the plan no less frequently than:

- (a) 10 years after it comes into effect as a new official plan; and
- (b) every five years thereafter, unless the plan has been replaced by another new official plan.

## 5.2 Provincial Policy Statement, 2020

The 2020 Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, came into effect on May 1, 2020 and replaces the 2014 PPS. It establishes the policy foundation for regulating the development and use of land, as well as provides direction on matters of provincial interest related to land use planning and development. The 2020 PPS outlines visions and goals for Ontario's land use policies, and identifies how the built environment will be created and how land and resources will be managed over the long term. It supports developments that encourages an efficient use of land, resources, and public investment in infrastructure as well as a diverse mix of land uses in order to provide choice and diversity to create complete communities.

The PPS was reviewed in its entirety as it relates to the City OP and is included in a table in **Appendix A**. The table assesses the Provincial policy direction and recommends modifications to the City's OP as required.

The 2020 PPS states that official plans shall identify provincial interests and set out appropriate land use designations and policies. In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. Policies of the Provincial Policy Statement continue to apply after adoption and approval of an official plan. The City's updated official plan will be consistent with the 2020 PPS and include applicable land use and design policies as referenced above.

## 5.3 Niagara Escarpment Plan

The Niagara Escarpment Plan (NEP), 2017, is a large-scale environmental land use plan that came into effect June 1, 2017. It upholds the biosphere reserve principles by balancing protection, conservations, and sustainable development to ensure that the Escarpment will remain substantially as a natural environment for future generations. The Escarpment encompasses the area between the Niagara River and the Bruce Peninsula, including Grey County and the City of Owen Sound.

The NEP contains policies that address designations, land-uses and development criteria. Within the boundaries of the City of Owen Sound, there are several different land use designations provided by the NEP. These designations include Escarpment Natural Area, Escarpment Protection Area, Escarpment Rural Area, Urban Area, and Niagara Escarpment Parks and Open Space System.

Section 1.3 and Section 1.4 of the NEP provide direction for those lands designated Escarpment Natural Areas and Escarpment Protection Areas. The objectives of these designation is to recognize, protect, and where possible, enhance the natural heritage and hydrological systems found, such as valley lands, wetlands, and other significant environmental features. The Escarpment Protection Area also aims to provide a buffer to prominent Escarpment features. These goals are achieved by permitting only compatible recreation, conservation, and educational land uses including limited low-density residential development, agricultural uses and forest, wildlife, fisheries, or watershed management.

Escarpment Rural Areas and Urban Areas are addressed in Sections 1.5 and 1.7, respectively. Escarpment Rural Areas serve as buffers for the more ecologically sensitive areas of the escarpment, and aim to encourage agricultural activity and natural resource management. Compatible rural land uses are permitted within this designation, and include agricultural uses, single residential dwellings, recreational uses and infrastructure. The Urban Area designation is used to identify urban areas in which the Escarpment and closely related lands are located. The objective of this designation is to minimize the impact and prevent further encroachment of urban growth into the natural Escarpment environment. Development within these areas is to be compatible with the scenic resources of the Escarpment, and should encourage reduced energy consumption, improved air quality, and reduced greenhouse gas emissions.

NEP lands identified on the current Official Plan schedules will be reviewed to ensure consistency with the NEP 2017. The NEP land use designations will be maintained on the City Land Use Schedule.

Currently, the Official Plan includes the full policy from the NEP. It is recommended that the new OP includes a 'Niagara Escarpment Plan - General Development Policy' section to provide implementation of the NEP policies, however with a more simplified approach in the City OP. The General Development Policy section will identify that development in NEC lands must adhere to the most recent NEP policies. Consultation with Niagara Escarpment Commission staff will assist in determining if new official plan policies or mapping updates are necessary.

## 5.4 Grey County Official Plan and Related Reports

The Grey County Official Plan (referred to as Recolour Grey) is Grey County's updated Official Plan, approved by the Province on June 6, 2019. It serves as an upper-tier plan and lays out goals related to development, communities, and the natural resources found within our County. It aims to balance social, economic and environmental matters to ensure the health and well-being of all residents and to create sustainable communities.

Recolour Grey is designed to assist Council and other agencies in their consideration of public and private development planning issues. Recolour Grey is comprised of five central themes that lay the



foundation for the County's planning policy direction. One of the themes, "Develop Grey", describes policies that directly relate to land uses in the County. The County has several Settlement Area designations where growth is directed in order to protect farmland and utilize existing infrastructure. These designations include:

- i) Settlement Areas
- ii) Inland Lakes and Shoreline Areas
- iii) Recreational Resort Areas
- iv) Escarpment Recreation Areas

The City of Owen Sound is a Settlement Area within the County Official Plan. Develop Grey focuses on the County's economic and employment development, downtowns and growth. Develop Grey references the PPS's policies regarding the protection and promotion of employment and employment areas. Develop Grey provides a list of factors that are within the control of the County and member municipalities and can be implemented through official plans that directly relate to economic development, employment, downtowns and growth. Some key policy direction applicable to the City's updated OP include:

#### Economic Development and Employment

- Remain open to new technologies.
- Ensure sufficient land designated and available to accommodate an appropriate range and mix of employment opportunities.
- Promote 'shovel-ready' lands.
- Promote job creation through employment opportunities within settlement areas.
- Consider the conversion of employment areas (i.e. manufacturing uses) for other uses (i.e. major retail uses), with the completion of a comprehensive review.
- Support the redevelopment of brownfields.
- Continue adequate buffering between commercial/industrial uses and any institutional use.

The City is positioned to support the County Official Plan objectives.

#### Downtowns

- Support downtown revitalization projects.
- Continue to implement and support Community Improvement Areas.
- Support intensification of downtown areas.
- Encourage adding housing above commercial uses in and near downtowns
- Promote urban forests and small scale urban agriculture.
- Provide policies that make the downtown core the focus for business, administration and cultural activities.
- Promote the protection of heritage buildings.

The City Official Plan conforms with the County Official Plan and the City represents the largest downtown in Grey County. Direction in the County Official Plan supports the City objectives related to the downtown and protection of heritage buildings.

### Growth

- Revise any tables in the OP with updated population, housing and employment growth projections
- Ensure policies are consistent with the PPS 2020 and direct housing growth to designated settlement areas, with full municipal servicing.
- Incorporate policies to ensure the County grows in an age friendly manner.

### County Growth Management

The County is now in process of updating the Growth Management Strategy which will establish population projections for the County, including the City. The City will monitor and provide input to the County process. The City represents the largest Settlement Area with a downtown and urban areas planned for future growth. The County Growth Management Strategy needs to recognize the City as the major growth centre in the County given capacity in the urban area and availability to accommodate new growth on municipal systems as directed by provincial policy.

### Complete Streets Policy & Implementation Guide for Grey Bruce

This was completed in 2015 and provides foundational policy support for implementing Complete Streets in Grey Bruce. The guide focuses on providing policies and guidelines that will help to implement Complete Streets, which are streets designed for all ages, abilities and modes of travel, and provide safe and comfortable access for all users. Policies created based on this guide are being considered in the Transportation and Urban Design sections of the City's updated OP.

An analysis of the County Official Plan has been completed in context of the City Official Plan policies. The City's new Official Plan will conform to the County Official Plan and implement the policies as required in the City.

## 5.5 Review of Land Use Designations and Policy Structure

The City's current land use designations are summarized below in **Table 2**. A brief analysis of the current land use designation policies are included. Recommendations are also provided.

**Table 2 – Current Official Plan Land Use Designations**

<b>Designation</b>	<b>Summary</b>	<b>Analysis / Recommendation</b>
Residential	The majority of the City's residential uses are located in the Residential designation. These areas are located throughout the City and are generally located west of Grey Road 1, east of Grey Road 115 and south of 10 <sup>th</sup> Street East. The designation permits single detached, semi-detached, row homes, and apartment buildings. Elementary schools, parks, places of worship and convenience commercial type uses may also be permitted in the Residential designation to serve the adjacent residential area. The lands are predominantly comprised of 1-2 storey single detached dwellings.	Review residential density provisions for low, medium and high density residential development. Determine if the permitted densities support current development trends and increased densities for residential dwelling types. Maintain Residential land use mapping. Greater range of types of housing and densities will support housing choice and availability in the City. New forms of housing types are developing and will be considered in the assessment of permitted uses. Include daycare centre as a permitted use. Review provisions regarding Accessory Dwelling Units (ADUs) and home occupations.
Downtown Commercial	The Downtown Commercial designation is predominantly mixed-use, with a wide range of commercial uses and some residential uses located above grade. The Downtown Commercial area contains a 2-3 storey built form with storefronts located in close proximity to the street. A variety of commercial uses such as retail stores, offices, workshops, restaurants and medium or high-density residential, including housing combined with commercial uses are permitted. Buildings in the Downtown Commercial designation should not exceed eight (8) stories in height and are subject to a rezoning over four (4) stories. Parking is provided on the street and in nearby parking lots. New development is required to achieve a high quality of urban design that is consistent with the Harbour and Downtown Urban Design/Master Plan Strategy.	Include recommended policies from the Retail and Commercial Policy Review Report. Review current commercial and retail policies to ensure the existing land use designation is reflective and supportive of the current uses taking place. Maintain Downtown Commercial land use mapping. Review to ensure design policies are consistent and compatible with policies for the Downtown River Precinct.
Regional Shopping Centre	The Regional Shopping Centre designation is a commercial designation that includes the existing Heritage Place Mall. The Regional Shopping Centre designation is exclusive to a	Maintain Regional Shopping Centre land use mapping.

	<p>singular area in the City. This designation must include: a Major Department Store, a Supermarket, ancillary retail and service stores and a discount/promotion store.</p>	<p>Include recommended policies from the Retail and Commercial Policy Review Report, specifically to consider the types of uses and potential for redevelopment of mixed uses at the Regional Shopping Centre. Consider identifying the Regional Shopping Centre area as a transition area.</p>
<p>East City Commercial</p>	<p>The East City Commercial designation applies to the major automobile related commercial area on 16<sup>th</sup> Street East from 9<sup>th</sup> Avenue East to 26<sup>th</sup> Avenue East. These lands are to accommodate large format retail uses as well as complementary uses such as offices, entertainment and community facilities, and high density residential uses. These lands are the main eastern entrance to the City and must meet urban design guidelines.</p>	<p>Include recommended policies from the Retail and Commercial Policy Review Report. Review current commercial and retail policies to ensure the existing land use designation is reflective and supportive of the current uses taking place. Maintain East City Commercial land use mapping.</p>
<p>West City Commercial</p>	<p>The West City Commercial designation applies to commercial development on the “Sunset Strip” in Georgian Bluffs to the Downtown Area on 10<sup>th</sup> Street West from 6<sup>th</sup> Avenue West to 9<sup>th</sup> Avenue West. Lands within the West City Commercial designation are to accommodate a variety of small commercial uses, such as restaurants, motels, offices, and medium density forms of housing, including senior citizen housing and nursing homes. The West City Commercial Area is to be developed as pedestrian and automobile oriented retail and service area that provides for local and regional needs.</p>	<p>Review current commercial and retail policies to ensure the existing land use designation is reflective and supportive of the current uses taking place. Maintain existing West City Commercial land use mapping.</p>
<p>Arterial Commercial</p>	<p>The Arterial Commercial designation is predominantly along 9<sup>th</sup> Avenue East. Lands with the Arterial Commercial designation area are to provide small-scale retail or service. Uses such as convenience stores, barber shops, automobile service stations and specialty services, such as medical clinics or professional offices are permitted. Non-commercial uses, such as medium density housing, nursing homes, and places of worship are also permitted. Individual uses are to be limited in size to reduce traffic generating potential.</p>	<p>Consider identifying key nodes and corridors along Arterial Commercial land uses. Review density provisions for ‘medium density housing’. Maintain existing Arterial Commercial land use mapping.</p>

Waterfront Mixed Use	The Waterfront Mixed Use designation applies to four distinct areas: the West Harbour Planning Area, the East Harbour Planning Area, the West Waterfront Study Area, and the East Waterfront Study Area. Lands within the Waterfront Mixed Use designation are to integrate industrial, residential, office, retail and service, institutional, entertainment, recreation, and open space into a compact urban form with higher development densities. Uses within Waterfront Mixed Use designation are to be appropriately separated and are intended to support the Downtown through physical and visual connections.	Ensure policies from The Harbour and Downtown Urban Design / Master Plan Strategy have been included or are addressed. Maintain existing Waterfront Mixed Use land use mapping.
Industrial Transitional	These areas are recognized as being appropriate for transition from one use, such as industrial, to another use during the horizon of the OP. It is identified that lands with current industrial uses with this designation may cease operations and this designation provides lands that may be desirable for change of use/designation. Studies are required to justify the expansion of other land use designations for lands within the Industrial Transition Areas.	Maintain existing policies and Industrial Transitional land use mapping. Review required studies for expansion of land use designations to ensure they are applicable.
Employment	The Employment designation encompasses a significant amount of lands to the east of 9 <sup>th</sup> Avenue East and north of Highway No. 26. A wide range of employment and business uses are permitted with predominant uses being manufacturing, assembly, fabricating, processing, packaging, printing, warehousing, and the storage of goods and materials. Employment lands are intended to retain existing employment uses and attract a range of employment and business.	Consider policies that support creative and technology focused industries. Maintain current Employment land use mapping. Permit food processing and cannabis uses in accordance with the City's Zoning By-law.
Institutional	The Institutional designation is intended for public and private institutions (educational, health care, government, etc.). Ancillary uses to support these uses may also be permitted. Institutional uses are scattered throughout the City to adequately serve principle user groups. Institutional lands should be located around complementary land uses and within proximity to roadways and transportation options.	Maintain appropriate Institutional areas throughout the City. Consider policies to utilize existing places of worship for alternative uses. Maintain Institutional land use mapping. Permit daycare uses in Institutional areas.
Open Space	The Open Space designation is primarily used for recreational objectives. This designation permits a variety of recreational and cultural uses, including: active and passive parks, trails, beaches, playgrounds, stadiums, golf courses, campgrounds and ancillary uses such as food	Maintain Open Space policies and land use mapping.

	services and boat rentals. Open Space lands are generally publicly owned and should be connected by trails and pathways. Section 4.10.4 (Sydenham River) and 4.10.5 (Waterfront Parklands) provide some recommendations for opportunities to expand open space uses in the City.	
Rural	Lands with the Rural designation are located on the peripheral east side of the City. These lands are intended to prevent the premature urbanization of lands outside the urban area and encourage agricultural and other related uses. The primary land uses permitted on lands with the Rural designation are agricultural, related agricultural uses, limited residential and non-intensive recreational. Permitted uses include: farming, farm residence, accessory farm buildings, nurseries, greenhouse, limited agricultural commercial/industrial, golf courses, and municipal landfill/water disposal station.	Maintain Rural policies and land use mapping. Ensure Rural land uses are supported. Consider permitting Additional Dwelling Units (ADUs) in Rural lands.
Hazard Lands	Hazard Lands are generally lands that present a risk to human safety, potential for property damage, or have physical limitations to development. These lands are intended to preserve and conserve lands in their natural state. Hazard Land designations are scattered throughout the City and provide green buffers around various land uses. Some of these lands are susceptible to flooding, wave uprush, erosion or instability. Limited buildings and structures are permitted for floor or erosion control and conservation purposes.	No change to Hazard Lands land use mapping. Continue to monitor Hazard Lands mapping and coordinate with Conservation Authority to identify any environmental changes.
Escarpment Natural, Protection, Rural, Urban Area	Lands within the NEP are designated under different land use types.	Maintain existing land use mapping in accordance with the NEP. Propose new policy to simplify policy section and implementation of NEP.

### 5.5.1 Analysis of recent Official Plan Amendments (OPAs)

As a further analysis, recent Official Plan Amendments were reviewed to determine if any trends or similar amendments were requested. OPAs for similar land use designations or additional permitted uses may indicate that existing land use policies require revision to address current development trends. The following is a brief summary of OPAs from May, 2014 to now:

<b>OPA #</b>	<b>Purpose of OPA</b>
OPA 5 – By-law No. 2014-074:	Re-designate a portion of lands municipally known as 3195 East Bayshore Road to recognize the requested zoning by-law amendment.
OPA 6 – By-law No. 2019-121	Re-designate the subject lands from 'Residential – Low Density' to 'Residential – Medium Density' and from 'Residential – Medium Density' to 'Residential – High Density'. Permitted a 366-unit residential subdivision on the south side of 8 <sup>th</sup> Street East between 16 <sup>th</sup> Avenue East. The subject lands were also within the Sydenham Heights Phase 1 Planning Area.
OPA 7 – By-law No. 2017-005	This site specific OPA was required to permit the development of a Long Term Care Facility on the lands designated "East City Commercial" in the Sydenham Heights Phase 1 Planning Area.
OPA 8 - By-law No. 2019-015	Re-designate the subject lands from 'Residential – Low Density' and 'Residential – Medium Density' to 'Residential – Medium/High Density' and 'Open Space'. This OPA was required to permit a mixed-use residential development with convenience commercial uses in combination with multi-residential and institutional uses. Similar to OPA 7, the subject lands for this OPA were also within the Sydenham Heights Phase 1 Planning Area.
OPA 9 – By-law No. 2019-136	Re-designate the subject lands to 'Residential – Medium Density' and 'Residential-High Density'. This OPA was required to permit a residential development with a mix of housing forms, including semi-detached dwellings, street fronting townhouses, cluster townhouses, an apartment block and a senior's residence block. This requested amendment was also in the Sydenham Heights Phase 1 Planning Area.

Based on the review the recent OPAs, the majority of the requested amendments involved redesignation of low density residential land uses to permit medium and high density.

Current OP policies identify lands designated 'Residential' as either 'Low-density Residential', 'Medium-density Residential', or 'High-density Residential'. The following density provisions are provided for each Residential designation:

- a) Low-density Residential shall consist of a density not exceeding 25 units per net residential hectare.
- b) Medium-density Residential shall consist of densities of 26 to 50 units per net residential hectare.



- c) High-density Residential shall consist of densities of 51 to 100 units per net residential hectare. High-density residential units are generally permitted on lands designated Residential, Downtown Commercial and Waterfront Mixed Use
- d) Development on residential land in new planning areas shall be planned to provide for a mix of housing types and achieve an overall density of 25 dwelling units per hectare.

The development densities above should be further reviewed to determine if they should be amended to reflect current development trends and increased densities (i.e. stacked townhouses, cluster townhouses, row houses, etc.).

## 5.6 Recommendations from other Reports, Master Plans and Studies

Several City and County planning documents provide direction on land use and design. A review and analysis of these planning documents are detailed below.

### 5.6.1 Retail and Commercial Policy Review Report

The Retail and Commercial Policy Review Report (the 'Report') was completed in 2018 and assessed the current retail and commercial policies, current trends, and the goals and objectives of the City. The Report included several recommendations to be considered when updating the City's Official Plan as well as a review of current Official Plan policies for retail and commercial areas. These recommendations and updates to be considered should be implemented in the updated official plan where applicable.

The proposed recommendations and updates from the Retail and Commercial Policy Review include the following:

#### 1. Amend Section 3.2 Economic Vitality to modify polices as follows:

##### 3.2.2.9

*Maintain and enhance the viability and vitality of the Downtown Commercial core as the primary economic, commercial, financial, cultural, tourism and employment focus of the City and Region.*

##### 3.2.2.12

*Attract and promote the development of new businesses and economic activities that are not currently available in the City to help maximize employment and commercial opportunities in the City.*

#### 2. Add a new Section 4.2 'General Commercial' after 4.1 and renumber the policies in Section 4 accordingly.

**3. Add the following policies in Section 4.2 General Commercial:**

**4.2.1**

*A comprehensive commercial framework is established for the City with a series of commercial land use designations to provide for an appropriate diversity of commercial land uses to meet the needs of the City's residents, employees and businesses. Commercial land use designations have been established in the form of a hierarchy with distinct planned function for each commercial area.*

**4.2.2**

*Lands designated commercial are shown on Schedule 'A' – Land Use Plan. The commercial designation is further divided into a hierarchy of commercial areas, including:*

<i>Downtown Commercial</i>	<i>West City Commercial</i>
<i>Arterial Commercial</i>	<i>Regional Shopping Centre</i>
<i>Waterfront Mixed Use</i>	<i>East City Commercial</i>

**4.2.3**

*The planned function for each commercial designation is described in the policies for each commercial designation. It is not the intent of this Plan to permit all commercial uses in every commercial designation and permitted uses within individual commercial designations may be further defined in the Zoning By-law.*

**4.2.4**

*All commercial development shall be consistent with the City's urban design objectives and policies as set out in this Plan and any supporting implementation studies or documents.*

**4.2.5**

*Drive-through facilities may be associated with restaurants, banks and other commercial uses and may be permitted on lands designated for commercial use outside of the Downtown. Provisions to permit and/or regulate drive-through facilities will be included in the Zoning By-law.*

**4. Amend Section 4.2.3.1 as follows:**

**4.2.3.1**

*In order to maintain the Downtown as an active, vibrant City Centre, the City will promote the planned function of the Downtown as the primary and vibrant retail and commercial node in the City. The City will plan and implement appropriate supporting programs to market the Downtown retail area and to promote building and parking*

*improvements. New development should be permitted which supports and contributes to a focused and successful commercial area.*

**5. Amendment Section 4.4.2.9 as follows:**

**4.4.2.9**

*Should a rezoning of the East City Commercial designation or an expansion to the East City Commercial designation be proposed for the uses listed in Section 4.4.1.1 a) and b) that are less than 465 m<sup>2</sup> or greater than 1,400 m<sup>2</sup>, the City shall require the following information and studies acceptable to the City:*

\*Note, the tests outlined in Section 4.4.2.9 also apply to an expansion of the existing Regional Shopping Centre.

**6. Amendment Section 4.3 as follows:**

**4.3**

***Regional Shopping Centre***

*The Regional Shopping Centre is a commercial designation that contains the existing Heritage Place Mall and is planned to serve as a location for a range of commercial uses, including retail, entertainment uses and appropriate residential.*

**4.3.1**

***Permitted Uses***

*4.3.1.1 Within the area designated Regional Shopping Centre, a Regional Shopping Centre and accessory uses may be developed.*

- a) The Regional Shopping Centre should at a minimum include one or all of the following uses to maintain the function as a regional shopping centre: a Major Department Store, a Supermarket or a Discount/Promotional Department Store;*
- b) The Regional Shopping Centre may permit residential uses, subject to an Official Plan Amendment with appropriate studies, to create a well-balanced and integrated, mixed use commercial centre.*

**7. Section 4.3.1.2 a), which outlines the definition of Regional Shopping Centre, should be revised to continue supporting the regional function of Heritage Plan Mall while creating flexibility for the types of uses permitted.**

The definition of *Regional Shopping Centre* should be amended as follows:

**4.3.2.1(a) *Regional Shopping Centre*** – *A group of commercial uses conceived, designed, developed and managed as a single interdependent and inter-related unit intended to serve the City and the surrounding regional market area, including one or all of the following: a Major Department Store, Discount Promotional Department Store, Supermarket and ancillary retail and service uses.*

## 8. Amendment Section 4.4.2.9.1 as follows:

**4.4.2.9.1 Residential uses permitted in Section 4.4.1.1 (c) subject to provision of the following:**

- a) Adequate parking for residential and non-residential uses.
- b) Appropriate buffering and/or integration of the residential uses and other permitted uses.
- c) Analysis of land use compatibility considerations, such as noise and traffic.
- d) Implementation of urban design policies and objectives of this Plan.

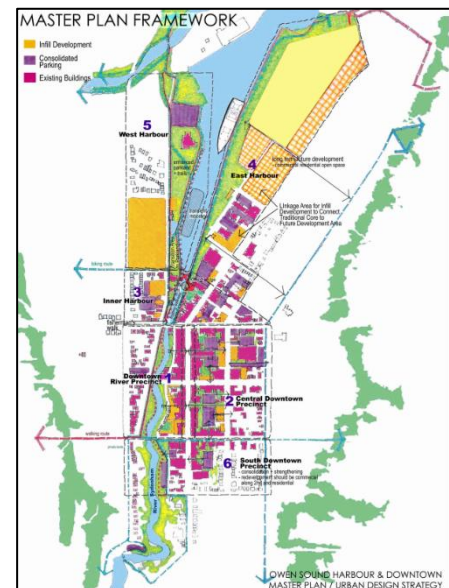
The Retail and Commercial Policy Review identified that the current policy framework and planned function of the City's commercial nodes are effective in directing commercial and retail growth in the City. There is an opportunity to provide further clarification and direction within the Official Plan policies to help promote the Downtown area while balancing future development in other commercial nodes. The recommendations and proposed updates noted above will be considered and, if still applicable, inserted into the updated draft official plan.

## 5.6.2 Harbour and Downtown Urban Design / Master Plan Strategy

The Harbour and Downtown Urban Design / Master Plan Strategy (the 'Master Plan Strategy') was completed in 2000 and provides policy guidance and recommendations for a significant portion of the City's core. Despite being prepared almost 20 years ago, the Master Plan Strategy provides several considerations and recommendations that can be included or revised into the updated Official Plan to address current challenges.

The Master Plan Strategy divides the study area into six key areas (**Figure 5**): (1) Downtown River Precinct; (2) Central Downtown Precinct; (3) Inner Harbour; (4) East Harbour; (5) West Harbour; and, (6) South Downtown Precinct. Several recommendations provided in the Master Plan Strategy have been implemented into the six areas mentioned above throughout the past two decades, including the Downtown River Precinct project which began construction in April, 2019.

The updated official plan should reflect on what recommendations have been implemented and identify if they have worked. In situations where policy and recommendations have worked, the updated official plan should build from these and attempt to foster similar strategies in areas that require assistance. The Master Plan Strategy also identifies how interactions between various land uses within the study area should be linked together and expands on what can be done to further enhance the pedestrian realm.



**Figure 5 – Owen Sound Harbour & Downtown Urban Design/Master Plan Strategy**

## 5.7 City of Owen Sound Zoning By-law (2010-078)

The City of Owen Sound Zoning By-law (2010-078) was approved in April 2010 and was last amended in December 2019. The Zoning By-law permits the variety of detailed uses within the City's boundary in accordance with the Official Plan Land Designations. Changes to the Zoning By-law can also be used to identify how certain land uses have evolved over the course of the City's existing OP. For example, if certain zoning by-law amendment requests have been made in concentrated areas for similar permitted uses, the review of the Official Plan will consider changes and encourage the desired type of permitted use or development.

The direction from the Official Plan will be implemented through the Zoning By-law on a specific property by property basis and establish cohesion between land use policies in the Official Plan and specific zones in the Zoning By-law to provide a consistency in the municipal planning framework.

# 6.0 OTHER BEST PRACTICES

Land Use designations and design policies are the foundation of an official plan and reflect the desired location of growth and development. The Town of New Tecumseth and the Town of Midland recently completed Official Plan reviews. Both Town's OP reviews included a series of discussion papers that focused on land use and the design of the Town. The Town of Lincoln OP includes a section regarding NEP policies that simplifies the existing Niagara Escarpment Commission control area and NEP land policies. The following includes key recommendations identified in these discussion papers and OPs for consideration in the City's updated OP.

## 6.1 Town of New Tecumseth

The Town of New Tecumseth is located in Simcoe County and is located about 40 kilometres north of Toronto. The Town has a population of around 41,000 people and is largely comprised of agricultural land uses with pockets of urban areas scattered throughout. The Town recently completed its Official Plan Review process in 2018 and received approval of the new Official Plan by the County of Simcoe in the summer of 2019.

The Town's OP review process included several discussion papers that focused on growth management through to cultural heritage. Some of the key recommendations in these discussion papers that provide helpful insight include:

- Review existing commercial designations and evaluate their effectiveness in achieving the objectives of the Town and that the policies are updated to reflect: clear roles and objectives; the creation of complete communities; and, the inclusion of mixed use development in commercial areas.
- Add policies to direct the City to facilitate growth in the 'new economy' and support and/or consider creative partnerships towards the creation of innovative work spaces.
- Review housing policies to include a range of housing types and include 'Accessory Apartments' to be consistent with Provincial requirements.
- The Town should update Section 37 height and density policy framework to be consistent with Provincial policy (i.e. Community Benefits Charge).

The recommendations mentioned above should be considered when reviewing the City's current OP policies related to land use and design. The updated OP can build from existing policies and benefit from the creation of new policies where applicable and where needed.

## 6.2 Town of Midland

The Town of Midland is located on Georgian Bay in Simcoe County and has a population of around 17,000. The Town is similar to Owen Sound in terms of its geographic features, including Midland Bay, the Town's size and overall character as a harbor community. The Town's new Official Plan was adopted by Council on November 20, 2019. Several discussion papers prepared as part of the Town's OP review process included recommendations for land use and design considerations. Recommendations from these discussion papers included:

- The Town should continue to expand and enhance public access to waterfront and support an appropriate land use policy framework to support successful waterfronts by: focusing new intensified development in the Downtown and waterfront area; recognize the waterfront as a major destination with year round urban design features; and, encourage waterfront based economic spin off businesses.
- Ensure lands designated as employment areas are protected from conversion to other designations, to ensure the long-term availability to accommodate employment opportunities.
- Offer innovative land use designations that respond to all forms of the new economy within the evolving economic context of the Town, and leverage the Town's quality of life/place attributes, including: Establish safe and pleasant pedestrian environments; provide attractive streetscapes; provide a range and mix of housing types.
- Provide incentives for niche type land uses that attract investment and economic development opportunities that are unique to the City.
- Use permission within the neighbourhood land use designations be enhanced to consider opportunities for creative industries, home occupations and live/work units.
- The Town should support a full range and mix of housing types and tenures to meet the needs of all residents in various land use designations.
- The Town should implement complete street design wherever possible to enhance pedestrian and cycling movements between land uses and support links to key institutional, commercial or retail areas.

Several of the issues and opportunities reviewed in the Town of Midland's Discussion Papers are applicable to the City of Owen Sound – especially policies related to attracting new and creative economic industries.

## 6.3 Town of Lincoln

The Town of Lincoln is located in Niagara Region and contains lands that are identified in the NEP. The Province of Ontario, through the Niagara Escarpment Planning and Development Act, provides for the maintenance of the Niagara Escarpment and land in its vicinity substantially as a continuous natural environment. Within the NEP Area, development is to be compatible with the natural



environment in accordance with the NEP. The Town's OP adopts a simplified set of policies to ensure development within NEP lands is consistent and conforms to amended NEP policies without requiring a subsequent amendment to the Town's OP.

When preparing the City's updated OP, similar NEP policies such as those used in the Town of Lincoln OP will be prepared to simplify the City's OP and ensure amendments to the NEP are considered when reviewing development proposals.

# 7.0 RECOMMENDATIONS

The City of Owen Sound is well positioned to accommodate future growth. Several locations throughout the City offer infill opportunities in well developed areas within proximity to amenities and services. The City also has a variety of greenfield and brownfield lands that are available to accommodate residential, commercial, industrial and recreational uses.

Our OP will capitalize on these available lands and identify policies that can encourage creative and innovate uses that reflect how, where and when the City wants to grow. The existing land use designations provide a strong foundation to support future growth and development and offer a diverse range of permitted uses. Our OP can look toward the County OP for direction on how these land uses can be used to accommodate the County's population growth and immigration projections.

Several of the recommendations mentioned in the Town of Tecumseth and Town of Midland discussion papers are also useful topics to consider when reviewing existing City OP policies. Reviewing current commercial and retail policies is also beneficial to ensure the land use designations support the current land uses for which the designation applies.

Current OP policies can be modified to enhance current support of future growth and development while also maintaining the current hierarchy of land use designations and their permitted uses. Efforts should be made to enhance and complement the existing OP framework to strengthen land use designations and encourage development design that is compatible, yet innovative, with the City.

Based on the background documents reviewed, what we heard from the community, Council and City Staff at engagement and visioning sessions, and the policy direction of the Province and the County of Grey, the following is a summary of policy considerations for updates to the City's OP:

1. Consider mapping areas in the City that would provide policy direction for:
  - a. Location for increased intensification and density (ex. Nodes and corridors).
  - b. Locations with prime access to amenities, services, transportation options and natural features and target future development to these areas.
  - c. Locations for 'complete streets' implementation or enhancement.
  - d. Locations that require urban design enhancement and direction to create a compatible and more attractive areas.
  - e. Locations, including vacant areas or greenfields, which can be used to link various areas of the City and accommodate active transit and public transit connections.

2. Review current commercial and retail policies to ensure the existing land use designation is reflective and supportive of the current uses taking place.
3. Strengthen existing policies to encourage development in desired locations and accommodate greater density in areas where existing infrastructure can be utilized.
4. Consider policies that maintain a supply of greenfield and brownfield sites to accommodate a variety of future development, including residential, commercial and institutional.
5. Support policies that encourage net-zero and green energy and include sustainable development practices within building design, landscaping and parking areas.
6. Support new types of residential development (ex. accessory dwelling units) that allow an increased choice of housing type and provide alternatives to traditional housing forms.
7. Consider adding day care as a permitted use in all zones, especially in neighbourhood commercial.
8. Further review existing studies (ex. Harbour and Downtown Urban Design / Master Plan Strategy) to identify what aspects of the plan have worked, why they have worked and how they can be enhanced to continue working.
9. Review potential barriers to attracting growth and development in targeted areas (i.e. Retail Market Study), which may impact the potential for employment uses to operate.
10. Implement recommendations and proposed updates from the Retail and Commercial Policy Review report.
11. Evaluate and implement cash-in-lieu of parkland fee calculations and collect fees to pay for parks, open spaces and other public facilities in accordance with Provincial policies.
12. Review current cash-in-lieu of parkland policies to consider if policies can direct development to certain areas by offering reductions in cash-in-lieu of parkland requirements (i.e. cash-in-lieu of parkland payments are lower in the Downtown area).
13. Review recently released Community Benefit Charge (CBC) policies and consider completing a CBC study and subsequent CBC by-law to collect CBC fees.
14. Include a 'General Development' policy section in the new OP that simplifies the existing Niagara Escarpment Commission control area and NEP land policies. The General Development policy section should identify that development in NEC lands must adhere to the most recent NEP policies.
15. Review the residential density provisions for low, medium and high density residential development. Determine if the permitted densities and dwelling unit types support current development trends and increased densities for residential dwelling types.
16. Review and consider scoping discussion of ADUs and home occupations to allow for Zoning By-law implementation.

The policy considerations mentioned above will help to guide the development and update of current policies in the official plan. In areas where existing land use designations or design policies are mentioned, or where there is a lack of policies relating to certain recommendations discussed above, new policies will be recommended for implementation in the City's new OP.

# 8.0 NEXT STEPS

This Discussion Paper is one of the Discussion Papers released over the course of the Official Plan Update. These Discussion Papers provide an overview and background on theme-based land use planning matters to help shape future policy.

Your feedback is important to us. The City appreciates your interest and encourages your participation throughout the Official Plan Update process. To submit your comments, please visit the City's website or contact [lmurphy@mhbcplan.com](mailto:lmurphy@mhbcplan.com) or [acann@owensound.ca](mailto:acann@owensound.ca).

Following the release of these Discussion Papers, interested parties will also have opportunities to provide feedback on proposed policy directions and, a future draft of the updated Official Plan.

# Appendix A

Legend	
YES	Current OP Policy is consistent with PPS (2020)
County OP	Section applicable to upper-tier municipality (County of Grey)
Update	Current OP policy requires revision to be consistent with PPS (2020) or OP does not contain policy that addresses PPS
NA	Not Applicable (NA)

## Owen Sound Official Plan - Provincial Policy Statement (2020) Consistency Analysis

1.0 Building Strong Health Communities				
Policy Section	PPS Policy	Owen Sound Official Plan Policy	Consistency	Consistency Comments
1.1.1 a)	promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;		YES	
1.1.1 b)	accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;	5.1.1.4, 7.6.1.4, 8.2.2.4	Update	Various policies throughout the OP provide direction on affordable residential options. Further direction should be provided for other uses aside from residential.
1.1.1 c)	avoiding development and land use patterns which may cause environmental or public health and safety concerns;	4.12, 7.8.12	Update	Further detail should be provided to policies.
1.1.1 d)	avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;		YES	
1.1.1 e)	promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;	3	YES	Various policies throughout Section 3 of the OP address the areas stated by the PPS.
1.1.1 f)	improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;	3.5, 3.5.1 - 3.5.2.8, City's Accessibility Plan	YES	Various policies throughout the OP, specifically in Section 3.5, provide direction for improved accessibility.
1.1.1 g)	ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;	3.7, 3.7.1-3.7.2.10	YES	Policy 3.7.2.1 specifically states that public services and utilities for current and future needs be provided.
1.1.1 h)	promoting development and land use patterns that conserve biodiversity;	3.1, 3.1.2.2, 7.1.1.1	YES	Policy 3.1.2.2 and 7.1.1.1 specifically state the conservation of biodiversity is promoted.
1.1.1 i)	preparing for the regional and local impacts of a changing climate.		Update	No policy provided for local impact of changing climate.
1.1.2	Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure and, public service facilities and employment areas beyond a 25-year time horizon.	2.1 - update to state 25 years as opposed to 20	Update	Current OP states a time horizon of 20 years.
<b>1.1.3 Settlement Areas</b>				



1.1.3.1	Settlement areas shall be the focus of growth and development	3.3	YES	
1.1.3.2	Land use patterns within settlement areas shall be based on: densities and a mix of land uses which:	3.3.2.6, 3.3.2.7	YES	
a)	efficiently use land and resources	3.7.2.1	YES	
b)	are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;	3.3.2.7	YES	Policy 3.3.2.7 specifically promotes intensification or redevelopment in areas with infrastructure and public service facilities.
c)	minimize negative impacts to air quality and climate change, and promote energy efficiency;	3.1, 3.1.2.10, 7.1.7.1	Update	Policy 7.1.7.1 states that the city shall promote land use and development that supports energy efficiency and improved air quality. Inclusion of climate change is required.
d)	prepare for the impacts of a changing climate;		Update	No policy provided for impact of changing climate.
e)	support active transportation;	6.1.5, 6.1.5.1-6.1.5.7, 7.5.7.4, 3.7.2.3	YES	Section 6.1.5 of the OP states policies relating to the promotion of active transportation.
f)	are transit-supportive, where transit is planned, exists or may be developed; and	6.1.6	YES	Section 6.1.6 provides direction on development and built-up areas that are transit-supportive.
g)	are freight-supportive	4.7.4, 6.1.7 (water transportation)	YES	Section 6.1.2 provides direction on the movement of goods and support of freight movement.
1.1.3.3	Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.	3.7.2.3, 4.1.2.2, 4.2.5.1, 4.7.5.1 6.1.1.9	YES	Various OP policies support this PPS policy.
1.1.3.4	Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.	4.1.2.9, 3.3.2.7, 4.2.2.1, 4.2.5.1, 7.6.1.1, 7.6.2	YES	Various OP policies support this PPS policy.
1.1.3.5	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.	3.2.2.8, 4.1.2, 4.1.2.2, 7.6.1.3 - adjust to 25 years	Update	
1.1.3.6	New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities	3.3.2.3, 3.3.2.6	YES	
1.1.3.7	Planning authorities should establish and implement phasing policies to ensure: a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.	3.2.2.8	Update	OP Policy 3.2.2.8 provides direction on the target density of 25 dwelling units per hectare. Policy

1.1.3.8	A planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that:	8.2.1.4	YES	OP Policy 8.2.1.4 states that boundary expansions shall address boundary expansions policies of the PPS.
a)	sufficient opportunities to accommodate growth and to satisfy market demand are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon;		YES	
b)	the infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment		YES	
c)	in prime agricultural areas: 1. the lands do not comprise specialty crop areas; 2. alternative locations have been evaluated, and i. there are no reasonable alternatives which avoid prime agricultural areas; and ii. there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas;		YES	
d)	the new or expanding settlement area is in compliance with the minimum distance separation formulae; and		YES	
e)	impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible.		YES	
1.1.3.9	In undertaking a comprehensive review, the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary expansion or development proposal. Notwithstanding policy 1.1.3.8, municipalities may permit adjustments of settlement area boundaries outside a comprehensive review provided: a) there would be no net increase in land within the settlement areas; b) the adjustment would support the municipality's ability to meet intensification and redevelopment targets established by the municipality; c) prime agricultural areas are addressed in accordance with 1.1.3.8 (c), (d) and (e); and d) the settlement area to which lands would be added is appropriately serviced and there is sufficient reserve infrastructure capacity to service the lands.			
<b>1.1.4 Rural Areas in Municipalities</b>				
1.1.4.1	1.1.4.1 Healthy, integrated and viable rural areas should be supported by:	4.11, 4.13.3 (Escarpment Lands)	YES	
a)	building upon rural character, and leveraging rural amenities and assets;		YES	
b)	promoting regeneration, including the redevelopment of brownfield sites;		YES	
c)	accommodating an appropriate range and mix of housing in rural settlement areas;		YES	
d)	encouraging the conservation and redevelopment of existing rural housing stock on rural lands;		YES	
e)	using rural infrastructure and public service facilities efficiently;		YES	
f)	promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;		YES	
g)	providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets		YES	
h)	conserving biodiversity and considering the ecological benefits provided by nature; and		YES	No prime agricultural lands
i)	providing opportunities for economic activities in prime agricultural areas, in accordance with policy 2.3		YES	
1.1.4.2	In rural areas, rural settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted.		YES	
1.1.4.3	When directing development in rural settlement areas in accordance with policy 1.1.3, planning authorities shall give consideration to rural characteristics, the scale of development and the provision of appropriate service levels.		YES	
1.1.4.4	Growth and development may be directed to rural lands in accordance with policy 1.1.5, including where a municipality does not have a settlement area		YES	
<b>1.1.5 Rural Lands in Municipalities</b>				
1.1.5.1	When directing development on rural lands, a planning authority shall apply the relevant policies of Section 1: Building Strong Healthy Communities, as well as the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.		YES	

1.1.5.2	On rural lands located in municipalities, permitted uses are:	4.11.1	YES	Section 4.11 of the OP states the permitted uses on rural lands.
	a) the management or use of resources		YES	
	b) resource-based recreational uses (including recreational dwellings);		YES	
	c) residential development, including lot creation, that is locally appropriate;		YES	
	d) agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices, in accordance with provincial standards;		YES	
	e) home occupations and home industries;		YES	
	f) cemeteries; and		Update	Cemeteries are not identified as a permitted use in the Rural area. Cemeteries are permitted in Open Space lands.
	g) other rural land uses.		YES	
1.1.5.3	Recreational, tourism and other economic opportunities should be promoted.	4.11.2.12	Update	Policy 4.11.2.12 of the OP states that recreation is permitted. Does not mention agri-tourism.
1.1.5.4	Development that is compatible with the rural landscape and can be sustained by rural service levels should be promoted.	4.11.2.4, 4.11.2.5	YES	Policy 4.11.2.4 of the OP provides provisions for new or expanding uses. Uses must be compatible to adjacent uses and address potential impacts on rural services.
1.1.5.5	Development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure	4.11.2.4	YES	
1.1.5.6	Opportunities should be retained to locate new or expanding land uses that require separation from other uses.			
1.1.5.7	Opportunities to support a diversified rural economy should be promoted by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.	4.11, 4.11.1	YES	
1.1.5.8	New land uses, including the creation of lots, and new or expanding livestock facilities, shall comply with the minimum distance separation formulae.		Update	
1.1.6	New land uses, including the creation of lots, and new or expanding livestock facilities, shall comply with the minimum distance separation formulae.		N/A	
1.1.6.1	Territory Without Municipal Organization		NA	
1.1.6.2	On rural lands located in territory without municipal organization, the focus of development activity shall be related to the sustainable management or use of resources and resource-based recreational uses (including recreational dwellings).		NA	
1.1.6.3	Development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure.		NA	
1.1.6.4	The establishment of new permanent townships shall not be permitted. In areas adjacent to and surrounding municipalities, only development that is related to the sustainable management or use of resources and resource-based recreational uses (including recreational dwellings) shall be permitted. Other uses may only be permitted if:		NA	
	a) the area forms part of a planning area;		NA	
	b) the necessary infrastructure and public service facilities are planned or available to support the development and are financially viable over their life cycle; and		NA	
	c) it has been determined, as part of a comprehensive review, that the impacts of development will not place an undue strain on the public service facilities and infrastructure provided by adjacent municipalities, regions and or the Province.		NA	

1.2 Coordination				
1.2.1	A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:		YES	
a)	managing and/or promoting growth and development that is integrated with infrastructure planning;	3.3.2.7	YES	
b)	economic development strategies;	7.7.1	YES	
c)	managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;	3.7.2.2	YES	
d)	infrastructure, multimodal transportation systems, public service facilities and waste management systems;	3.7.2.4,	YES	
e)	ecosystem, shoreline, watershed, and Great Lakes related issues;	7.1.1.1	YES	
f)	natural and human-made hazards	7.1.3	YES	
g)	population, housing and employment projections, based on regional market areas;	5.2.6	YES	
h)	addressing housing needs in accordance with provincial policy statements such as the Policy Statement: Service Manager Housing and Homelessness Plans.		Confirm	
1.2.2	Planning authorities shall engage with Indigenous communities and coordinate on land use planning matters		Confirm	
1.2.3	Planning authorities should coordinate emergency management and other economic, environmental and social planning considerations to support efficient and resilient communities.	6.1.11.1	YES	
1.2.4	Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:	Confirm Grey County Policies	County OP	
a)	identify, and allocate population, housing and employment projections for lower-tier municipalities. Allocations and projections by upper-tier municipalities shall be based on and reflect provincial plans where these exist and informed by provincial guidelines		County OP	
b)	identify areas where growth or development will be directed, including the identification of nodes and the corridors linking these nodes;		County OP	
c)	identify targets for intensification and redevelopment within all or any of the lower-tier municipalities, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8;		County OP	
d)	where major transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors and stations, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8; and		County OP	
e)	provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries		County OP	
1.2.5	Where there is no upper-tier municipality, planning authorities shall ensure that policy 1.2.4 is addressed as part of the planning process, and should coordinate these matters with adjacent planning authorities		County OP	
1.2.6 Land Use Compatibility				
1.2.6.1	Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.	4.8.2.1, 4.8.2.4	YES	
1.2.6.2	Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:	4.8.2.2	YES	
a)	there is an identified need for the proposed use	4.8.2.2	YES	
b)	alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;	4.8.2.2	YES	
c)	adverse effects to the proposed sensitive land use are minimized and mitigated; and	4.8.2.2	YES	
d)	potential impacts to industrial, manufacturing or other uses are minimized and mitigated.	4.8.2.2	YES	
1.3 Employment				
1.3.1	Planning authorities shall promote economic development and competitiveness by	4.8, 4.8.1	YES	Section 4.3 of the OP provides direction on employment uses within the City.

a)	providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;		YES	Section 4.3 and Section 4.9 provide policies that permit a mix and range of uses for Employment and Institutional land uses.
b)	providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;	4.8.2	YES	Policies in Section 4.8.2 provide direction on the retention of existing employment uses and the attraction of future employment and business uses.
c)	facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;		YES	
d)	encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and		YES	
e)	ensuring the necessary infrastructure is provided to support current and projected needs.		YES	
<b>1.3.2 Employment Areas</b>				
1.3.2.1	Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.		YES	
1.3.2.2	At the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area. Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas		Confirm	
1.3.2.3	Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility. Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.	4.8.2.2, 4.8.2.4	YES	
1.3.2.4	Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.	4.8.2.6	YES	Policy 4.8.6.2 is directly stated from the PPS.
1.3.2.5	Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation working together with affected upper and single-tier municipalities and subject to the following		N/A	PPS Policy 1.3.2.4 is already included in the current OP.
a)	there is an identified need for the conversion and the land is not required for employment purposes over the long term;		N/A	
b)	the proposed uses would not adversely affect the overall viability of the employment area; an		N/A	
c)	existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.		N/A	
1.3.2.6	Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.	4.8.2.6	YES	
1.3.2.7	Planning authorities may plan beyond 25 years for the long-term protection of employment areas provided lands are not designated beyond the planning horizon	4.8.2.8	YES	
<b>1.4 Housing</b>				



1.4.1	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:	3.3.2.6	YES	Policy 3.3.2.6 specifically states that a broad range and mix of housing is to be accommodated and encouraged.
a)	maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and	7.6.1.1 - update from 10 years to 15 years per PPS, 7.6.1.3	Update	
b)	maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans. Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.		Update	
1.4.2	Where planning is conducted by an upper-tier municipality:	Confirm Grey County Policies	N/A	
a)	the land and unit supply maintained by the lower-tier municipality identified in policy 1.4.1 shall be based on and reflect the allocation of population and units by the upper-tier municipality; and		N/A	
b)	the allocation of population and units by the upper-tier municipality shall be based on and reflect provincial plans where these exist.		N/A	
1.4.3	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:	5.1.1.4	YES	
a)	establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;	7.6.1.4, 7.6.1.6	Update	OP Policy 7.6.1.4 states that the City will establish minimum targets for the provision of housing affordable to low and moderate-income households. OP Policy 7.6.1.6 states that the City will work to implement County affordable housing targets.
b)	permitting and facilitating: 1. all housing options required to meet the social, health , economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;		Update	
c)	directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;	4.1.2.2	YES	Policy 4.1.2.2 directs density to be located in areas with hard and soft service capacity as well as collector and arterial roads for medium/high density uses.
d)	promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;	4.1.2.2	YES	Policy 4.1.2.2 b) states that density be allocated in areas with services such as parks, schools, emergency services, transit.
e)	requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and		Update	

f)	establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety	4.1.2.9	YES	
<b>1.5 Public Spaces, Recreation, Parks, Trails and Open Space</b>				
1.5.1	Healthy, active communities should be promoted by:	3.4.2.1, 3.4.2.4	YES	
a)	planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;	7.5.3, 7.5.5.1	YES	
b)	planning and providing for a full range and equitable distribution of publicly- accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;	4.10,	YES	
c)	providing opportunities for public access to shorelines; and	4.7.1, 4.7.3.1	YES	
d)	recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.	7.5.2	YES	
<b>1.6 Infrastructure and Public Service Facilities</b>				
1.6.1	Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accomodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:	3.7.2, 3.7.2.1, 3.7.2.2	YES	
a)	financially viable over their life cycle, which may be demonstrated through asset management planning; and	3.2.2.14	YES	
b)	available to meet current and projected needs.	3.7.2.1, 3.7.2.6	YES	
1.6.2	Planning authorities should promote green infrastructure to complement infrastructure.	7.1.10	YES	
1.6.3	Before consideration is given to developing new infrastructure and public service facilities:		YES	
a)	the use of existing infrastructure and public service facilities should be optimized; and	3.3.2.7, 4.1.2.9	YES	
b)	opportunities for adaptive re-use should be considered, wherever feasible.	8.2.2.4	YES	
1.6.4	Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protecting Public Health and Safety.	7.3.2.2	YES	
1.6.5	Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.	3.3.2.7, 3.7.2.1	YES	
<b>1.6.6 Sewage, Water and Stormwater</b>				
1.6.6.1	Planning for sewage and water services shall:			
a)	accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing: 1. municipal sewage services and municipal water services; and 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;	6.2.3.1	YES	
b)	ensure that these systems are provided in a manner that: 1. can be sustained by the water resources upon which such services rely; 2. prepares for the impacts of a changing climate; 3. is feasible and financially viable over their lifecycle; and 4. protects human health and safety, and the natural environment;		Update	
c)	promote water conservation and water use efficiency;	7.1.8.1	YES	
d)	integrate servicing and land use considerations at all stages of the planning process; and	4.3.2.4,	Confirm	
e)	be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met	6.2.2.6	Confirm	
1.6.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.	6.2.2.4	YES	
1.6.6.3	Where municipal sewage services and municipal water services are not available, planned or feasible, private communal sewage services and private communal water services are the preferred form of servicing for multi-unit/lot development to support protection of the environment and minimize potential risks to human health and safety.	6.2.2.4	YES	



1.6.6.4	Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In settlement areas, individual on-site sewage services and individual on-site water services may be used for infilling and minor rounding out of existing development. At the time of the official plan review or update, planning authorities should assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the character of rural settlement areas. Where planning is conducted by an upper-tier municipality, the upper-tier municipality should work with lower-tier municipalities at the time of the official plan review or update to assess the long-term impacts of individual on-site sewage services and individual on-site water services on the environmental health and the desired character of rural settlement areas and the feasibility of other forms of servicing set out in policies 1.6.6.2 and 1.6.6.3.	6.2.2.6	Confirm	
1.6.6.5	Partial services shall only be permitted in the following circumstances: a) where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development; or b) within settlement areas, to allow for infilling and minor rounding out of existing development on partial services provided that site conditions are suitable for the long-term provision of such services with no negative impacts. Where partial services have been provided to address failed services in accordance with subsection (a), infilling on existing lots of record in rural areas in municipalities may be permitted where this would represent a logical and financially viable connection to the existing partial service and provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In accordance with subsection (a), the extension of partial services into rural areas is only permitted to address failed individual on-site sewage and individual on-site water services for existing development.	6.2.2.6	Confirm	
1.6.6.6	Subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5, planning authorities may allow lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services or private communal sewage services and private communal water services. The determination of sufficient reserve sewage system capacity shall include treatment capacity for hauled sewage from private communal sewage services and individual on-site sewage services.		Confirm	
1.6.6.7	Planning for stormwater management shall:			
	a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;		Confirm	
	b) minimize, or, where possible, prevent increases in contaminant loads;		Confirm	
	c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;		Confirm	
	d) mitigate risks to human health, safety, property and the environment;		Confirm	
	e) maximize the extent and function of vegetative and pervious surfaces; and		Confirm	
	f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.		Confirm	
1.6.7 Transportation Systems				
1.6.7.1	Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.	6.1.1.1	YES	
1.6.7.2	Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.	6.1.1.10	YES	
1.6.7.3	As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.	3.7.2.3	YES	
1.6.7.4	A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	6.1.1.9, 6.1.1.10	YES	
1.6.8 Transportation and Infrastructure Corridors				
1.6.8.1	Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.	6.1.1.1	YES	
1.6.8.2	Major goods movement facilities and corridors shall be protected for the long term.	6.1.2.1 - 6.1.2.5	YES	

1.6.8.3	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.		YES	
1.6.8.4	The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.	6.1.1.5, 6.1.1.7, 6.1.5.5	YES	
1.6.8.5	The co-location of linear infrastructure should be promoted, where appropriate.	6.1.3.0.5	YES	
1.6.8.6	When planning for corridors and rights-of-way for significant transportation, electricity transmission, and infrastructure facilities, consideration will be given to the significant resources in Section 2: Wise Use and Management of Resources.		YES	
<b>1.6.9 Airports, Rail and Marine Facilities</b>				
1.6.9.1	Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:			
a)	their long-term operation and economic role is protected; and	6.1.7, 6.1.7.4, 6.1.8, 6.1.9	YES	
b)	airports, rail facilities and marine facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 1.2.6.	6.1.7, 6.1.8, 6.1.9,	YES	
1.6.9.2	Airports shall be protected from incompatible land uses and development by:			
a)	prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP;	6.1.8	YES	
b)	considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and	6.1.8	YES	
c)	discouraging land uses which may cause a potential aviation safety hazard.	6.1.8	YES	
<b>1.6.10 Waste Management</b>				
1.6.10.1	Waste management systems need to be provided that are of an appropriate size and type to accommodate present and future requirements, and facilitate, encourage and promote reduction, reuse and recycling objectives. Waste management systems shall be located and designed in accordance with provincial legislation and standards.	6.2.5	YES	
<b>1.6.11 Energy supply</b>				
1.6.11.1	Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, district energy, and renewable energy systems and alternative energy systems, to accommodate current and projected needs.	7.1.10.4	YES	
<b>1.7 Long-Term Economic Prosperity</b>				
1.7.1	Long-term economic prosperity should be supported by:	3.2	YES	
a)	promoting opportunities for economic development and community investment-readiness;	3.2.2.3, 3.2.2.14	YES	
b)	encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;	7.6.1.1	YES	
c)	optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;	3.2.2.12	YES	
d)	maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets		YES	
e)	encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;	3.2.2.1,	YES	
f)	promoting the redevelopment of brownfield sites;	3.1.2.11, 3.3.2.7, 7.1.6.3, 8.1.5.2	YES	
g)	providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;	6.1.1.9, 6.1.1.10, 6.1.6	YES	
h)	providing opportunities for sustainable tourism development;		Update	
i)	sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agrifood network;	4.11	YES	
j)	promoting energy conservation and providing opportunities for increased energy supply;	7.1.10	YES	
k)	minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and		Update	
l)	encouraging efficient and coordinated communications and telecommunications infrastructure.	6.1.10	YES	
<b>1.8 Energy Conservation, Air Quality and Climate Change</b>				

1.8.1	Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:	3.1.2.10, 7.1.7, 7.1.10	YES	
a)	promote compact form and a structure of nodes and corridors;	7.1.7.1	YES	
b)	promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;	7.1.10.3	YES	
c)	focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;			
d)	focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;			
e)	encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;	6.1.1.9	YES	
f)	promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and	7.1.10.1, 7.1.10.2	YES	
g)	maximize vegetation within settlement areas, where feasible.	4.12.2.4, 7.1.2.2	YES	
<b>2.0 Wise Use and Management of Resources</b>				
	Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits. Accordingly:			
<b>2.1 Natural Heritage</b>				
2.1.1	Natural features and areas shall be protected for the long term.	3.1.1	YES	
2.1.2	The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.	3.1.1, 3.2.1.2,	YES	
2.1.3	Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.		Confirm	
2.1.4	Development and site alteration shall not be permitted in:			
a)	significant wetlands in Ecoregions 5E, 6E and 7E1; and	7.1.4.4	YES	
b)	significant coastal wetlands.		N/A	
2.1.5	Development and site alteration shall not be permitted in:			
a)	significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;		N/A	
b)	significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;	7.1.2.5, 7.1.4.4	YES	
c)	significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;	7.1.4.4	YES	
d)	significant wildlife habitat;	7.1.4.4	YES	
e)	significant areas of natural and scientific interest; and	7.1.4.4	YES	
f)	coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 2.1.4(b) unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions		N/A	
2.1.6	Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.		N/A	
2.1.7	Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.	7.1.4.4	YES	
2.1.8	Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions	7.1.4.4	YES	
2.1.9	Nothing in policy 2.1 is intended to limit the ability of agricultural uses to continue.			
<b>2.2 Water</b>				
2.2.1	Planning authorities shall protect, improve or restore the quality and quantity of water by:			
a)	using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;	3.1.2.8	YES	

b)	minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;	6.2.4.11	YES	
c)	evaluating and preparing for the impacts of a changing climate to water resource systems at the watershed level;		Update	
d)	identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed;	7.1.2.5, 7.1.3.1, 7.1.4, 7.1.4.4	YES	
e)	maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas;	7.1.2.5, 7.1.3.1, 7.1.4, 7.1.4.4	YES	
f)	implementing necessary restrictions on development and site alteration to: 1. protect all municipal drinking water supplies and designated vulnerable areas; and 2. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;	7.1.12.3	YES	
g)	planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;	7.1.8	YES	
h)	ensuring consideration of environmental lake capacity, where applicable; and			
i)	ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.	3.1.2.7	YES	OP Policy 3.1.2.7 directly states this policy from the PPS
2.2.2	Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored. Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.	7.1.4.1	YES	
<b>2.3 Agriculture</b>				
2.3.1	Prime agricultural areas shall be protected for long-term use for agriculture. Prime agricultural areas are areas where prime agricultural lands predominate. Specialty crop areas shall be given the highest priority for protection, followed by Canada Land Inventory Class 1, 2, and 3 lands, and any associated Class 4 through 7 lands within the prime agricultural area, in this order of priority.		Confirm	
2.3.2	Planning authorities shall designate prime agricultural areas and specialty crop areas in accordance with guidelines developed by the Province, as amended from time to time. Planning authorities are encouraged to use an agricultural system approach to maintain and enhance the geographic continuity of the agricultural land base and the functional and economic connections to the agri-food network.		Confirm	
<b>2.3.3 Permitted Uses</b>				
2.3.3.1	In prime agricultural areas, permitted uses and activities are: agricultural uses, agriculture-related uses and on-farm diversified uses. Proposed agriculture-related uses and on-farm diversified uses shall be compatible with, and shall not hinder, surrounding agricultural operations. Criteria for these uses may be based on guidelines developed by the Province or municipal approaches, as set out in municipal planning documents, which achieve the same objectives.		Confirm	
2.3.3.2	In prime agricultural areas, all types, sizes and intensities of agricultural uses and normal farm practices shall be promoted and protected in accordance with provincial standards.		Confirm	
2.3.3.3	New land uses in prime agricultural areas, including the creation of lots and new or expanding livestock facilities, shall comply with the minimum distance separation formulae.		Confirm	
<b>2.3.4 Lot Creation and Lot Adjustments</b>				
2.3.4.1	Lot creation in prime agricultural areas is discouraged and may only be permitted for:	4.11.2.5	YES	
a)	agricultural uses, provided that the lots are of a size appropriate for the type of agricultural use(s) common in the area and are sufficiently large to maintain flexibility for future changes in the type or size of agricultural operations;		YES	
b)	agriculture-related uses, provided that any new lot will be limited to a minimum size needed to accommodate the use and appropriate sewage and water services;		YES	
c)	a residence surplus to a farming operation as a result of farm consolidation, provided that: 1. the new lot will be limited to a minimum size needed to accommodate the use and appropriate sewage and water services; and 2. the planning authority ensures that new residential dwellings are prohibited on any remnant parcel of farmland created by the severance. The approach used to ensure that no new residential dwellings are permitted on the remnant parcel may be recommended by the Province, or based on municipal approaches which achieve the same objective; and		Confirm	
d)	infrastructure, where the facility or corridor cannot be accommodated through the use of easements or rights-of-way.		Confirm	

2.3.4.2	Lot adjustments in prime agricultural areas may be permitted for legal or technical reasons		Confirm	
2.3.4.3	The creation of new residential lots in prime agricultural areas shall not be permitted, except in accordance with policy 2.3.4.1(c).		Confirm	
<b>2.3.5 Removal of Land from Prime Agricultural Areas</b>				
2.3.5.1	Planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 1.1.3.8.		Confirm	
<b>2.3.6 Non-Agricultural Uses in Prime Agricultural Areas</b>				
2.3.6.1	Planning authorities may only permit non-agricultural uses in prime agricultural areas for:		Confirm	
a)	extraction of minerals, petroleum resources and mineral aggregate resources; or		Confirm	
b)	limited non-residential uses, provided that all of the following are demonstrated: 1. the land does not comprise a specialty crop area; 2. the proposed use complies with the minimum distance separation formulae; 3. there is an identified need within the planning horizon provided for in policy 1.1.2 for additional land to accommodate the proposed use; and 4. alternative locations have been evaluated, and i. there are no reasonable alternative locations which avoid prime agricultural areas; and ii. there are no reasonable alternative locations in prime agricultural areas with lower priority agricultural lands.		Confirm	
2.3.6.2	Impacts from any new or expanding non-agricultural uses on surrounding agricultural operations and lands are to be mitigated to the extent feasible.		Confirm	
<b>2.4 Minerals and Petroleum</b>				
2.4.1	Minerals and petroleum resources shall be protected for long-term use.		Update	
<b>2.4.2 Protection of Long-Term Resource Supply</b>				
2.4.2.1	Mineral mining operations and petroleum resource operations shall be identified and protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact.		Confirm	
2.4.2.2	Known mineral deposits, known petroleum resources and significant areas of mineral potential shall be identified and development and activities in these resources or on adjacent lands which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:		Confirm	
a)	resource use would not be feasible; or		Confirm	
b)	the proposed land use or development serves a greater long-term public interest; and		Confirm	
c)	issues of public health, public safety and environmental impact are addressed.		Confirm	
<b>2.4.3 Rehabilitation</b>				
2.4.3.1	Rehabilitation to accommodate subsequent land uses shall be required after extraction and other related activities have ceased. Progressive rehabilitation should be undertaken wherever feasible.	4.11.2.9, 4.11.2.10	YES	
<b>2.4.4 Extraction in Prime Agricultural Areas</b>				
2.4.4.1	Extraction of minerals and petroleum resources is permitted in prime agricultural areas provided that the site will be rehabilitated.		Update	
<b>2.5 Mineral Aggregate Resources</b>				
2.5.1	Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.		Confirm	
<b>2.5.2 Protection of Long-Term Resource Supply</b>				
2.5.2.1	As much of the mineral aggregate resources as is realistically possible shall be made available as close to markets as possible. Demonstration of need for mineral aggregate resources, including any type of supply/demand analysis, shall not be required, notwithstanding the availability, designation or licensing for extraction of mineral aggregate resources locally or elsewhere.		Confirm	
2.5.2.2	Extraction shall be undertaken in a manner which minimizes social, economic and environmental impacts.		Confirm	
2.5.2.3	Mineral aggregate resource conservation shall be undertaken, including through the use of accessory aggregate recycling facilities within operations, wherever feasible.		Confirm	



2.5.2.4	Mineral aggregate operations shall be protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact. Existing mineral aggregate operations shall be permitted to continue without the need for official plan amendment, rezoning or development permit under the Planning Act. Where the Aggregate Resources Act applies, only processes under the Aggregate Resources Act shall address the depth of extraction of new or existing mineral aggregate operations. When a license for extraction or operation ceases to exist, policy 2.5.2.5 continues to apply.		Confirm	
2.5.2.5	In known deposits of mineral aggregate resources and on adjacent lands, development and activities which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:		Confirm	
a)	resource use would not be feasible; or		Confirm	
b)	the proposed land use or development serves a greater long-term public interest; an		Confirm	
c)	issues of public health, public safety and environmental impact are addressed		Confirm	
<b>2.5.3 Rehabilitation</b>				
2.5.3.1	Progressive and final rehabilitation shall be required to accommodate subsequent land uses, to promote land use compatibility, to recognize the interim nature of extraction, and to mitigate negative impacts to the extent possible. Final rehabilitation shall take surrounding land use and approved land use designations into consideration.	4.11.2.9, 4.11.2.10	YES	
2.5.3.2	Comprehensive rehabilitation planning is encouraged where there is a concentration of mineral aggregate operations.			
2.5.3.3	In parts of the Province not designated under the Aggregate Resources Act, rehabilitation standards that are compatible with those under the Act should be adopted for extraction operations on private lands.			
<b>2.5.4 Extraction in Prime Agricultural Areas</b>				
2.5.4.1	In prime agricultural areas, on prime agricultural land, extraction of mineral aggregate resources is permitted as an interim use provided that the site will be rehabilitated back to an agricultural condition. Complete rehabilitation to an agricultural condition is not required if:	CONFIRM	Confirm	
a)	outside of a specialty crop area, there is a substantial quantity of mineral aggregate resources below the water table warranting extraction, or the depth of planned extraction in a quarry makes restoration of pre-extraction agricultural capability unfeasible;		Confirm	
b)	in a specialty crop area, there is a substantial quantity of high quality mineral aggregate resources below the water table warranting extraction, and the depth of planned extraction makes restoration of pre-extraction agricultural capability unfeasible;		Confirm	
c)	other alternatives have been considered by the applicant and found unsuitable. The consideration of other alternatives shall include resources in areas of Canada Land Inventory Class 4 through 7 lands, resources on lands identified as designated growth areas, and resources on prime agricultural lands where rehabilitation is feasible. Where no other alternatives are found, prime agricultural lands shall be protected in this order of priority: specialty crop areas, Canada Land Inventory Class 1, 2 and 3 lands; and		Confirm	
d)	agricultural rehabilitation in remaining areas is maximized.		Confirm	
<b>2.5.5 Wayside Pits and Quarries, Portable Asphalt Plants and Portable Concrete Plants</b>				
2.5.5.1	Wayside pits and quarries, portable asphalt plants and portable concrete plants used on public authority contracts shall be permitted, without the need for an official plan amendment, rezoning, or development permit under the Planning Act in all areas, except those areas of existing development or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities.	4.11.2.10	YES	
<b>2.6 Cultural Heritage and Archaeology</b>				
2.6.1	Significant built heritage resources and significant cultural heritage landscapes shall be conserved.	7.2.2.1	YES	OP Policy 7.2.2.1 speaks directly to the conservation of significant built heritage resources and cultural heritage landscapes
2.6.2	Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.	7.2.5.1	YES	OP Policy 7.2.5.1 provides direction on site alteration on lands containing archeological resources.

2.6.3	Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.	7.2.5.1	YES	OP Policy 7.2.5.1 provides direction on site alteration on lands adjacent to lands containing archeological resources.
2.6.4	Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.	7.2.3.1	YES	OP Policy 7.2.3.1 contains policies relating to the development of a plan for identification and assessment of heritage resources.
2.6.5	Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.		Update	
<b>3.0 Protection Public Health and Safety</b>				
	Ontario's long-term prosperity, environmental health and social well-being depend on reducing the potential for public cost or risk to Ontario's residents from natural or human-made hazards. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards. Mitigating potential risk to public health or safety or of property damage from natural hazards, including the risks that may be associated with the impacts of a changing climate, will require the Province, planning authorities, and conservation authorities to work together. Accordingly:	4.12.1.1, 7.1.3, 7.1.3.3	YES	
<b>3.1 Natural Hazards</b>				
3.1.1	Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:		YES	
a)	hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;	4.12.1.1	YES	
b)	hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; an	4.12.1.1	YES	
c)	hazardous sites.	4.12.1.1	YES	
3.1.2	Development and site alteration shall not be permitted within:			
a)	the dynamic beach hazard;	4.12.1.1	YES	
b)	defined portions of the flooding hazard along connecting channels (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);	4.12.1.1	YES	
c)	areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and	4.12.1.1	YES	
d)	a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.	4.12.1.1	YES	
3.1.3	Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.			
3.1.4	Despite policy 3.1.2, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems:	4.12.2.2	YES	
a)	in those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications; or		Update	
b)	where the development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows		Update	
3.1.5	Development shall not be permitted to locate in hazardous lands and hazardous sites where the use is:		Update	
a)	an institutional use including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;		Update	
b)	an essential emergency service such as that provided by fire, police and ambulance stations and electrical substations; or		Update	



c)	uses associated with the disposal, manufacture, treatment or storage of hazardous substances.		Update	
3.1.6	Where the two zone concept for flood plains is applied, development and site alteration may be permitted in the flood fringe, subject to appropriate floodproofing to the flooding hazard elevation or another flooding hazard standard approved by the Minister of Natural Resources and Forestry.		Update	
3.1.7	Further to policy 3.1.6, and except as prohibited in policies 3.1.2 and 3.1.5, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:	4.12.2.2	YES	
a)	development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;	4.12.2.2	YES	
b)	vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;	4.12.2.2	YES	
c)	new hazards are not created and existing hazards are not aggravated; and	4.12.2.2	YES	
d)	no adverse environmental impacts will result.	4.12.2.2	YES	
3.1.8	Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire. Development may however be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards.		Update	
<b>3.2 Human-Made Hazards</b>				
3.2.1	Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.	7.1.6.2, 7.1.6.3, 7.1.6.4	YES	
3.2.2	Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.	7.1.2.6, 7.1.6.4	YES	
3.2.3	Planning authorities should support, where feasible, on-site and local re-use of excess soil through planning and development approvals while protecting human health and the environment.		Confirm	
<b>4.0 Implementation and Interpretation</b>				
4.1	This Provincial Policy Statement applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after May 1, 2020.		N/A	
4.2	This Provincial Policy Statement shall be read in its entirety and all relevant policies are to be applied to each situation.		N/A	
4.3	This Provincial Policy Statement shall be implemented in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights in section 35 of the Constitution Act, 1982.		N/A	
4.4	This Provincial Policy Statement shall be implemented in a manner that is consistent with Ontario Human Rights Code and the Canadian Charter of Rights and Freedoms.		N/A	
4.5	In implementing the Provincial Policy Statement, the Minister of Municipal Affairs and Housing may take into account other considerations when making decisions to support strong communities, a clean and healthy environment and the economic vitality of the Province.		N/A	
4.6	The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans. Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required. In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.		N/A	
4.7	In addition to land use approvals under the Planning Act, infrastructure may also require approval under other legislation and regulations. An environmental assessment process may be required for new infrastructure and modifications to existing infrastructure under applicable legislation. Wherever possible and practical, approvals under the Planning Act and other legislation or regulations should be integrated provided the intent and requirements of both processes are met.		N/A	
4.8	The Province, in consultation with municipalities, Indigenous communities, other public bodies and stakeholders shall identify performance indicators for measuring the effectiveness of some or all of the policies. The Province shall monitor their implementation, including reviewing performance indicators concurrent with any review of this Provincial Policy Statement.		N/A	
4.9	Municipalities are encouraged to monitor and report on the implementation of the policies in their official plans, in accordance with any reporting requirements, data standards and any other guidelines that may be issued by the Minister		N/A	