

Region of Niagara
Sustainable Community Policies:
Places to Grow/2005 Provincial Policy Statement
Conformity and Niagara 2031 Amendment

Amendment 2-2009 to the Official Plan for the Niagara Planning Area as approved on May 28, 2009 by Regional Council and amended through the addition of Policy 4.6.6.

May 28, 2009

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1 INTRODUCTION

1.1 Purpose of the Amendment

1. The purpose of this Amendment is to:
 - a) Update the Region's Policy Plan in order to align existing policies with the policies of the Province's Places to Grow Plan (2006) and the Provincial Policy Statement (2005).
 - b) Implement the strategic directions of Niagara's Growth Management Strategy (Niagara 2031).
 - c) Establish a new urban vision for the long term growth and development of Niagara.

1.2 Policy Approach

1. The following Policy Plan Amendment will replace the Urban Areas policies found in Section Five of the current Policy Plan, will add new policies regarding the Niagara Economic Gateway in Section Four of the current Regional Policy Plan (RPP), and will add new infrastructure policies to the Plan. The Amendment also will replace the current Urban Areas Boundary Map listed in the List of Maps contained in the Policy Plan with a Regional Urban Structure Map.

1.3 Structure of the Amendment

1. The following Amendment is divided into seven main sections, which constitute the Amendment:
 - a) Section 2: Niagara's Sustainable Urban Vision (Sections 2, 3, 4 and 5 together replace Section five of RPP)
 - b) Section 3: Regional Urban Structure
 - c) Section 4: Shaping Growth in Niagara
 - d) Section 5: Planning Niagara's Communities
 - e) Section 6: Building Infrastructure (Sections 8 and 9 in the RPP are to be combined to form Section 8: Infrastructure. Section 6 of the Amendment is to be added to this Section of the Plan.)
 - f) Section 7: Implementation and Monitoring (to be added to Section 12 of RPP)
 - g) Section 8: Niagara Economic Gateway (to be added to Section 4 of RPP)

1.4 Reader's Notes

1. This amendment includes provincial conformity text boxes. These text boxes are provided throughout the amendment to highlight instances where a Regional policy is implementing the 2006 Provincial Growth Plan for the Greater Golden Horseshoe or the 2005 Provincial Policy Statement. These text boxes are not part of the Amendment.
2. Section 1 uses the term "Amendment" to refer to this document. Hereafter, the term "Plan" is used in place of "Amendment" to facilitate the consolidation of this document with the Regional Policy Plan.
3. Readers are directed to the Definitions section at the end of the Amendment.
4. The text is as amended by Regional Council on May 28, 2009 through the addition of Policy 4.6.6.

**AMENDMENT 2-2009 TO
THE OFFICIAL PLAN FOR THE
NIAGARA PLANNING AREA**

The Official Plan for the Niagara Planning Area is amended as follows:

- By deleting the existing text and mapping in Section 5: Urban Policies and replacing it with Section 5: Sustainable Community Policies consisting of the text and mapping contained in Sections 2, 3, 4 and 5 below.
- By combining Section 8: Public Utilities and Section 9: Transportation to form Section 8: Infrastructure and renumbering subsequent Sections of the Plan and the Policies therein accordingly.
- By adding the text in Section 6 below to Section 8 Infrastructure of the Plan.
- By adding the text in Section 7 below to Section 12: Implementation of the Plan, which is to be renumbered as Section 11.
- By adding the text in Section 8 below to Section 4: Economic Development and Tourism of the Plan.

2 NIAGARA'S SUSTAINABLE URBAN VISION

2.1 Our Sustainable Urban Vision

Niagara is home to a wide range of communities. Some communities are fully developed, mature urban centres, with transit systems, densely developed downtown cores and a variety of other diverse uses. Other communities are more rural in nature and have hamlets serving a small population. There are also communities which can be characterized as in between a fully developed urban community and a small rurally based community. Notwithstanding these differences, there is one key element which links Niagara's diverse communities together. This unifying element is the desire to develop a more sustainable framework for urban development.

Niagara's sustainable urban vision has been informed by Council's endorsement of the principles of Smart Growth and of the Melbourne Principles.

Niagara aspires to build sustainable, complete communities. Such communities serve the needs of the present local population, without compromising the potential needs of future generations. Niagara's approach to building such communities addresses social, environmental, economic and cultural aspects of land use planning. Niagara will build more sustainable, complete communities by:

- Encouraging mixed and integrated land uses;
- Making efficient use of land, resources and infrastructure;
- Promoting compact, transit supportive development friendly to active transportation;
- Supporting intensification;
- Building better greenfield neighbourhoods;
- Fostering development that conserves natural resources and maintains or enhances natural systems.
- Integrating cultural programs and facilities in our urban areas;
- Making prudent fiscal decisions.

Niagara will promote an integrated land use planning framework for decision making, one which includes all twelve lower tier municipalities, the Niagara Peninsula Conservation Authority, residents, business and all other stakeholders.

Through these efforts, Niagara will improve air quality, enhance the integrity of natural systems, maintain its valuable prime agricultural lands; reduce traffic congestion; and provide opportunities for healthy living, social connectivity, economic well-being; and affordable housing that generally elevate the overall quality of life for Niagara's residents.

There is no one single action that will transform Niagara into a sustainable community. Rather, the path of sustainability is a long journey which will require Niagara to make tough decisions around financial, economic and social development, and environmental issues. These decisions and actions will continuously emerge and will require Niagara to constantly reaffirm its commitment to the Vision.

The following policies represent an opportunity for Niagara to affirm its commitment to building sustainable, complete communities.

2.2 Our Common Objectives

1. The following objectives are the basis for the policies in this Section of the Plan and should guide decisions related to land use planning, infrastructure development, natural and cultural resource management and fiscal planning:
 - a) Build compact, vibrant, sustainable, integrated and complete communities.
 - b) Plan and manage growth to support a strong, competitive and diverse economy.
 - c) Protect, conserve, enhance and wisely use the valuable natural resources of land, air, energy and water for current and future generations.
 - d) Maximize the use of existing and planned infrastructure to support growth in a compact and efficient manner.
 - e) Provide flexibility to manage growth in Niagara in a manner that recognizes the diversity of communities across the Region.
 - f) Promote continued collaboration and cooperation among governments, institutions, businesses, residents, businesses and not-for-profit organizations to achieve our Vision and the objectives of these policies.

The list of common objectives implements provincial objectives in Places to Grow Plan. See section 1.2.2 of the Plan.

3 REGIONAL URBAN STRUCTURE

3.1 Urban Structure Objectives

1. The objectives of the Regional Urban Structure policies are to:
 - a) Clearly articulate and define Niagara's key structural elements.
 - b) Establish a formal system of designated settlement areas so that growth and development can be directed and managed in a cost effective, efficient and sustainable manner which acknowledges the distinction between urban and rural areas, protects Prime Agricultural Lands and the Niagara Escarpment Biosphere Reserve, is based on a review of existing and planned servicing infrastructure, and encourages growth in the southern areas of the Region.
 - c) Provide a framework for implementing Niagara's vision for sustainable, complete communities.
 - d) Provide an urban structure for accommodating regional and local population, household and employment growth.

3.2 Niagara Region's Urban Structure

1. The key components of the Region's Urban Structure are:
 - a) Settlement areas composed of
 - o Urban areas;
 - o Built-up Areas;
 - o Designated greenfield areas;
 - b) The Downtown St. Catharines Urban Growth Centre;
 - c) Local municipally designated Intensification Areas;
 - d) The Niagara Economic Gateway; and,
 - e) Transportation corridors.
2. Other key determinants defining and shaping the Region's urban structure are its agricultural land base; the Greenbelt Plan and the Niagara Escarpment Plan; the Core Natural Heritage Areas; and significant physical features (Lake Ontario and Lake Erie, the Welland Canal, the Welland River and the Niagara River).
3. The Regional Urban Structure and the key determinants described in policy 3.2.2 are displayed on Schedule A.

3.3 Settlement Areas

1. Settlement areas are urban areas where development is concentrated and which have a mix of uses and have been designated in official plans for development over the long term.
2. Settlement areas will be the focus for accommodating growth.

3.3.1 Urban Areas

1. Urban Areas are defined on Schedule A and are designated in local official plans. Urban Areas have municipally provided services, including water and sewage services.
2. Urban Areas will be the focus of the Region's long term growth and development.

3.3.2 Built-up Areas

1. Built-up Areas are lands located within Urban Areas which have been identified by the Ministry of Energy and Infrastructure (formerly the Ministry of Public Infrastructure Renewal). Built-up Areas will be the focus of residential and employment intensification and redevelopment within the Region over the long term.

3.3.3 Designated Greenfield Areas

1. Designated Greenfield Areas are the lands within a settlement area that are not within the Built-up Areas. Where a settlement area does not have a Built-up Area identified, the entire settlement area is considered to be a Designated Greenfield Area.

3.4 Downtown St. Catharines Urban Growth Centre

1. The Downtown St. Catharines Urban Growth Centre is located in the City of St. Catharines as shown on Schedule A. The boundaries of the Urban Growth Centre have been defined by the City of St. Catharines and the Province of Ontario. These boundaries should be used in the City's official plan and form the basis for developing detailed policies for the area.
2. Consistent with Places to Grow Plan, the Downtown St. Catharines Urban Growth Centre will be planned:
 - a) As a focal area for investment in institutions and region-wide public services, as well as commercial, recreational, cultural and entertainment uses.
 - b) To accommodate and support transit infrastructure and active transportation
 - c) To serve as a high density employment centre that will attract provincially, nationally or internationally significant employment uses.
 - d) To achieve a minimum density target of 150 people and jobs combined per hectare by 2031.
 - e) To accommodate and support opportunities for high density residential development, including development to meet specialized housing needs, in the Downtown to support the variety of uses located in this area.

See section 2.2.4 of Places to Grow Plan, which identifies general policy directions for Urban Growth Centres and a combined people and jobs density target for St. Catharines Urban Growth Centre.

3.5 Local Municipally Designated Intensification Areas

1. Local Municipally Designated Intensification Areas are specific areas designated in local Official Plans for intensification and redevelopment. These areas are not mapped on Schedule A.
2. Municipalities will define these areas pursuant to the policies of Sub-section 4.3.2 of this Plan.

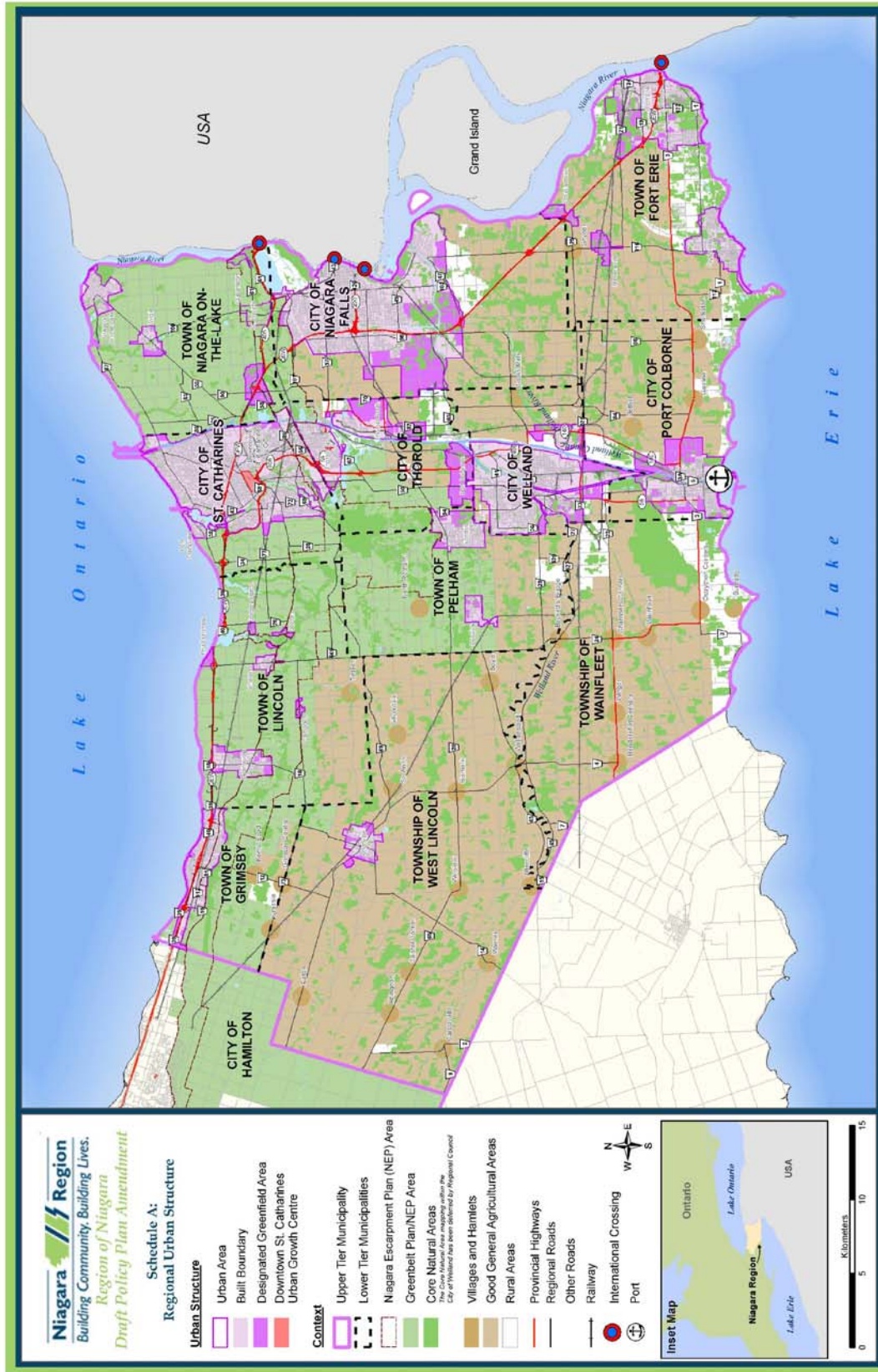
3.6 The Niagara Economic Gateway

1. The detailed policies for the Niagara Economic Gateway are incorporated in the Economic Development and Tourism policies of Section Four of this Plan. The Urban Areas policies of this Plan must be read in conjunction with the Niagara Economic Gateways policies for the respective municipalities.

3.7 Transportation Corridors

1. The Transportation Corridors shown on Schedule A are intended to be the focus for moving people and goods within Niagara and through the Region. The Region's key Transportation Corridors include:
 - a) The Welland Canal;
 - b) The Queen Elizabeth Way;
 - c) Highway 406;
 - d) Other Provincial Highways;
 - e) Regional Roads; and
 - f) Railways.

2. The transportation corridors will be protected to meet current and projected needs for various travel modes and will be planned pursuant to the policies in Section Eight of this Plan.



4 SHAPING GROWTH IN NIAGARA

4.1 Growth Management Objectives

1. The objectives of the Growth Management Policies of this Plan are to:
 - a) Direct the majority of growth and development to Niagara's existing Urban Areas.
 - b) Direct a significant portion of Niagara's future growth to the Built-up Area through intensification.
 - c) Direct intensification to Local Municipally Designated Intensification Areas.
 - d) Prevent urban development in inappropriate areas, thus contributing to the conservation of resources such as the Niagara Escarpment, the Greenbelt, aggregate areas, Core Natural Areas, and prime agricultural land.
 - e) Establish the Regional Market Area as the basis for planning for growth.
 - f) Build compact, mixed use, transit supportive, active transportation friendly communities in the Built-up Area and in Designated Greenfield Areas.
 - g) Reduce dependence on the automobile through the development of compact, mixed use, transit supportive, active transportation friendly urban environments.
 - h) Provide a foundation for developing access to intra and inter-city transit.
 - i) Ensure the availability of sufficient employment and residential land to accommodate long term growth in Niagara.
 - j) Provide a framework for developing complete communities all across Niagara, including a diverse mix of land uses, a range of local employment opportunities and housing types, high quality public open spaces, and easy access to local stores and services via automobile, transit and active transportation...
 - k) Prohibit the establishment of new Settlement Areas.
 - l) Direct growth in a manner that promotes the efficient use of existing municipal sewage and water services.

4.2 Population, Household and Employment Projections

4.2.1 Provincial Population and Employment Forecasts

1. The Province of Ontario has identified the following population and employment forecasts for the Region in Schedule 3 of the Places to Grow Plan:

Niagara Region, Population and Employment Forecasts							
Population				Employment			
2001	2011	2021	2031	2001	2011	2021	2031
427,000	442,000	474,000	511,000	186,000	201,000	209,000	218,000
<i>Source: Schedule 3, Places to Grow, Ministry of Energy and Infrastructure (2006).</i>							

Section 2.2.1 of Places to Grow states that the Schedule 3 population and employment forecasts will be used by all upper and single tier municipalities for planning and managing growth in the GGH.

4.2.2 Regional Population, Household and Employment Targets

1. The Region has identified the following population, household and employment targets for Niagara:

Niagara Region, Population, Household and Employment Targets											
Population				Households				Employment			
2001	2011	2021	2031	2001	2011	2021	2031	2001	2011	2021	2031
427,0000	465,200	510,100	545,400	162,415	178,250	201,250	221,240	186,000	207,420	229,410	243,540

2. The Region is committed to working with the Province of Ontario through the Ministry of Energy and Infrastructure to address its unique circumstances with respect to population and employment forecasts in Schedule 3 and those derived through Niagara 2031 within the context of the Province's Schedule 3 review and the Region's five year review of its growth management strategy.
3. In the interim, the Niagara Region figures should be used as the basis for planning for growth and infrastructure in Niagara, including planning studies, transportation master plans and water and waste water servicing master plans and studies.

4.2.3 Municipal Population, Household and Employment Targets

1. Schedule B to this Plan contains municipal population, household and employment targets for each lower tier municipality. The population, household and employment targets have been derived through a comprehensive and collaborative process involving a wide variety of stakeholders, including local municipalities, the private sector, the Niagara Peninsula Conservation Authority, residents and not-for-profit organizations.
2. The figures in Schedule B must be included in local official plans and be used for local municipal conformity exercises. The population figures to be used should be the Total Population with Undercount.
3. The figures in Schedule B are targets to be used for the purposes of planning growth. Local municipalities may exceed these targets, so long as growth occurs in a manner which is consistent with the policies of this Plan.
4. Infrastructure planning studies being undertaken by the Region and/or local municipalities may use forecasts which extend beyond the 2031 planning horizon, provided that they are consistent with the figures in Schedule B. The population figures to be used should be the Total Population with Undercount.
5. The municipal targets will be reviewed every five years taking into account updated data from Statistics Canada and other sources.

4.2.4 Housing Growth

1. The Region will maintain the ability to accommodate residential growth within the Regional Market Area:
 - a) For a minimum of ten years through designated lands (intensification and greenfield areas); and,
 - b) For a minimum of three years through servicing capacity.

See section 1.4.1 a and b of the Provincial Policy Statement which states that the Regional Market Area is the geographic area of consequence when planning for growth.

Schedule B: Niagara Region, Population, Household and Employment Targets by Local Municipality, 2006-2031								
Development Location	Forecast Period	Total Households	Total Population	Total Population With Undercount¹	Persons Per Unit (PPU)	Total Employment	Total Employment Including NFPOW²	Total Employment Activity Rate³
Fort Erie	2006	12,220	29,900	31,100	2.55	10,720	11,790	0.38
	2011	12,990	31,600	32,900	2.53	12,050	13,180	0.40
	2016	13,920	33,800	35,200	2.53	13,310	14,480	0.41
	2021	14,890	35,700	37,100	2.49	14,360	15,540	0.42
	2026	15,850	37,500	39,000	2.46	15,210	16,420	0.42
	2031	16,650	39,100	40,700	2.44	15,840	17,060	0.42
Grimsby	2006	8,745	23,900	24,900	2.85	7,510	8,270	0.33
	2011	9,620	26,000	27,000	2.81	8,500	9,320	0.35
	2016	10,560	28,300	29,400	2.78	9,240	10,090	0.34
	2021	11,260	29,800	31,000	2.75	9,530	10,390	0.34
	2026	11,870	30,900	32,100	2.70	9,810	10,680	0.33
	2031	12,240	31,500	32,800	2.68	10,180	11,040	0.34
Lincoln	2006	7,680	21,700	22,600	2.94	9,750	10,720	0.47
	2011	8,320	23,200	24,100	2.90	10,680	11,700	0.49
	2016	9,110	25,200	26,200	2.88	11,380	12,430	0.47
	2021	9,830	26,700	27,800	2.83	11,930	13,000	0.47
	2026	10,480	28,100	29,200	2.79	12,380	13,460	0.46
	2031	10,930	29,100	30,300	2.77	12,780	13,860	0.46

Schedule B: Niagara Region, Population, Household and Employment Targets by Local Municipality, 2006-2031								
Development Location	Forecast Period	Total Households	Total Population	Total Population With Undercount¹	Persons Per Unit (PPU)	Total Employment	Total Employment Including NFPOW²	Total Employment Activity Rate³
Niagara Falls	2006	32,495	82,200	85,500	2.63	38,570	42,440	0.50
	2011	34,070	85,700	89,100	2.62	41,710	45,690	0.51
	2016	36,170	90,400	94,000	2.60	44,500	48,560	0.52
	2021	38,590	95,300	99,100	2.57	46,700	50,820	0.51
	2026	40,870	99,100	103,100	2.52	48,070	52,240	0.51
	2031	42,740	102,700	106,800	2.50	49,450	53,640	0.50
Niagara-on-the-Lake	2006	5,445	14,600	15,200	2.79	10,310	11,350	0.75
	2011	6,120	16,100	16,700	2.73	10,990	12,070	0.72
	2016	6,850	17,700	18,400	2.69	11,710	12,820	0.70
	2021	7,550	19,100	19,900	2.64	12,580	13,700	0.69
	2026	8,220	20,500	21,300	2.59	13,440	14,570	0.68
	2031	8,840	21,800	22,700	2.57	13,960	15,100	0.67
Pelham	2006	5,930	16,200	16,800	2.83	3,980	4,380	0.26
	2011	6,400	17,400	18,100	2.83	4,340	4,770	0.26
	2016	7,030	19,000	19,800	2.82	4,700	5,160	0.26
	2021	7,700	20,700	21,500	2.79	5,100	5,570	0.26
	2026	8,380	22,200	23,100	2.76	5,490	5,980	0.26
	2031	8,930	23,500	24,400	2.73	5,740	6,230	0.26

Schedule B: Niagara Region, Population, Household and Employment Targets by Local Municipality, 2006-2031								
Development Location	Forecast Period	Total Households	Total Population	Total Population With Undercount¹	Persons Per Unit (PPU)	Total Employment	Total Employment Including NFPOW²	Total Employment Activity Rate³
Port Colborne	2006	7,790	18,600	19,300	2.48	6,180	6,800	0.35
	2011	8,090	19,200	20,000	2.47	6,730	7,370	0.37
	2016	8,650	20,400	21,200	2.45	7,200	7,860	0.37
	2021	9,250	21,700	22,600	2.44	7,670	8,350	0.37
	2026	9,790	22,600	23,500	2.40	8,080	8,770	0.37
	2031	10,170	23,200	24,100	2.37	8,370	9,070	0.38
Welland	2006	20,715	50,300	52,300	2.52	18,330	20,160	0.39
	2011	21,490	51,600	53,700	2.50	19,770	21,660	0.40
	2016	22,650	53,900	56,100	2.48	21,140	23,070	0.41
	2021	24,240	57,200	59,500	2.45	22,660	24,640	0.41
	2026	25,980	60,600	63,000	2.42	24,150	26,170	0.42
	2031	27,590	63,900	66,500	2.41	25,020	27,080	0.41
West Lincoln	2006	4,295	13,200	13,700	3.19	3,550	3,900	0.28
	2011	4,750	14,500	15,100	3.18	4,070	4,450	0.29
	2016	5,100	15,300	15,900	3.12	4,570	4,960	0.31
	2021	5,370	15,900	16,500	3.07	5,150	5,550	0.34
	2026	5,510	16,000	16,600	3.01	5,540	5,940	0.36
	2031	5,610	16,100	16,700	2.98	5,830	6,230	0.37

Schedule B: Niagara Region, Population, Household and Employment Targets by Local Municipality, 2006-2031								
Development Location	Forecast Period	Total Households	Total Population	Total Population With Undercount¹	Persons Per Unit (PPU)	Total Employment	Total Employment Including NFPOW²	Total Employment Activity Rate³
St. Catharines	2006	54,725	132,000	137,300	2.51	59,210	65,150	0.47
	2011	56,360	133,600	138,900	2.46	60,820	66,870	0.48
	2016	58,350	135,700	141,100	2.42	62,140	68,270	0.48
	2021	60,410	137,000	142,500	2.36	63,510	69,690	0.49
	2026	62,130	137,300	142,800	2.30	64,060	70,270	0.49
	2031	63,550	138,300	143,800	2.26	64,780	71,000	0.49
Wainfleet	2006	2,390	6,600	6,900	2.89	1,360	1,490	0.22
	2011	2,510	6,900	7,200	2.87	1,460	1,600	0.22
	2016	2,630	7,100	7,400	2.81	1,560	1,710	0.23
	2021	2,760	7,400	7,700	2.79	1,630	1,780	0.23
	2026	2,880	7,600	7,900	2.74	1,700	1,850	0.23
	2031	3,010	7,900	8,200	2.72	1,750	1,910	0.23
Thorold	2006	7,055	18,200	18,900	2.68	7,200	7,930	0.42
	2011	7,500	19,200	20,000	2.67	7,980	8,730	0.44
	2016	8,190	20,900	21,700	2.65	8,740	9,520	0.44
	2021	9,370	23,900	24,900	2.66	9,560	10,380	0.42
	2026	10,230	25,800	26,800	2.62	10,030	10,870	0.41
	2031	10,930	27,300	28,400	2.60	10,480	11,330	0.40

4.2.5 Employment Growth

1. The Region will maintain the ability to accommodate employment growth within Niagara by ensuring that there is a minimum ten year supply of designated employment lands within settlement areas.

4.3 Intensification

4.3.1 General Intensification

1. Intensification includes all forms of development that occur within the Built-up Area as identified on Schedule A of this Plan. The Region will promote intensification by:
 - a) Providing a Regional framework for measuring intensification.
 - b) Supporting infrastructure development and improvements in Local Municipally Designated Intensification Areas where upgrades or improvements to Regional infrastructure works are required.
 - c) Working with local municipalities to develop intensification strategies including but not limited to coordination between growth management and the maintenance and expansion of utility infrastructure, both in terms of technological advancement and service provision...
 - d) Monitoring intensification rates across the Region on an annual basis.

4.3.2 Local Municipally Designated Intensification Areas

1. Each municipality will develop and implement through its local official plan and other supporting documents, a strategy and policies for promoting intensification and achieving the intensification targets set out in Sub-section 4.3.4 of this Plan. Local strategies should:
 - a) Incorporate the Built Boundary delineated on Schedule A of this Plan as the basis for identifying the Built-up Area;
 - b) Generally encourage intensification throughout the Built-up Area;
 - c) Identify specific Intensification Areas to support the achievement of the intensification targets, including downtowns, intensification nodes and corridors and strategically located brownfield and greyfield areas.
 - d) Plan Intensification Areas to attract a significant portion of population and employment growth, relative to the shape and character of the community.
 - e) Plan Intensification Areas to provide a diverse mix of land uses that complement and support the overall residential intensification objective. These may include, employment, commercial, recreation, institutional and other compatible land uses in relative proportions dependent on area characteristics and the intended critical mass of residential development.
 - f) Plan Intensification Areas so as to be transit supportive and link intensification opportunities with existing or planned future transit hubs and active transportation routes.
 - g) Plan Intensification Areas so as to reduce traffic congestion, improve circulation, and encourage active transportation. Where opportunities exist, best efforts should be made to establish fine grain, grid street patterns with active transportation facilities and linkages.
 - h) Plan each Intensification Area to achieve higher densities than currently exist within the Intensification Area. It is expected that Intensification Areas will generally achieve higher densities than the surrounding areas.
 - i) Ensure that Intensification Areas provide appropriate densities and transitional areas to ensure relative compatibility with surrounding neighbourhoods.
 - j) Develop official plan and zoning policies to support and encourage growth and redevelopment within the Intensification Areas.
 - k) Identify opportunities for providing affordable housing within Intensification Areas.

- i) Make use of other tools, such as the Region's Model Urban Design Guidelines, Alternative Development Standards, Development Permit Systems or Community Improvement Plans to facilitate growth and development within Local Municipally Designated Intensification Areas.

See section 2.2.3.6 of Places to Grow for policies on residential intensification. The policies above are related to those found in 2.2.3.6, with some additional modifications provided.

4.3.3 Regional Residential Intensification Target

1. By the year 2015 and for each year thereafter, a minimum of 40% of all residential development occurring annually within Niagara will occur within the Built-up Area of Niagara's communities.

See section 2.2.3.1 of Places to Grow which states that all upper tier and single tier municipalities should aim to achieve 40% residential target for each year after 2015.

2. The rate of intensification occurring in Niagara will be measured by calculating the total number of residential units created on an annual basis within the Built-up Areas of Niagara in relation to the total number of units created within Niagara Region.
3. Beginning in 2009, the Region will track residential intensification rates on an annual basis and prepare an annual report. The Region will work closely with local municipalities to determine the preferred method for tracking residential intensification rates.

4.3.4 Municipal Residential Intensification Targets

1. The following residential intensification targets are to be met by Niagara's local municipalities and are considered to be minimum standards.
2. Local municipalities will develop their own residential intensification targets and strategies, which may equal or exceed these minimum standards, and incorporate the targets into their official plans.

Municipality	Residential Intensification Target (percent of total annual development)
Town of Fort Erie	15%
Town of Grimsby	80%
Town of Lincoln	40%
City of Niagara Falls	40%
Town of Niagara on-the-Lake	15%
Town of Pelham	15%
City of Port Colborne	15%
City of St. Catharines	95%
City of Thorold	15%
Township of Wainfleet	-
City of Welland	40%
Township of West Lincoln	15%

4.4 Greenfield Development

4.4.1 Designated Greenfield Areas

1. Designated Greenfield Areas will be planned as compact, complete communities by:
 - a) Where permitted by scale, accommodating a range of land uses including residential, commercial, institutional, recreational, employment and other uses.
 - b) Where limited by scale or configuration, making a significant contribution to the growth of the respective urban area as a complete community.
 - c) Providing opportunities for integrated, mixed land uses.
 - d) Creating street patterns that are fine grain and in grid pattern, supporting transit and active transportation within the area and to adjacent areas.

4.4.2 Greenfield Density Targets

1. The Region will require a combined gross density target of 50 people and jobs per hectare across all Designated Greenfield Areas, excluding the following features within the Environmental Protection Areas and Environmental Conservation Areas in the Region's Core Natural Heritage System and any non-developable features designated in local official plans:
 - a) Wetlands;
 - b) Coastal wetlands;
 - c) Significant woodlands;
 - d) Significant valley lands;
 - e) Areas of natural and scientific interest;
 - f) Habitat of endangered species and threatened species;
 - g) Publically owned conservation lands;
 - h) Significant wildlife habitat;
 - i) Fish Habitat; and,
 - j) Floodplain areas.

4.4.3 Achieving the Density Targets

1. In order to achieve the planned greenfield density target, the Region encourages local municipalities to:
 - a) Adopt minimum and maximum residential and employment densities in local Official Plans, including distinctions between net and gross density.
 - b) Include policies for achieving higher residential and employment densities in greenfield areas.
 - c) Include policies for achieving a mix of housing types and residential densities in greenfield areas.
 - d) Develop greenfield development guidelines to support local policy direction for greenfield areas.
2. The Region will monitor the combined 50 people and jobs per hectare target.

4.5 Regional Market Area

1. There are four distinct housing markets identified for the Niagara Regional Market Area. These four sub areas are as follows:
 - a) West Niagara: A high proportion of residents commute to the Greater Toronto Area and Hamilton (GTAH) and beyond for employment opportunities. The employment to population ratio (i.e. activity rate) is comparatively lower in this housing market area in comparison to the Niagara Region average. The majority of the settlements within this

- market area have direct or good access to the QEW Niagara corridor and offer proximity to the west GTAH.
- b) QEW/Major Urban Centres: This housing market sub-area represents the Region's most populous and urbanized municipalities. A broad range of housing development opportunities are anticipated within this area from single-detached units to low rise and high-rise apartments in both intensification areas and on Greenfield lands. Average prices for new single-detached homes are comparatively in the mid-range of other municipalities in Niagara Region. The population to employment ratio (i.e. employment activity rate) is relatively higher in this housing market in comparison to the Niagara Region average, and as such this area continues to be a draw for local employment opportunities.
 - c) North-East Niagara: The local economy is highly concentrated in tourism-related employment and agriculture. The housing market largely caters to semi-retired/empty-nesters, retirees and adult lifestyle communities; and the average housing prices for new single detached represent the upper-end range for Niagara Region.
 - d) South Niagara: Housing is mixed between municipally serviced urban settlement areas and rural areas. The housing market largely caters to urban and rural families, and a growing number of smaller scale developments catered to retirees/empty-nesters and seasonal development. A lower proportion of residents commute to West GTAH and beyond for employment opportunities; Average housing prices (new single-detached) are comparatively lower than the Niagara Region average in most areas.
2. The housing markets described in policy 4.5.1 were established through the analysis undertaken for Niagara 2031 and are documented in the Phase 3 and 4 Report.

4.6 Settlement Area Boundary Expansions

1. Settlement Area boundary expansions may only occur as part of a municipal comprehensive review where it has been demonstrated that:
 - a) Sufficient opportunities to accommodate the forecasted housing growth, through intensification and in designated greenfield areas, using the municipal intensification target and density targets are not available:
 - o Within the regional market area as determined in Sub-section 4.5 of this Plan; and,
 - o Within the applicable lower-tier municipality.
 - b) The expansion makes available sufficient lands for a time horizon not exceeding twenty years.
 - c) The timing of the expansion and the phasing of development within the Designated Greenfield Areas will not adversely affect the achievement of the municipal intensification and density targets and any other policies of this Plan.
 - d) The proposed expansion will meet the requirements of the Greenbelt Plan and Niagara Escarpment Plan. Expansions into the Niagara Escarpment Plan Area are not encouraged, however, if proposed would require an amendment to the Niagara Escarpment Plan. Pursuant to the Greenbelt Act, such an amendment may not be considered until the 2015 Niagara Escarpment Plan Review.
 - e) Both regional and local existing and planned infrastructure required to accommodate the proposed expansion can be provided in a financially and environmentally sustainable manner.
 - f) In prime agricultural areas:
 - i. The lands do not compromise speciality crop areas.
 - ii. There are no reasonable alternatives that avoid prime agricultural areas
 - iii. There are no reasonable alternatives on lower priority agricultural land in prime agricultural areas.

- g) Impacts from expanding settlement areas on agricultural operations which are adjacent or close to the settlement areas are mitigated to the extent feasible.
- h) In determining the most appropriate location for expansions to boundaries of settlement areas, the Environmental Policies in Section Seven of this Plan are applied.
- i) Where expansion of a small Settlement Area is proposed the applicable lower tier municipality is planning to maintain or move significantly towards a minimum of one full time job per three residents within or in the immediate vicinity of the settlement area.

See section 2.2.8 of Places to Grow which provides the framework for undertaking urban boundary expansions.

2. The municipal comprehensive review noted in 1, above, and any related municipally initiated applications for Regional approval submitted pursuant to Places to Grow for settlement area boundary expansions will be considered by the Region as they are received, and as promptly as possible will be evaluated on their own merits and subject to prompt local, Regional, and Provincial consideration independent of the five year review cycle for the Region's Growth Management Strategy.
3. All municipalities are expected to update their official plans to bring them into conformity with the policies of this Plan and the Places to Grow Plan. Municipalities seeking urban boundary expansions will need to provide documentation which addresses the policies of Sub-section 4.6 of this Plan within the context of their official plan update.
4. Municipalities seeking to provide input into provincial and Niagara Region forecasts for population, household and employment growth must do so in accordance with the Province's Projection Methodology Guideline.
5. The Region expects the local municipalities to develop comprehensive work programs in collaboration with the Region to ensure that municipal requests for urban boundary expansions are done within the context of Provincial legislation and policy, and the policies of this Plan.
6. ***Notwithstanding the Policies of 4.2.3, it is recognized that lower tier municipalities may from time to time, apply to amend the targets contained in Schedule B. These potential amendments will be considered on their merit and not be pre-judged by the policies of Section 4.2.3 and the targets in Schedule B. Further, where such amendments are proposed, infrastructure planning as contemplated in Policy 4.2.3.4, will be co-ordinated with this process and take into account any potential changes resulting from such amendment;***

Notwithstanding the policies of Section 4.2.3, it is recognized that the Township of West Lincoln submitted an amendment application on January 28, 2009 to Niagara Region, prior to adoption of the Region's Growth Management Strategy, which would have the effect of amending the Regional Policy Plan by expanding the Urban Area Boundary of Smithville;

It is further recognized that this official plan amendment application is intended to address the growth and servicing needs of the Township of West Lincoln within the context of the West Niagara housing market as described in Policy 4.5;

The targets contained in Schedule B for the Township of West Lincoln are interim, short term targets. It is apparent that the household and population targets contained in Schedule B would result in a declining ability to address the Township's growth needs; and

It also is recognized that both the Township of West Lincoln and the Region of Niagara have proceeded through a comprehensive analysis of various growth options and further that the submitted official plan amendment will be considered within this context, rather than as part of a future five year review .

4.7 New Settlement Areas

1. The establishment of new settlement areas is not permitted.

See section 2.2.2k of Places to Grow Plan which explicitly prohibits the establishment of new settlement areas.

5 PLANNING NIAGARA'S URBAN COMMUNITIES

5.1 Objectives

The objectives of the Urban Community policies are to:

- Provide a framework for developing sustainable, complete communities.
- Plan for all of Niagara's residents, both current and future, by promoting social inclusion, improved access to housing, commercial goods and services, job opportunities and social services.
- Provide a policy direction for creating healthy, safe, vibrant, transit supportive, active transportation friendly, diverse, mixed use residential areas.
- Develop a policy framework to ensure that, as urban development occurs, natural resources and ecosystem health and sustainability are maintained, enhanced or restored.
- Ensure that the Region has an adequate supply of accessible, attractive commercial areas.
- Promote and facilitate the revitalization and redevelopment of downtowns.
- Promote the preservation and enhancement of cultural heritage resources.
- Recognize the importance of a diversified economic base by establishing flexible policies to support the wide variety of employment types in Niagara.
- Provide a Regional policy framework for guiding the long term development of Niagara's employment areas.
- Recognize the unique role of tourism and recreation-based employment in Niagara's economy.

5.2 Urban Community Structure

1. Urban communities (i.e. settlement areas) are generally comprised of the following key structural elements:
 - a) Residential areas and housing;
 - b) Commercial areas;
 - c) Community facilities and institutions;
 - d) Mixed use areas;
 - e) Public realm, including cultural amenities;
 - f) The Core Natural Heritage System and hydrological features;
 - g) Employment areas.
2. Policy direction for each of the above-noted components is provided in Sub-sections 5.4 to 5.9 except for the Core Natural Heritage System and hydrological features for which policy direction is given in Section 7 of this Plan.

5.3 Sustainable Urban Development

1. The Region encourages the local municipalities to establish official plan policies and other measures supporting development that addresses the principles of environmental sustainability including:
 - a) Reducing energy demands;
 - b) Designing development to optimize passive solar energy gains;
 - c) Providing for on-site, renewable energy generation and co-generation and district energy systems;
 - d) Maximizing water conservation, including water efficient landscaping and collection and reuse of clean water;
 - e) Providing appropriate stormwater infiltration at source;

- f) Integrating green roofs into energy and water conservation strategies;
- g) Providing for collection and storage of recyclable wastes on site;
- h) Integrating active transportation and transit into development plans; and
- i) Maintaining and enhancing natural heritage and hydrological features and functions in accordance with Section 7 of this Plan.

The Region shall assist and support the local municipalities in developing such policies and measures to implement them.

5.4 Residential Areas and Housing

1. The Region encourages the provision of a variety of housing types within urban communities and neighbourhoods to serve a variety of people as they age through the life cycle.
2. The Region encourages the development of attractive, well designed residential development that:
 - a) Provides for active transportation within neighbourhoods with connections to adjacent residential and commercial areas, parks and schools.
 - b) De-emphasizes garages, especially in the front yard.
 - c) Emphasises the entrance and points of access to neighbourhoods.
 - d) Is accessible to all persons.
 - e) Incorporates the principles of sustainability in building design.
 - f) Provides functional design solutions for such services as waste collection and recycling.
 - g) Provides an attractive, interconnected and active transportation friendly streetscape.
 - h) Contributes to a sense of safety within the public realm.
 - i) Balances the need for private and public space.
 - j) Creates or enhances an aesthetically pleasing and functional neighbourhood.
 - k) Encourages a variety of connections based on transportation mode between land uses based on diverse transportation modes, allowing people to move freely between the places where they live, work and play.
3. The Region encourages housing which allows people to work at home or in relatively close proximity to work.
4. The Region will adopt and monitor annual affordable housing supply targets for each local municipality arising from analysis of the regional housing market.
5. The Region requires the local municipalities to adopt policies discouraging the demolition or conversion of rental housing to condominium ownership in situations where the vacancy rate is less than 3 percent and the ownership housing to be created is not considered to be affordable.
6. The Region will monitor and report on the impact of approvals for demolition and conversion of existing affordable rental housing units on affordable rental housing supply.
7. The Region supports, and encourages the local municipalities to support, not-for-profit housing agencies as well as the private sector in the development of affordable housing for low and moderate income households, individuals who have physical disabilities, and other special needs groups, including those living in a situation of absolute or relative homelessness.
8. The Region will work with local municipalities and housing agencies in preparing an inventory of potential sites for not-for-profit housing units.

9. The Region encourages the local municipalities to participate in providing incentives to contribute to the supply of affordable housing, and to participate in senior government programs to create new affordable housing.
10. The Region will consider, and encourages the local municipalities also to consider waiving, exempting, or providing grants-in-lieu of residential development charges, planning fees, and building permit fees for new affordable housing in return for a commitment by the developer to meet specified affordability targets and/or requirements under a senior government affordable housing program or a program of Niagara Regional Housing.
11. The Region encourages developers of affordable housing to consider using Regional and local incentives related to brownfields and downtown areas in conjunction with senior government funding programs to create new affordable housing. The Region particularly encourages using the Federal program in support of the creation of affordable housing.
12. The Region will investigate establishing an Affordable Housing Reserve Fund to provide incentives to private and community organizations for the creation of affordable housing and for other affordable housing purposes.
13. The Region will work with the local municipalities, school boards, federal, and provincial governments to identify surplus government lands and/or buildings that may be suitable for affordable housing purposes.
14. Where appropriate, the Region commits to, and encourages the local municipalities to also commit to, a 'housing first' policy for surplus municipal lands such that the first priority in the decision process regarding possible disposal of surplus lands shall be affordable housing, and that best efforts will be made to make the surplus property available for affordable housing purposes.
15. The Region encourages the local municipalities to investigate and implement dwelling unit size regulation as a means to provide affordable housing.
16. The Region will provide information and technical advice to the not-for-profit housing sector to assist in and facilitate the approvals process for Planning Act applications submitted by this sector.
17. The following types of group homes administered under Provincial legislation shall be permitted to establish in any residential zone or residence in the Niagara Region:
 - a. Approved homes
 - b. Homes for special care
 - c. Supportive housing programs
 - d. Accommodation for adult mental health programs
 - e. Accommodation services for individuals with a developmental disability
 - f. Satellite residences for seniors
 - g. Homes for individuals who have physical disabilities when the Province licenses, funds or approves such a group home program
 - h. Transitional housing for individuals who are socially disadvantaged and community resource centrec will require a rezoning unless a local municipality decides that such a zoning is not necessary.

5.5 Commercial Areas

1. The Region will undertake a regional commercial systems study to ensure that the overall supply of commercial space is sufficient to provide for healthy competition without endangering the quality and character of existing shopping facilities, particularly in the downtowns.
2. Municipalities are encouraged to develop policies which carefully balance the supply of commercial space with the demand for commercial goods and services, placing a particular emphasis on commercial retail goods and services.
3. The Region encourages the local municipalities to plan for commercial uses and commercial space on the basis of a hierarchy of commercial areas.
4. Municipalities are encouraged to develop policies which support the use of market impact studies and peer reviews for major commercial applications. Market impact studies and peer reviews should consider:
 - a) The need for the proposed use.
 - b) The location, size and scale of the proposed development.
 - c) The potential for compatibility issues.
 - d) The potential market impacts on existing and planned commercial areas, including downtowns and other shopping nodes.
 - e) The potential for negative impacts on the natural environment.
 - f) The adequacy of the existing transportation infrastructure, including pedestrian and cycling infrastructure, serving the proposed use.
 - g) The adequacy of the existing water and waste water infrastructure and other municipal services.
 - h) The intent of the policies of this Plan.

Where the trade area for a market study extends beyond the boundary of the local municipality in which the proposed commercial facility would be located, the local municipality should consult with the other municipalities within the trade area.

5. The Region promotes and will facilitate the revitalization of downtowns and the redevelopment of brownfields, greyfields and commercial areas into mixed-use areas that include a variety of employment, institutional, entertainment, recreational and residential uses.
6. The Region encourages local municipalities to revise their planning policies and zoning by-laws to support the redevelopment of greyfield areas into mixed uses areas. The Region strongly supports such redevelopment as an alternative to the establishment of new commercial areas.
7. The Region promotes the “Main Street” form of commercial development, with building facades closer to the street, an efficient use of land, a mix of uses in both new and established areas, and support and access for active transportation.
8. The Region recognizes neighbourhood commercial activities as an integral part of Niagara’s residential areas.
9. The Region supports local food producers by encouraging farmers markets, urban agricultural projects and community vegetable gardens. Local municipalities are encouraged to revise official plans and zoning by-laws to make provision for the above-noted specialty uses.

10. New commercial development or redevelopment should be assessed in relation to community character and be appropriately located to serve as part of the neighbourhood's existing or proposed fabric. Assessment in relation to community character could include:
 - a. The scale of the activity;
 - b. The orientation of the development to adjacent land uses; and,
 - c. The capacity of the development to operate compatibly with housing.
11. Commercial development and redevelopment projects should be designed to be transit and active transportation friendly .
12. Parking requirements for commercial uses should be carefully considered and evaluated to ensure that an adequate, but not excessive, amount of parking space is provided. Parking requirements should include provision for secure and sheltered bicycle parking and pedestrian walkways. Municipalities are encouraged to study, assess and develop updated parking standard for commercial areas.
13. A commercial centre is permitted for up to 400,000 square feet (37,161 square metres) of commercial space located on 35 acres in the Town of Niagara on the Lake on the South Service Road between Taylor and Coon Roads for non-shopping centre commercial uses intended to serve the Regional community, any other policies in this Plan notwithstanding, with the majority of the building area in the form of relatively large scale units, subject to:
 - a) The exclusion of a supermarket as a permitted use.
 - b) 70% of the 400,000 square feet to be in commercial units greater than 10,000 square feet.
 - c) A minimum of 2 anchor units to be in excess of 43,000 square feet and a minimum of 2 anchor units to be in excess of 20,000 square feet.
 - d) A minimum unit size of 5000 square feet, save and except that 10% of the development may be ancillary non-retail uses and retail stores and that the retail stores shall not be less than 3,000 square feet.

5.6 Community Facilities and Institutions

1. Community facilities include but are not limited to active recreational areas such as parks, arenas and trails, and institutions such as schools, churches and government offices.
2. The Region expects that major public community facilities and community infrastructure will be located in downtown areas, to the extent that site size considerations and land needs can be addressed. Major public community facilities are those that serve a federal, provincial or regional clientele, and also those which provide local service functions for an entire municipality.
3. Smaller scale community service facilities should, where possible and practical, be co-located and sited in intensification areas and/or existing nodes and corridors to increase multi-modal transportation opportunities for accessing community services.
4. Recognizing that smaller scale community facilities are an integral component to liveable, active transportation friendly neighbourhoods, the Region encourages the integration of smaller-scale community facilities within neighbourhoods. These smaller-scale community facilities are intended to serve neighbourhood residents.

6. Expansion and optimization of existing developed community service facilities should be considered before developing new community facilities. Where it is determined that new facilities should be developed, retention of the existing facilities and conversion to other uses should be encouraged.
7. While recognizing the cyclical nature of school enrolment, the Region encourages the school boards to protect sites for schools as key components in the achievement of complete communities. The Region further encourages consideration of co-location opportunities with complementary community services and shared use of school facilities for public recreation purposes.
8. The Region encourages the local municipalities and the school boards to consider the location of new school sites in the centre of new neighbourhoods and intensification areas.
9. The Region encourages the planning of integrated parks and open space systems which link urban to rural areas via pathways, trails and cycling routes and incorporate larger facilities such as the Waterfront Trail, the Circle Route, the Gord Harry and Bruce Trails, Niagara Peninsula Conservation Authority (NPCA) Conservation Areas, and the lands of the Niagara Parks Commission.
10. The Region of Niagara will liaise with local municipalities, the NPCA and other agencies and organizations, such as land trusts, in securing natural areas for conservation purposes in greenfield areas and, where possible, in intensification areas.

5.7 Mixed Use Areas

1. The Region encourages the development of mixed use areas in Niagara. Mixed use areas should be planned to accommodate a variety of complementary land uses, including residential, commercial, employment, recreation, institutional, the Core Natural Heritage System, hydrological features and open space.
2. Mixed use areas should be planned to accommodate a variety of housing types, with an emphasis on providing opportunities for medium and high density residential development.
3. Mixed use areas should be planned to allow for the mixing of land uses at several scales. Land use could be mixed within neighbourhoods, blocks, parcels and buildings.
4. Mixed use areas should be planned to accommodate a variety of transportation modes, including walking, cycling and transit.
5. Mixed use areas should be located in both greenfield and intensification areas.
6. Local municipalities are encouraged to identify mixed use areas in their official plans and create a set of land use policies to guide development in these areas.
7. The planning of mixed use areas should direct particular attention to providing an attractive streetscape environment and public realm. A higher quality of public realm design is expected for mixed use areas compared to other residential areas, as mixed use areas often have a higher proportion of public space as compared to private space.

5.8 Employment Areas

5.8.1 General

1. The Region and the local municipalities will ensure economic competitiveness by:
 - a) Providing an appropriate mix of employment uses, including industrial, commercial and institutional uses to meet long term needs.
 - b) Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.
 - c) Planning for, protecting and preserving employment areas for current and future use.
 - d) Ensuring that the necessary infrastructure and services are provided to support current and forecasted employment needs including transit and active transportation facilities. This will include undertaking discussions with telecommunications providers regarding the feasibility of servicing existing and future employment areas with telecommunications services, including broadband technology, to attract knowledge-based industries and support the technological advancement and growth of existing businesses
2. Local municipalities are encouraged to designate and preserve lands within settlement areas which are adjacent to or in close proximity to existing major highway interchanges, ports or rail yards as areas for manufacturing, warehousing and ancillary retail, office and other employment uses, where appropriate.
3. The Region strongly supports local and regional efforts to develop clusters of associated economic activities.
4. The Employment Area policies of Sub-section 5.8 should be read in conjunction with the Economic Gateway policies found in Section 8.0 of this Plan.

5.8.2 Employment Land Conversion

1. Municipalities may permit the conversion of lands within employment areas to non-employment uses only through a municipal comprehensive review where it has been demonstrated that:
 - a) There is a need for the conversion.
 - b) The municipality will meet the employment targets allocated to the municipality pursuant to this Plan.
 - c) The conversion will not adversely affect the overall viability of the employment area and the achievement of the municipal intensification target, density targets and other policies of this Plan.
 - d) There is existing or planned infrastructure in place to accommodate the proposed use.
 - e) The lands are not required over the long term for employment purposes for which they are designated.
 - f) Cross jurisdictional issues have been considered.
2. For the purposes of policy 5.8.2 major retail uses are considered to be non-employment uses and are not permitted. Development applications for major retail uses on designated employment lands will need to be undertaken within the context of a municipal comprehensive review, and are subject to the policies of 5.8.2.

Section 2.2.6.5 of Places to Grow Plan provides clear policy direction for employment land conversion.

5.8.3 Major Office

1. Major office and appropriate major institutional uses should be located within the St. Catharines Urban Growth Centre or in other areas with frequent transit service or planned higher order transit service.
2. Where neither siting nor sufficient space is available within the Urban Growth Centre or other downtowns, major office uses could also be located within existing designated and established business parks.

5.8.4 Tourism and Recreation

1. Tourism and recreation related development is recognized as one of the core components of Niagara's economy.
2. The Region supports and encourages the continued expansion and development, within Settlement Areas, of opportunities related to tourism and recreation.

5.9 Urban Design and the Public Realm

1. The Region promotes urban design analysis, municipal beautification, streetscape improvements, public art and the establishment of public gardens to ensure our communities remain attractive places, enhance our quality of life, and encourage tourism.
2. The Region promotes adoption of its Model Urban Design Guidelines or similar community design guidelines by the local municipalities to support the development of a strong sense of place and an overall approach to development which considers design at a broader neighbourhood and/or community scale.
3. The Region encourages inclusion of urban design analysis in the preparation of local official plans, neighbourhood plans, secondary plans, community improvement plans, public works projects, and private development projects. In support of this initiative the Region also encourages use of enhanced visualization techniques to foster collaboration in design review.
4. The Region encourages complementary private realm site design that addresses public safety, active transportation, landscaping, and human scale in buildings facing public space.
5. The Region promotes the development of the public realm in a manner that supports vibrant social and cultural gathering spaces easily accessed by a variety of transportation modes. This principle is particularly important in planning for Niagara's downtowns.

5.10 Culture and Heritage

1. The Region will prepare a culture plan and address its relevant findings and recommendations in this Plan.
2. The Region encourages support for conservation, restoration, enhancement, and adaptive re-use of Niagara's cultural heritage resources.

3. Cultural heritage resources shall be conserved, enhanced, restored or re-used to protect the cultural identity of existing communities, particularly where intensification is being considered.
4. New development or redevelopment within or adjacent to heritage areas or districts, or adjacent to a designated heritage site, should be compatible in scale, architectural treatment and land use with the existing heritage features within or adjacent to the area, or of the site.
5. Municipalities are encouraged to identify heritage areas/districts in local official plans, along with appropriate development policies.
7. Municipalities are encouraged to actively identify, inventory and evaluate properties of cultural heritage value or interest and create a municipal registry of properties designated under the Ontario Heritage Act. Municipalities are also encouraged to identify properties of cultural heritage value or interest that are not designated under the Ontario Heritage Act.
8. Public works projects and plans undertaken by all levels of government should consider and be sensitive to the character of heritage conservation districts and designated properties.

6 BUILDING OUR INFRASTRUCTURE

6.1 Objectives

The objectives of the infrastructure policies are to:

- Provide a planning framework which promotes all modes of transportation and recognizes:
 - the importance of cycling, walking and transit for the movement of people.
 - the importance of rail, water, air and road for the movement of goods.
- Reduce dependence on automobile travel for the movement of people within the Region.
- Optimize the use of existing infrastructure.
- Provide a framework where urban development occurs only in areas with full municipal services and where public/private utility infrastructure has or will be established to serve the anticipated growth and development.
- Provide a framework and policy linkages for the coordination of infrastructure planning, land use planning, and infrastructure investment to implement this Plan.

6.2 Transportation

1. The Region will:
 - a) Ensure that corridors are identified and protected to meet current and projected needs for various modes of travel including active transportation.
 - b) Support opportunities for multi-modal use where feasible, in particular prioritizing transit and goods movement needs over those of single occupant automobiles.
 - c) Consider increased opportunities for moving people and goods by rail, where appropriate.
 - d) Consider the separation of modes within corridors, where appropriate.
 - e) For goods movement corridors, provide for linkages to planned or existing intermodal opportunities where feasible.
 - f) Develop transportation demand management policies to be incorporated into the Regional Policy Plan.

Section 3.2.2 of Places to Grow Plan provides the above noted general transportation policies for municipalities.

2. Local municipalities are encouraged to develop transportation demand management policies to be incorporated into local official plans.
3. The Region encourages the local municipalities to create a network of safe, attractive active transportation linkages, and provide related amenities such as sheltered walking areas and landscaped areas to enhance active transportation experiences. On-road and off-road linkages for cycling are particularly encouraged. Wherever opportunities are available, consideration should be given to enhancing connectivity between communities and neighbourhoods.
4. Within urban areas, the requirement for road reconstruction and rehabilitation and sewer and water works should be viewed as an opportunity to improve the public realm within the section of roadway under consideration. In this context 'public realm' is understood to mean the

adjacent land uses as well as the area between the faces of the buildings on opposing sides of the street.

5. Planning for transportation systems and facilities should be sensitive to community values and the physical setting, embodying the principles of context sensitive design:
 - a) Involving the public and stakeholders early and continuously throughout the planning process.
 - b) Designing transportation systems to accommodate all desired modes of transportation.
 - c) Balancing transportation safety, mobility, cost and community and environmental goals.
 - d) Identifying and addressing community and environmental values and conserving or enhancing environmental, aesthetic, cultural, historic, economic and natural resources.
 - e) Applying flexibility to tailor engineering standards to local conditions and values.
6. An Environmental Assessment for a transportation project should include consideration of:
 - a) The opportunity to improve the living environment of existing residents adjacent to the street and within the adjacent neighbourhood. Such opportunities may include:
 - i. Aesthetics such as street trees and plantings, lighting and underground wiring.
 - ii. The provision of visitor parking.
 - iii. Traffic calming.
 - iv. Noise attenuation.
 - v. Support for neighbourhood amenities such as parks and active transportation routes and facilities.
 - b) The potential to support infilling and/or intensification adjacent to the road allowance.
 - c) The opportunity to improve the pedestrian environment for both residents and visitors.
 - d) The opportunity to provide for or improve other modes of transportation including transit and cycling.
 - e) The opportunity to improve the safety, efficiency and pleasure of all road users including drivers and their passengers, pedestrians and cyclists.
 - f) The accommodation of commercial and emergency vehicles.
 - g) The environmental policies in Section 7 of this Plan.
7. The Region will endeavour to make provision, where possible, for appropriate streetscaping and street furniture along Niagara Region Roads.

6.3 Transit

1. Public transit will be the first priority for transportation infrastructure planning and major transportation improvements for moving people in Niagara.
2. The Region will make recommendations on transit planning according to the following criteria:
 - a) Using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing planned transit service level.
 - b) Placing priority on increasing the capacity of existing transit systems to support intensification areas.
 - c) Expanding transit service to areas that have achieved, or will be planned to achieve transit supportive residential and employment densities, together with a mix of residential, office, institutional and commercial development wherever possible.
 - d) Facilitating improved linkages from nearby neighbourhoods to the St. Catharines Urban Growth Centre and locally designated residential intensification areas.

- e) Developing transit linkages among the settlement areas in Niagara and with settlement areas outside the Region.
- f) Increasing the modal share of transit in Niagara.
- g) Supporting multi-modal transportation where feasible.

Section 3.2.3 of Places to Grow Plan provide the above noted policies for transit.

6.4 Walking and Cycling

1. The Region and the local municipalities will ensure that pedestrian and bicycle networks are integrated into transportation planning to:
 - a) Provide safe, comfortable travel for pedestrians and bicyclists within and between existing communities and new development.
 - b) Provide linkages between intensification areas, adjacent neighbourhoods, and transit stations, including dedicated lane spaces for bicyclists on the major street network where feasible.
 - c) Encourage provision of appropriate and sufficient bicycle parking facilities at major transit nodes and public and private facilities.

Section 3.2.3.3 of Places to Grow Plan provide the above noted policies for transit.

6.5 Goods Movement

1. The planning and design of highway corridors, and the land use designations along these corridors, will support the policies of this Plan, in particular those directing development to settlement areas.
2. The Region and the local municipalities will provide for the establishment of priority routes for goods movement, where feasible, to facilitate the movement of goods into and out of areas of significant employment, industrial and commercial activity and to provide alternate routes connecting to the provincial network.
3. Local municipalities will plan for land uses in settlement areas adjacent to, or in the vicinity of transportation facilities, such as inter-modal facilities, rail yards, airports, ports and major highway interchanges that are compatible with and supportive of, the primary goods movement function of these facilities.
4. The Region supports the development of a future transportation corridor linking Niagara with the western Greater Toronto Area as shown on Schedules 2 and 6 of the Places to Grow Plan.

Section 3.2.4 of Places to Grow Plan provide the above noted policies for goods movement.

6.6 Water and Wastewater Systems

1. Municipal sewage services and water services are the required form of servicing for development in settlement areas.
2. The Region and the local municipalities should generate sufficient revenues to recover the full cost of providing municipal water and wastewater systems.
3. The Region will continue to plan and design municipal water and wastewater systems that return water to the Great Lakes watershed from which the withdrawal originates.
4. Construction of new, or expansion of existing, municipal water and wastewater systems should only be considered where the following conditions are met:
 - a) Strategies for water conservation and other water demand management initiatives are being implemented in the existing service area;
 - b) Plans for expansion or for new services are to serve growth in a manner that supports achievement of the intensification targets and density targets in this Plan; and
 - c) Plans have been considered in the context of applicable inter-provincial, national, bi-national, or state-provincial Great Lakes Basin agreements and are in compliance with the Great Lakes-St. Lawrence River Basin Sustainable Water Resources Agreement.
6. Local municipalities are encouraged to implement and support innovative stormwater management plans and strategies as part of redevelopment and intensification.

Section 3.2.5 of Places to Grow Plan provide the above noted policies for water and wastewater systems. Also see section 1.6 of the Provincial Policy Statement.

6.7 Energy

1. The Region will closely monitor the Province's Green Energy Act and devise appropriate policies to support the development of green energy infrastructure in Niagara.

6.8 Utilities

1. The Region, in planning and staging of growth and development, will encourage coordination with both private and public utility providers responsible for the regulation, transmission and delivery of utility services within Niagara Region. This will ensure that adequate provisioning is or will be in place to serve both existing and future needs of communities within Niagara Region.

7 IMPLEMENTATION AND MONITORING

7.1 Local Conformity

1. Local municipalities shall update their official plans to bring them into conformity with the Regional Policy Plan, the Provincial Policy Statement, the Places to Grow Plan and any other applicable provincial plan.

7.2 Monitoring

1. The Region will develop a monitoring program and track the progress and performance of the Policies of this Plan.

7.3 Provincial Guidelines

1. Local municipalities shall ensure that official plans policies are consistent with relevant Provincial guidelines and standards.

8 NIAGARA ECONOMIC GATEWAY POLICIES

8.1 General

The Niagara Economic Gateway will comprise:

- a) The Gateway Economic Zone which includes all Settlement Areas within Niagara Falls and Fort Erie as adjusted from time to time;
- b) The Gateway Economic Centre which includes all Settlement Areas within Thorold, Welland and Port Colborne as adjusted from time to time;
- c) Existing port infrastructure, particularly in the Cities of Port Colborne and Thorold;
- d) The five border crossings to the US including the Queenston-Lewiston Bridge, the Whirlpool Bridge, the Rainbow Bridge, the Peace Bridge and the rail crossing between Fort Erie and Buffalo;
- e) The Queen Elizabeth Way Corridor between Fort Erie and Niagara Falls;
- f) The Welland Canal including linkages between the Urban Growth Centre at St Catharines and Thorold, Welland and Port Colborne;
- g) Highway 406 and Highway 140, including linkages between the Urban Growth Centre at St Catharines and Thorold, Welland and Port Colborne;
- h) The major road network including improvements that may be initiated from time to time, particularly to the Netherby Road corridor between Welland and the Queen Elizabeth Way, and the Niagara to GTA corridor;
- i) Transit services including possible improvements such as creating new intercity transit corridors within Niagara and better GO and passenger rail links between the GTA and Niagara which could create transfer hubs in the Region where both high density employment uses and housing could be established;
- j) Major tourist destinations; and,
- k) Major educational support facilities such as Brock University and Niagara College.

8.2 Objectives for the Niagara Economic Gateway

1. The overall objective for the Niagara Economic Gateway will be to create the best possible community for residents, workers and visitors, based on a high quality of life, sustainable development, economic diversity, superior tourist facilities and unique natural features. To achieve this objective the Region will initiate actions on its own and work with all levels of government to create a positive climate for economic investment by:
 - a) Determining how best to ensure that cross border trade and goods movement flows smoothly and continues to grow;
 - b) Investigating high quality transportation services across the Region including pan-Niagara transit facilities for tourists and workers and improvements for freight movement;
 - c) Providing for land and infrastructure for continued sustainable development of tourist facilities;
 - d) Working in partnership with relevant local municipalities and the Province to finance and provide adequate, fully serviced and attractive employment lands to allow job opportunities and economic diversity to expand in key economic clusters including tourism, gaming, agriculture, aerospace, logistics, food processing, health, bio-sciences, green technologies and interactive media;
 - e) Protecting employment lands and ensuring lands for future employment growth; and
 - f) Encouraging innovation by bringing educational and private sectors together around key strategic objectives.

8.3 Gateway Economic Zone

1. It will be the policy for the Region to work with the local municipalities to encourage land uses within the Gateway Economic Zone that promote:
 - a) The flow of cross border trade and tourism;
 - b) Infrastructure for tourist activities;
 - c) The creation of attractive downtowns.
 - d) Opportunities to create economic diversity and add value through production activity related to its proximity to the border including such things as:
 - Improved infrastructure;
 - Improved border crossings at strategic locations for multi- modal facilities, and
 - Innovative technologies.

8.4 Gateway Economic Centre

1. It is the policy of the Region to support development of the Gateway Economic Centre as an administrative and logistics hub for Gateway activity within the Region through such actions as encouraging the agglomeration of Regional and Government functions related to cross border trade within the Centre, encouraging economic diversity that promotes cross border trade, promoting the development of the Welland Canal district, including the Port, as an area for value-added production related to its key role for Great Lakes goods movement and supporting local government actions to create an attractive and vibrant downtown environment.
2. In order to capitalize on the full potential of the Gateway Economic Centre, it is the policy of the Region to support economic linkages along the Welland Canal system between the Urban Growth Centre at St Catharines and Thorold, Welland and Port Colborne.

8.5 Export Distribution Zone

1. It is the intent of the Region to investigate, in partnership with the Federal Government; opportunities to create an “Export Distribution District” within the Gateway Economic Zone and Centre through which commodities and intermediate inputs could enter the district from abroad duty free and value-added production for re-export could be undertaken within the zone.

8.6 Goods Movement

1. It is the policy of the Region to work with appropriate levels of government to improve all modes of transportation infrastructure including cross-border connections, upgrades to the Welland Canal and other maritime facilities, improved capacity for rail services and road improvements, such as the extension of Highway 406 to Port Colborne, improvements to Netherby Road between Welland and Douglstown, and development of the Niagara to GTA corridor as well as continuous upgrades and improvements to the QEW.

8.7 Transit

1. It is the policy of the Region to encourage improved transit access to the Region from the GTA and to explore how transit facilities for tourists, employees and residents within Niagara can be improved.

8.8 Employment Lands

1. It is the policy of the Region to work in partnership with the Province, local municipalities and economic development agencies to develop a comprehensive funding strategy to create an attractive investment climate for employment lands through such measures as improving their appearance, improving infrastructure, reducing and supporting the cost of servicing industrial lands and exploring opportunities for developing environmentally sustainable industrial buildings.

8.9 Centres of Excellence

1. It is the policy of the Region to promote innovation and excellence by building on Niagara's economic strengths and creating partnerships with institutes of higher education, the private sector and the investment community.

8.10 Tourism and Culture

1. It is the policy of the Region to work with major tourist institutions, the cultural sector and post secondary educational institutions to encourage cooperative initiatives that build on the success of these sectors in the Region and create innovative opportunities for improved programs and facilities.

9 DEFINITIONS

Active Transportation

Means any form of self-propelled (non-motorized) transportation that relies on the use of human energy such as walking, cycling, inline skating or jogging.

Active Transportation-Friendly

Refers to structures and amenities that encourage safe walking, cycling and other human-powered forms of transportation such as continuous and well-maintained sidewalks and on-road and off-road bicycle facilities (e.g., bike lanes, paved shoulders, trails, etc.), shade and lighting, benches and bicycle racks. Neighbourhoods and commercial developments that facilitate active transportation choices also consider:

- a) connectivity to places of interest such as schools, stores, workplaces, recreation areas, transit stops;
- b) slower speed limits for motorized vehicles;
- c) crossing signals and street signs that are easy to read; and
- d) building facades and landscaping that make the area pleasant and inviting

Affordable

a) in the case of ownership housing, the least expensive of:

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

b) in the case of rental housing, the least expensive of:

1. a unit for which the rent does not exceed 30 per cent of gross annual household income for low and moderate income households; or
2. a unit for which the rent is at or below the average market rent of a unit in the regional market area.

For the purposes of this definition:

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

Brownfield Sites

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

Built-up Area

All land within the built boundary.

Built Boundary

The limits of the developed urban area as defined by the Minister of Public Infrastructure Renewal in accordance with Policy 2.2.3.5 in the Provincial Places to Grow Plan.

Community Infrastructure

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

Compact Urban Form

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

Complete Communities

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

Density Targets

The density target for the Urban Growth Centre is defined in Policy 3.4.2.

The density target for Designated Greenfield Areas is defined in Policy 4.4.2.1.

Designated Greenfield Area

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

Drinking-water System

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

Employment Area

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

Full Cost

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

Greyfields

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

Higher Order Transit

Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order

transit can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way.

Intensification

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

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

Intensification Areas

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

Intensification Corridors

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

Intensification Target

The intensification target is as established in Policies 4.3.3 and 4.3.4.

Inter-modal Facility

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

Major Office

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

Major Transit Station Area

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

Modal Share

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

Multi-modal

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

Municipal Comprehensive Review

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

Municipal Water and Wastewater Systems

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

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

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

New Multiple Lots and Units for Residential Development

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

Prime Agricultural Area

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

For the purposes of this definition:

Prime agricultural land includes specialty crop areas and/or Canada Land Inventory Classes 1, 2, and 3 soils, in this order of priority for protection.

Redevelopment

The creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.

Regional Market Area

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

Rural Areas

Lands which are located outside settlement areas and that are not prime agricultural areas.

Settlement Areas

Urban areas within municipalities (cities, towns, and townships) where:

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

Sewage Works

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

For the purposes of this definition:

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

Small Cities and Towns

Settlement areas that do not include an urban growth centre.

Specialty Crop Area

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

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

Transit-supportive

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

Transportation Corridor

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

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

Transportation Demand Management

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

Transportation System

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

Utility

Any system, works, plant, pipe line, or equipment providing a service necessary to the public interest including but not limited to electric power generation and transmission, stormwater management, water supply, sewage treatment and disposal, waste management, communications and telecommunications, and oil and gas pipelines and associated facilities.