



**Ontario**  
Home Builders'  
Association

**OHBA represents**  
**4,000 member**  
**companies organized**  
**into a network**  
**of 31 local**  
**associations across**  
**the province.**

**Together we build**  
**80% of the**  
**new housing in**  
**Ontario.**

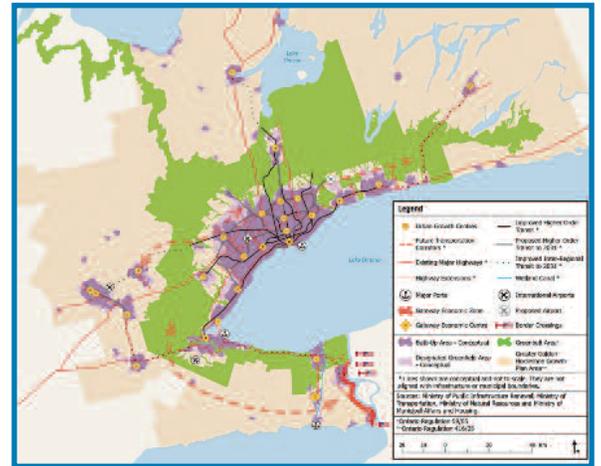
# Implementing the Growth Plan

## Growth Plan for the Greater Golden Horseshoe

- The Greater Golden Horseshoe is one of the fastest growing metropolitan areas in North America;
- The Growth Plan is a long-term strategic plan that provides regional and municipal opportunities to better align public policy and prepare for economic growth and investment-ready communities;
- With a focus on economic expansion, targeting infrastructure investment and transportation system improvements, the Growth Plan is also a sustainable model for environmental protection through the maximization of limited resources and directing growth away from provincially significant environmental features.

## Where to Grow & How to Grow

- The Growth Plan seeks to revitalize downtowns and create complete communities that offer more options for living, working, shopping and playing;
- The Growth Plan is a strategic plan to increase densities for new greenfield growth while focusing a significant portion of new growth in existing urban areas such as downtowns and around transit corridors.



## Intensification and Sustainable Development

- Higher density communities typically offer better value for infrastructure investments and offer a healthier lifestyle by reducing auto dependence while promoting a broad mix of land-uses;
- Intensification can accommodate growth into existing urban lands while reducing pressure on natural areas and farmlands;
- Intensification seeks to reduce gridlock by improving access to location efficient communities and a greater range of transportation choices;
- Local governments must plan for a full range of housing and employment options and choice in developing complete communities;
- The long-term urban reserve in the 'white-belt' should be for strategic future growth and it will protect the Greenbelt over the long-term from urban expansions.

## Where We Are Today

- A co-ordinated review of the Growth Plan and the Greenbelt Plans is underway;
- Province proposed Smart Growth for our Communities Act, Bill 73;
- Local political and community resistance to intensification continues to be the most significant roadblock to the ultimate success of the growth plan. NIMBYism often slows down approvals and can result in reductions to the supply of a diverse range of housing;
- We need to strengthen economic development through growth planning to attract global investment to the Greater Golden Horseshoe and Ontario;
- The best opportunity for real success involves a more co-ordinated approach that better targets limited government resources and focuses on attracting the appropriate development;
- Some types of employment opportunities make it difficult achieving 50 residents and jobs per hectare;
- Despite the Planning Act requiring up-to-date zoning, few municipalities actually have.

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# Tools to Support

## Infrastructure Challenges

- Intensification is an opportunity to maximize existing infrastructure assets. However, existing infrastructure does not always have excess capacity to support additional density. Investment is often required, especially in older communities with aging infrastructure;
- When the province makes significant transit infrastructure investments to support intensification, these investments should be linked with efficient land-use planning to help maximize the Growth Plan value of these investments and minimize environmental impacts;
- Transit planning must support land-use planning. Municipalities should be required to pre-zone for appropriate mixed-use densities along existing and future transit corridors, which is critical to support longer-term transit operations through increased ridership.

## Whitebelt Lands

- The Whitebelt acts as a buffer between currently designated lands for growth and the Greenbelt. It is of critical importance for future economic expansion and will house significant infrastructure resources;
- The provincial government must continue to clarify the status of the urban reserve Whitebelt lands for purposes of long-term strategic planning;
- A *Friends of the Greenbelt Foundation* report suggests that if the Growth Plan is successful, that the Whitebelt should suffice to accommodate urban development for several generations.

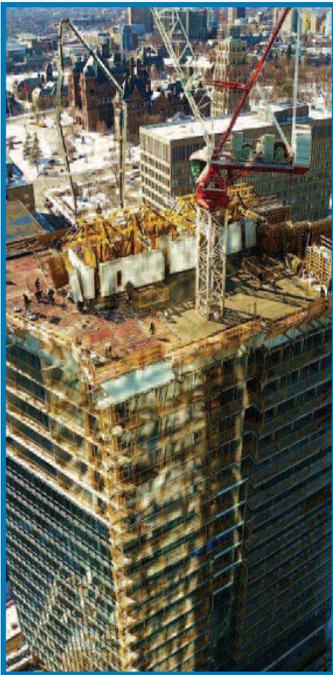
## Tools to Support Intensification

- A public policy and land use designation disconnect has emerged between the province and many municipalities. The province must ensure greater alignment between provincial planning policies and local planning implementation tools;
- Regional fragmentation has led to contradictory housing and employment policies as well as out-of-date zoning that does not encourage intensification or housing diversity;
- The provincial government should support and encourage brownfield redevelopment through both regulatory and fiscal policy;
- The provincial government should continue to support a strong independent land-use planning tribunal focused on evidence-based planning. Intensification is often controversial and can bring about conflict between competing interests in many jurisdictions.
- Municipalities must comply with the Planning Act which requires Official Plans to be updated every five years and for Zoning By-Laws to be updated within three years of an Official Plan review.



# Intensification

## Reducing the Regulatory Barriers to Intensification



- Housing policies that support the Growth Plan should bring down the cost of construction, speed up delivery and improve the economics of investing in a broader array of housing types, and employment;
- As-of-right zoning:
  - Pre-zoning for higher densities in Urban Growth Centres and along transit corridors;
  - Creates greater certainty for community residents - both existing and future;
  - Supports the objectives of the Growth Plan by encouraging investment and enhances the viability of transit;
  - Many sites continue to be intentionally left under-zoned to ensure municipal councils can maximize control through the approvals process and to extract financial off-sets (i.e. sec 37);
  - Under-zoning fuels NIMBYism by setting false expectations for future densities.
- Parkland Dedication policies should be reviewed at both the provincial and municipal level:
  - With little land available on intensification sites for parkland dedication, developers are required to pay cash-in-lieu of land. Due to outdated cash-in-lieu of parkland formulas and the higher property values found in already urbanized areas, parkland policies are a significant financial barrier to intensification in municipalities without alternative local parkland dedication policies;
  - Allowing for creative solutions such as green roofs, green infrastructure and lands ceded to conservation authorities to qualify as substitutes for parkland dedication requirements;
  - Playing fields could be located on flood plains and parkland could be integrated into natural heritage systems.
- Parking standards are a barrier to intensification:
  - Municipal parking requirements often require large areas of surface parking, which reduces overall densities and reinforces car dependency;
  - Higher density sites in urban areas are required to dig multiple levels of underground parking regardless of market demand which significantly increases costs and project complexity. Parking requirements typically do not reflect site-specific conditions and should be flexible to encourage density and transit-use.
- Encourage secondary suites both as an affordable housing opportunity and as a method to increase densities in established communities.
- Encourage and reduce regulatory barriers to support the adaptive reuse of existing buildings.
- Unlock public-owned surplus land to reduce upward pressure on real estate costs.
- Municipal engineering standards:
  - Standards for the width of public ROWs should be reviewed to make streets narrower;
  - Greater flexibility to locate utilities under the sidewalks or roads in greenfield projects.
- Public Land Takings:
  - Municipalities should be encouraged to share site facilities in 'community hubs' that can efficiently utilize spaces including schools, libraries, community centres and school yards;
  - Out-dated "public land takings" are reducing lands available for development and should be modernized to reflect the Growth Plan;
  - Municipalities should create dual use park and schoolyard facilities;
  - The province should utilize an 'urban lens' for public policy decisions.
- There are important employment opportunities that are land intensive and yield important economic functions to Ontario, but are currently restricted by the 50 jobs/residents per hectare requirement in the Growth Plan.



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Association

**31 LOCAL ASSOCIATIONS**

- BILD
- Bluewater
- Brantford
- Chatham-Kent
- Cornwall
- Greater Dufferin
- Durham Region
- Grey-Bruce
- Guelph & District
- Haldimand-Norfolk
- Haliburton County
- Hamilton-Halton
- Kingston-Frontenac
- Lanark-Leeds
- London
- Niagara
- North Bay & District
- Greater Ottawa
- Oxford County
- Peterborough & the Kawarthas
- Quinte
- Renfrew County
- Sarnia-Lambton
- Saugeen Country
- Simcoe County
- St. Thomas-Elgin
- Stratford & Area
- Sudbury & District
- Thunder Bay
- Waterloo Region
- Windsor Essex

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# Places to Grow

## Implementing the Growth Plan

Today over nine million people live in the Greater Golden Horseshoe. By 2041, an estimated 13.5 million people will call the region home, with the number of jobs forecast to rise from 4.5 million to 6.3 million. This will increase our population by 50 per cent and boost the number of jobs by 40 per cent.

Distribution of Population and Employment for the Greater Golden Horseshoe to 2041 (figures in 000s)								
			UPDATED FORECASTS					
	POPULATION		EMPLOYMENT		POPULATION			EMPLOYMENT
	2031A	2031A	2031B	2036	2041	2031B	2036	2041
Region of Durham	960	350	970	1,080	1,190	360	390	430
Region of York	1,500	780	1,590	1,700	1,790	790	840	900
City of Toronto	3,080	1,640	3,190	3,300	3,400	1,660	1,680	1,720
Region of Peel	1,640	870	1,770	1,870	1,970	880	920	970
Region of Halton	780	390	820	910	1,000	390	430	470
City of Hamilton	660	300	680	730	780	310	330	350
<b>GTAH TOTAL*</b>	<b>8,620</b>	<b>4,330</b>	<b>9,010</b>	<b>9,590</b>	<b>10,130</b>	<b>4,380</b>	<b>4,580</b>	<b>4,820</b>
County of Northumberland	96	33	100	105	110	36	37	39
County of Peterborough	61	18	70	73	76	20	21	24
City of Peterborough	88	42	103	109	115	52	54	58
City of Kawartha Lakes	100	27	100	101	107	29	30	32
County of Simcoe				456	497		141	152
City of Barrie	See Schedule 7	See Schedule 7	See Schedule 7	231	253	See Schedule 7	114	129
City of Orillia				44	46		22	23
County of Dufferin	80	27	80	81	85	29	31	32
County of Wellington	122	54	122	132	140	54	57	61
City of Guelph	175	92	177	184	191	94	97	101
Region of Waterloo	729	366	742	789	835	366	383	404
County of Brant	47	19	49	53	57	22	24	26
City of Brantford	126	53	139	152	163	67	72	79
County of Haldimand	56	20	57	60	64	22	24	25
Region of Niagara	511	218	543	577	610	235	248	265
<b>OUTER RING TOTAL*</b>	<b>2,880</b>	<b>1,240</b>	<b>2,940</b>	<b>3,150</b>	<b>3,350</b>	<b>1,280</b>	<b>1,360</b>	<b>1,450</b>
<b>TOTAL GGH*</b>	<b>11,500</b>	<b>5,560</b>	<b>11,950</b>	<b>12,740</b>	<b>13,480</b>	<b>5,650</b>	<b>5,930</b>	<b>6,270</b>

*Note: Numbers rounded off to nearest 10,000 for GTA/H municipalities, GTA/H Total and Outer Ring Total, and to nearest 1,000 for outer ring municipalities.  
\* Total may not add up due to rounding.*



**PLACES TO GROW**  
GROWTH PLAN FOR  
THE GREATER GOLDEN HORSESHOE 2006

**SCHEDULE 3**

**Distribution of Population and Employment  
for the Greater Golden Horseshoe to 2041**