



Appendix 1: Selected Growth Management Policies, Provincial Policy Statement 2020

<p>1.1.1</p>	<p>Healthy, liveable and safe communities are sustained by:</p> <ul style="list-style-type: none"> a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; d) avoiding development and land use patterns that would prevent the efficient expansion of <i>settlement areas</i> in those areas which are adjacent or close to <i>settlement areas</i>; e) promoting the integration of land use planning, growth management, <i>transit-supportive</i> development, <i>intensification</i> and <i>infrastructure</i> planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society; g) ensuring that necessary <i>infrastructure</i> and <i>public service facilities</i> are or will be available to meet current and projected needs; h) promoting development and land use patterns that conserve biodiversity; and i) preparing for the regional and local impacts of a changing climate.
<p>1.1.2</p>	<p>Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a <i>provincial planning</i> exercise or a provincial plan, that time frame may be used for municipalities within the area.</p> <p>Within settlement areas, sufficient land shall be made available through <i>intensification</i> and <i>redevelopment</i> and, if necessary, <i>designated growth areas</i>.</p> <p>Nothing in policy 1.1.2 limits the planning for <i>infrastructure</i>, <i>public service facilities</i> and <i>employment areas</i> beyond a 25-year time horizon.</p>
<p>1.1.3.1</p>	<p><i>Settlement areas</i> shall be the focus of growth and development.</p>
<p>1.1.3.2</p>	<p>Land use patterns within <i>settlement areas</i> shall be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> a) efficiently use land and resources; b) are appropriate for, and efficiently use, the <i>infrastructure</i> and <i>public service facilities</i> which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; c) minimize negative impacts to air quality and climate change, and promote energy efficiency; d) prepare for the <i>impacts of a changing climate</i>; e) support <i>active transportation</i>; f) are <i>transit-supportive</i>, where transit is planned, exists or may be developed; and g) are <i>freight-supportive</i>.



	Land use patterns within <i>settlement areas</i> shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.
1.1.3.3	Planning authorities shall identify appropriate locations and promote opportunities for <i>transit-supportive</i> development, accommodating a significant supply and range of <i>housing options</i> through <i>intensification</i> and <i>redevelopment</i> where this can be accommodated taking into account existing building stock or areas, including <i>brownfield sites</i> , and the availability of suitable existing or planned <i>infrastructure</i> and <i>public service facilities</i> required to accommodate projected needs.
1.1.3.4	Appropriate development standards should be promoted which facilitate <i>intensification</i> , <i>redevelopment</i> and compact form, while avoiding or mitigating risks to public health and safety.
1.1.3.5	Planning authorities shall establish and implement minimum targets for <i>intensification</i> and <i>redevelopment</i> within built-up areas, based on local conditions. However, where provincial targets are established through <i>provincial plans</i> , the provincial target shall represent the minimum target for affected areas.
1.1.3.6	New development taking place in <i>designated growth areas</i> should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, <i>infrastructure</i> and <i>public service facilities</i> .
1.1.3.7	Planning authorities should establish and implement phasing policies to ensure: <ul style="list-style-type: none"> a) that specified targets for <i>intensification</i> and <i>redevelopment</i> are achieved prior to, or concurrent with, new development within <i>designated growth areas</i>; and b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.
1.1.3.8	A planning authority may identify a <i>settlement area</i> or allow the expansion of a settlement area boundary only at the time of a <i>comprehensive review</i> and only where it has been demonstrated that: <ul style="list-style-type: none"> a) sufficient opportunities to accommodate growth and to satisfy market demand are not available through <i>intensification</i>, <i>redevelopment</i> and <i>designated growth areas</i> to accommodate the projected needs over the identified planning horizon; b) the <i>infrastructure</i> and <i>public service facilities</i> which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment; c) in <i>prime agricultural areas</i>: <ol style="list-style-type: none"> 1. the lands do not comprise <i>specialty crop areas</i>; 2. alternative locations have been evaluated, and <ol style="list-style-type: none"> i. there are no reasonable alternatives which avoid <i>prime agricultural areas</i>; and ii. there are no reasonable alternatives on lower priority agricultural lands in <i>prime agricultural areas</i>; d) the new or expanding settlement area is in compliance with the <i>minimum distance separation formulae</i>; and e) impacts from new or expanding <i>settlement areas</i> on agricultural operations which are adjacent or close to the <i>settlement area</i> are mitigated to the extent feasible.
1.1.3.9	Notwithstanding policy 1.1.3.8, municipalities may permit adjustments of <i>settlement area</i>



	<p>boundaries outside a <i>comprehensive review</i> provided:</p> <ul style="list-style-type: none"> a) there would be no net increase in land within the <i>settlement areas</i>; b) the adjustment would support the municipality's ability to meet c) <i>intensification</i> and <i>redevelopment</i> targets established by the municipality; d) <i>prime agricultural areas</i> are addressed in accordance with 1.1.3.8 (c), (d) and (e); and e) the <i>settlement area</i> to which lands would be added is appropriately serviced and there is sufficient reserve <i>infrastructure</i> capacity to service the lands.
1.1.4.1	<p>Healthy, integrated and viable <i>rural areas</i> should be supported by:</p> <ul style="list-style-type: none"> a) building upon rural character, and leveraging rural amenities and assets; b) promoting regeneration, including the redevelopment of <i>brownfield sites</i>; c) accommodating an appropriate range and mix of housing in <i>rural settlement areas</i>; d) encouraging the conservation and <i>redevelopment</i> of existing rural housing stock on <i>rural lands</i>; e) using rural <i>infrastructure</i> and <i>public service facilities</i> efficiently; f) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources; g) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets; h) conserving biodiversity and considering the ecological benefits provided by nature; and i) providing opportunities for economic activities in <i>prime agricultural areas</i>, in accordance with policy 2.3.
1.1.4.2	<p>In <i>rural areas</i>, <i>rural settlement areas</i> shall be the focus of growth and development and their vitality and regeneration shall be promoted.</p>
1.1.4.3	<p>When directing development in <i>rural settlement areas</i> in accordance with policy 1.1.3, planning authorities shall give consideration to rural characteristics, the scale of development and the provision of appropriate service levels.</p>
1.1.4.4	<p>Growth and development may be directed to <i>rural lands</i> in accordance with policy 1.1.5, including where a municipality does not have a <i>settlement area</i>.</p>
1.4.1	<p>To provide for an appropriate range and mix of <i>housing options</i> and densities required to meet projected requirements of current and future residents of the <i>regional market area</i>, planning authorities shall:</p> <ul style="list-style-type: none"> a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through <i>residential intensification</i> and <i>redevelopment</i> and, if necessary, lands which are designated and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate <i>residential intensification</i> and <i>redevelopment</i>, and land in draft approved and registered plans. <p>Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate <i>residential intensification</i> and <i>redevelopment</i>, and land in draft approved and registered plans.</p>
1.4.3	<p>Planning authorities shall provide for an appropriate range and mix of <i>housing options</i> and</p>



	<p>densities to meet projected market-based and affordable housing needs of current and future residents of the <i>regional market</i> area by:</p> <ul style="list-style-type: none"> a) establishing and implementing minimum targets for the provision of housing which is <i>affordable</i> to <i>low and moderate income households</i> and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities; b) permitting and facilitating: <ul style="list-style-type: none"> 1. all <i>housing options</i> required to meet the social, health, economic and well-being requirements of current and future residents, including <i>special needs</i> requirements and needs arising from demographic changes and employment opportunities; and 2. all types of <i>residential intensification</i>, including additional residential units, and <i>redevelopment</i> in accordance with policy 1.1.3.3; c) directing the development of new housing towards locations where appropriate levels of <i>infrastructure</i> and <i>public service facilities</i> are or will be available to support current and projected needs; d) promoting densities for new housing which efficiently use land, resources, <i>infrastructure</i> and <i>public service facilities</i>, and support the use of <i>active transportation</i> and transit in areas where it exists or is to be developed; e) requiring <i>transit-supportive</i> development and prioritizing <i>intensification</i>, including potential air rights development, in proximity to transit, including corridors and stations; and f) establishing development standards for <i>residential intensification</i>, <i>redevelopment</i> and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
1.6.1	<p><i>Infrastructure</i> and <i>public service facilities</i> shall be provided in an efficient manner that prepares for the <i>impacts of a changing climate</i> while accommodating projected needs.</p> <p>Planning for <i>infrastructure</i> and <i>public service facilities</i> shall be coordinated and integrated with land use planning and growth management so that they are:</p> <ul style="list-style-type: none"> a) financially viable over their life cycle, which may be demonstrated through asset management planning; and b) available to meet current and projected needs.
1.6.3	<p>Before consideration is given to developing new <i>infrastructure</i> and <i>public service facilities</i>:</p> <ul style="list-style-type: none"> a) the use of existing <i>infrastructure</i> and <i>public service facilities</i> should be optimized; and b) opportunities for adaptive re-use should be considered, wherever feasible.
1.6.4	<p><i>Infrastructure</i> and <i>public service facilities</i> should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protecting Public Health and Safety.</p>
1.6.5	<p><i>Public service facilities</i> should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and <i>active transportation</i>.</p>
1.6.6.1	<p>Planning for <i>sewage and water services</i> shall:</p> <ul style="list-style-type: none"> a) accommodate forecasted growth in a manner that promotes the efficient use and



	<p>optimization of existing:</p> <ul style="list-style-type: none"> a. <i>municipal sewage services</i> and <i>municipal water services</i>; and b. <i>private communal sewage services</i> and <i>private communal water services</i>, where <i>municipal sewage services</i> and <i>municipal water services</i> are not available or feasible; <p>b) ensure that these systems are provided in a manner that:</p> <ul style="list-style-type: none"> a. can be sustained by the water resources upon which such services rely; b. prepares for the <i>impacts of a changing climate</i>; c. is feasible and financially viable over their lifecycle; and d. protects human health and safety, and the natural environment; <p>c) promote water conservation and water use efficiency;</p> <p>d) integrate servicing and land use considerations at all stages of the planning process; and</p> <p>e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where <i>municipal sewage services</i> and <i>municipal water services</i> are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.</p>
1.6.6.2	<p><i>Municipal sewage services</i> and <i>municipal water services</i> are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within <i>settlement areas</i> with existing <i>municipal sewage services</i> and <i>municipal water services</i>, <i>intensification</i> and <i>redevelopment</i> shall be promoted wherever feasible to optimize the use of the services.</p>
1.6.6.7	<p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> a) be integrated with planning for <i>sewage and water services</i> and ensure that systems are optimized, feasible and financially viable over the long term; b) minimize, or, where possible, prevent increases in contaminant loads; c) minimize erosion and changes in water balance, and prepare for the <i>impacts of a changing climate</i> through the effective management of stormwater, including the use of <i>green infrastructure</i>; d) mitigate risks to human health, safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; and f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.
1.6.7.2	<p>Efficient use should be made of existing and planned infrastructure, including through the use of <i>transportation demand management</i> strategies, where feasible.</p>
1.6.7.3	<p>As part of a <i>multimodal transportation system</i>, connectivity within and among <i>transportation systems</i> and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.</p>
1.6.7.4	<p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and <i>active transportation</i>.</p>
1.8.1	<p>Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the <i>impacts of a changing climate</i> through land use and development patterns which:</p> <ul style="list-style-type: none"> a) promote compact form and a structure of nodes and corridors; b) promote the use of <i>active transportation</i> and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;



	<ul style="list-style-type: none">c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;d) focus freight-intensive land uses to areas well served by major highways, <i>airports</i>, <i>rail facilities</i> and <i>marine facilities</i>;e) encourage <i>transit-supportive</i> development and <i>intensification</i> to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and <i>green infrastructure</i>; andg) maximize vegetation within <i>settlement areas</i>, where feasible.
2.1.1	Natural features and areas shall be protected for the long term.
2.1.2	The diversity and connectivity of natural features in an area, and the long-term <i>ecological function</i> and biodiversity of <i>natural heritage systems</i> , should be maintained, restored or, where possible, improved, recognizing linkages between and among <i>natural heritage features</i> and areas, <i>surface water features</i> and <i>ground water features</i> .
2.3.1	<p><i>Prime agricultural areas</i> shall be protected for long-term use for agriculture.</p> <p><i>Prime agricultural areas</i> are areas where <i>prime agricultural lands</i> predominate. Specialty crop areas shall be given the highest priority for protection, followed by Canada Land Inventory Class 1, 2, and 3 lands, and any associated Class 4 through 7 lands within the <i>prime agricultural area</i>, in this order of priority.</p>
2.3.5.1	Planning authorities may only exclude land from <i>prime agricultural areas</i> for expansions of or identification of settlement areas in accordance with policy 1.1.3.8.