

Regional Municipality of Waterloo

Planning and Works Committee

Agenda



Tuesday, April 12, 2022, 9:00 a.m.
150 Frederick Street, Kitchener, Ontario

Should you require an alternative format please contact the Regional Clerk at Tel.: 519-575-4400,
TTY: 519-575-4605, or regionalclerk@regionofwaterloo.ca

1. **Call to Order**
2. **Land Acknowledgement**
3. **Declarations of Pecuniary Interest under the “Municipal Conflict of Interest Act”**
4. **Delegations**
 - 4.1. **Dr. Mike Moffatt, Bob Schickedanz and Larry Kotseff, Smart Prosperity Institute**
re: Housing Demand and Family Formation
5. **Consent Agenda Items**

Items on the Consent Agenda can be approved in one motion of Committee to save time.
Prior to the motion being voted on, any member of Committee may request that one or more of the items be removed from the Consent Agenda and voted on separately.
6. **Request to Remove Items from Consent Agenda**
7. **Motion to Approve Items or Receive for Information**

Recommended Motion:
That the Consent Agenda items be received for information and approved.

 - 7.1. **Strategic Focus - Thriving Economy**
 - 7.1.1. **TES-DCS-22-11**, 2022 Construction Activity in Waterloo Region
For information.
 - 7.1.2. **PDL-CPL-22-07**, Building Permit Activity 2021
For Information.
 - 7.1.3. **PDL-CPL-22-09**, 2021 Labour Force Activity
For Information.
 - 7.2. **Strategic Focus - Environmental and Climate Action**
 - 7.2.1. **TES-WMS-22-01**, Comments on Environment and Climate Change Canada Documents Related to Landfill Gas Emissions
Recommended Motion:
That the Regional Municipality of Waterloo provide the comments identified in Attachment A to Environment and Climate Change Canada in response to

their recent discussion paper titled “Reducing Methane Emissions from Canada’s Municipal Solid Waste Landfills”, as outlined in Report TES-WMS-22-01, dated April 12, 2022.

7.2.2. **TES-WMS-22-03**, Curbside Collection Contract (T2015-217) Considerations
Recommended Motion:

That the Regional Municipality of Waterloo extend Contract T2015-217, Collection of Garbage, Organics, Bulky and Large Metal Items, Recycling, Yard Waste and Christmas Trees within the Region of Waterloo for up to two (2) one-year periods, from March 2, 2024 to March 2, 2026, under the same terms and conditions as described in Report TES-WMS-16-01, dated January 12, 2016.

7.2.3. **PDL-CPL-22-06**, 2022 Community Environmental Fund Grants

Recommended Motion:

That the Regional Municipality of Waterloo approve funding allocations totaling up to \$99,964 from the Community Environmental Fund to support 15 stewardship and sustainability projects as described in Report PDL-CPL-22-06, dated April 12, 2022.

7.2.4. **PDL-CPL-22-08**, 2020 Annual Corporate Greenhouse Gas Emissions Update
For Information.

8. Regular Agenda Items

8.1. Strategic Focus - Thriving Economy

8.1.1. **PDL-CPL-22-10/COR-CFN-22-08**, Brownfield Financial Incentive Program – Tax Increment Grant Application (TIG) – 60 Charles Street West, Kitchener
Recommended Motion:

That the Regional Municipality of Waterloo take the following actions regarding the property municipally known as 60 Charles Street West in the City of Kitchener, as described in Report PDL-CPL-22-10/ COR-CFN-22-08 dated April 12, 2022:

- a. Approve a joint Tax Increment Grant, subject to the terms of an associated Tax Increment Grant agreement with the registered owner of the subject lands, with the Regional amount not to exceed \$3,773,539 net of any other future brownfield assistance, to be financed from the incremental tax revenue for the property following remediation, redevelopment and reassessment; and
- b. Authorize the Region’s Commissioner of Planning, Development and Legislative Services and Commissioner, Corporate Services / Chief Financial Officer to execute any associated agreements, assignments, amendments or other related documents with the registered owner of 60 Charles Street West in the City of Kitchener, with the form and content of such Tax Increment Grant

agreement(s), any subsequent assignments of the agreement, or other related documents to be satisfactory to the Regional Solicitors.

- 8.1.2. [PDL-CPL-22-11](#), Regional Official Plan Review - Draft Regional Land Needs Assessment (Staff Presentation)
For Information.

8.2. Strategic Focus - Sustainable Transportation

- 8.2.1. [TES-DCS-22-09](#), Project Approval Report for a Roundabout at New Dundee Road (Regional Road No. 12) and Robert Ferrie Drive

Recommended Motion:

That the Regional Municipality of Waterloo approve the recommended design alternative for a proposed double lane roundabout at New Dundee Road (Regional Road No. 12) and Robert Ferrie Drive in the City of Kitchener, as described in Report TES-DCS-22-09, dated April 12, 2022.

Upon completion of construction, that The Regional Municipality of Waterloo amend Traffic and Parking By-law 16-023, as amended to:

- a. Remove from Schedule 17, Rates of Speed, 80 km/h on New Dundee Road (Regional Road 12) from 500 m east of Fischer-Hallman Road (Regional Road 58) to 550 m west of Homer Watson Boulevard (Regional Road 28);
- b. Add to Schedule 17, Rates of Speed, 80 km/h on New Dundee Road (Regional Road 12) from 500 m east of Fischer-Hallman Road (Regional Road 58) to 400 m west of Robert Ferrie Drive;
- c. Add to Schedule 17, Rates of Speed, 60 km/h on New Dundee Road (Regional Road 12) from 400 m west of Robert Ferrie Drive to 550 m west of Homer Watson Boulevard (Regional Road 28);
- d. Add to Schedule 15, Lane Designation, on New Dundee Road (Regional Road 12) southbound at Robert Ferrie Drive, Left and Right;
- e. Add to Schedule 15, Lane Designation, on New Dundee Road (Regional Road 12) eastbound at Robert Ferrie Drive, Through/Left and Through;
- f. Add to Schedule 15, Lane Designation, on New Dundee Road (Regional Road 12) westbound at Robert Ferrie Drive, Through/Right and Through;
- g. Add to Schedule 10, Level 2 Pedestrian Crossover, on New Dundee Road (Regional Road 12) at Robert Ferrie Drive, On All Entry and Exits.

- 8.2.2. [TES-TRS-22-06](#), Micromobility – E-scooter Traffic and Parking By-law Updates
Recommended Motion:
That the Regional Municipality of Waterloo amend Traffic and Parking By-law 16-023, as amended, to add the definition and provisions for the use of electric kick-scooters (“e-scooters”) as described in Appendix A of Report TES-TRS-22-06, dated April 12, 2022, with an effective date of July 1, 2022.

- 8.2.3. [TES-TRS-22-07](#), Micromobility – Shared Program Implementation Plan
Recommended Motion:
That the Regional Municipality of Waterloo;
- a. Approves the Shared Micromobility Implementation Plan in principle;
 - b. Authorize staff to issue a request for proposals, in coordination with the Cities of Cambridge, Kitchener, and Waterloo, for a shared micromobility operator; and
 - c. Authorize the Commissioner of TES to execute a memorandum of agreement with the Cities of Cambridge, Kitchener, and Waterloo, in a form satisfactory to the Region Solicitor; to formalize their respective roles and other agreements in relation to the Shared Micromobility Program;

Pursuant to Report TES-TRS-22-07, dated April 12, 2022.

- 8.2.4. [TES-TRP-22-02](#), Frederick Street /Benton Street (Courtland Avenue East to Lancaster Street) Cycling Facility Plan
For information.

- 8.2.5. [TES-TRP-22-03](#), Review of Iron Horse Trail Crossings of Regional Roads, in the City of Kitchener
Recommended Motion:
That the Regional Municipality of Waterloo approve the installation of a Level 2 Pedestrian Crossover – Type C, on Borden Avenue (Regional Road 66) at the Iron Horse Trail Crossing, in the City of Kitchener, by amending the Region’s Traffic and Parking By-law 16-023, as amended, to add to Schedule 10, Level 2 Pedestrian Crossover, as outlined in Report TES-TRP-22-03, dated April 12, 2022.

8.3. Strategic Focus - Environmental and Climate Action

- 8.3.1. [TES-WMS-22-02](#), Reduction in the Garbage Limit for Single-Family Homes
Recommended Motion:
That the Regional Municipality of Waterloo reduce the residential bi-weekly garbage limit from four to three bags/containers starting October 17, 2022, which coincides with Waste Reduction Week, as outlined in Report: TES-WMS-22-02 dated April 12, 2022.

8.4. Strategic Focus – Responsive and Engaging Public Service

- 8.4.1. [TES-DCS-22-10](#), Project Update (Noise) – McQueen Shaver Boulevard, Franklin Boulevard Extension, Cambridge and Highland Road, Kitchener (Staff Presentation)

Recommended Motion:

That the Regional Municipality of Waterloo install noise walls on the west side of Franklin Boulevard from Bloomington Road to Carpenter Road and on both sides of Franklin Boulevard from Carpenter Road to the southern City boundary limit, as described in report TES-DCS-22-10 dated April 12, 2022.

- 9. Information/Correspondence
- 10. Other Business
- 11. Next Meeting - May 10, 2022
- 12. Adjourn

Region of Waterloo

Planning, Development and Legislative Services

Community Planning

To: Chair Tom Galloway and Members of the Planning and Works Committee

Meeting Date: April 12, 2022

Report Title: Regional Official Plan Review Draft Regional Land Needs Assessment

1. Recommendation:

For information

2. Regional Official Plan Background

The Regional Official Plan (ROP) is a powerful planning tool that shapes and defines our community for future generations. It has guided decision making for profound transformation of this region including the addition of the ION light rail, protection of agricultural lands and the natural environment, and a high quality of life for residents.

This community is set to grow to 923,000 people and 470,000 jobs by 2051, representing about a 50% increase in population and 60% increase in jobs from 2021. As a result, we are working to update the plan to accommodate this projected growth.

3. Purpose / Issue:

This report presents the preliminary results of the draft Regional Land Needs Assessment (LNA), which determines the amount of urban land the Region requires to accommodate the Region's forecasted population and employment growth to 2051. This report also identifies the public and stakeholder engagement that will occur on the draft LNA.

Strategic Plan:

This report relates to several strategic focus areas, including: Thriving Economy; Sustainable Transportation; Environment and Climate Action; and Health, Safe and Inclusive Communities. It also relates to Objective 4.2, "Make affordable housing more available to individuals and families" and Action 3.5.1, "Promote efficient urban land use

through greenfield and intensification policies while conserving natural heritage and agricultural areas.”

4. Key Considerations:

a) The ROP establishes a vision for how we live, work and play and helps us prepare for future challenges and opportunities.

The ROP’s vision is:

“Waterloo Region will be an inclusive, thriving, and sustainable region of connected urban and rural communities with global reach, fostering opportunities for current and future generations.”

The current ROP Review focusses on providing a thoughtful and realistic approach to land use planning and growth management to ensure that Waterloo Region continues to be a world-class community.

b) The Region has completed a draft land needs assessment in accordance with the Provincial Land Needs Assessment methodology to ensure it has enough land to accommodate its forecasted growth to 2051, including the need for any urban boundary expansions.

In the fall of 2021, Regional Council provided a motion to staff with respect to the LNA as follows:

- That staff ensure the Land Needs Assessment be completed in accordance with provincial requirements providing different growth options for consideration.
- That thorough engagement take place between regional staff, community stakeholders, and area municipalities after the LNA is complete and made available to the public for consultation, prior to a staff recommendation of a Preferred Growth Option.

Staff have been in regular contact with Provincial staff throughout the ROP Review process. Provincial staff have raised no concerns and are supportive of the Region’s approach to the LNA.

d) The LNA includes land use options with varying levels of intensification and designated greenfield area density targets.

The Provincial LNA methodology provides municipalities the flexibility to assess different assumptions within the LNA. The Region’s draft LNA includes three Community Area growth options and two Employment Area growth options, which is similar to the approach followed by the City of Hamilton, Halton Region, City of Guelph, Peel Region and Durham Region.

The Provincial LNA methodology also provides flexibility to change the order of the steps as long as all the required steps are completed. In addition, the Provincial LNA methodology provides for the consideration of higher intensification and designated greenfield density targets and reiterates that decision-makers should consider an intensification first approach when assessing future land needs. Such an approach to city building optimizes the existing urban land supply and makes better use of existing infrastructure and public service facilities.

e) Under all Options, all Area Municipalities would be allocated population growth to 2051.

The LNA is prepared following a series of steps outlined by the Province related to two types of places:

Community Areas – Where most housing, commercial, retail and institutional growth will be located.

Employment Areas – Where most industrial land, like manufacturing, logistics and warehouses, will be located.

The applicable minimum Provincial intensification target for the Region of Waterloo is 50% of all residential development occurring annually will be within the Built Up Area (BUA).

The minimum Provincial density target applicable to the Designated Greenfield Area (DGA) for the Region of Waterloo is to achieve, by 2051, 50 people and jobs per hectare (pj/ha).

The housing mix forecasts used in the draft LNA are forward-looking and based on anticipated future conditions and shifting demographics. All Options provide a greater mix of medium and high-density housing options relative to the current trends, however, Options 2 and 3 provide a greater shift of housing from low-density housing to medium and high-density housing forms.

Some area municipalities would not be allocated any new community area over and above what exists as designated greenfield area, although all municipalities would see population growth to 2051.

Three Community Area growth options and two Employment Area options are provided in the draft LNA. Additional information on the Area Municipal allocation for each growth option are included in Appendix A.

Community Area Land Needs

Community Area Option 1 (Provincial Growth Plan minimums of 50% intensification and 50 people and jobs per hectare) – Key Considerations

- Between 2009 and 2013, the Region achieved a 51% intensification in the Built-Up Area (BUA). The target established under the current ROP, adopted in 2009, is 45%. Between 2014-2019, the Region achieved 57% intensification. Under Option 1; the intensification rate of 50% is lower than recent trends.
- Option 1 would generate the maximum amount of future low-density housing using the minimum targets in the Growth Plan. As a result, Option 1 would yield the largest urban area expansion of the three options, beyond the existing Countryside Line when combined with the Employment Area Options.
- To achieve a density of 50 people and jobs per hectare (pj/ha), the Region would require a density of 49 pj/ha on an incremental basis to 2051, lower than the 54 pj/ha in the DGA being achieved as of 2019.

Community Area Option 2 (60% intensification and 60 pj/ha) – Key Considerations

- Option 2 would generate a denser housing mix than Option 1 because of the higher intensification target (60%) and the corresponding decrease in the number of low-density units in new designated greenfield areas.
- To achieve a density of 60 people and jobs per hectare (pj/ha), the Region would require a density of 63 pj/ha on an incremental basis to 2051. The density in the cities under this option would average 69 pj/ha.
- Option 2 would result in a smaller urban area expansion than Option 1 and can be accommodated within the existing Countryside Line.

Community Area Option 3 (More compact development, no urban expansion of Community Areas) – Key Considerations

- This Option would generate the most dense housing mix because it has the highest designated greenfield area density target (66 pj/ha). As a result, implementing Option 3 could be accommodated within the existing urban area boundary and does not require an urban area boundary expansion for new community area anywhere in the region.
- The number of people that could be accommodated in new units would decrease with Option 3 as there is a greater proportion of high density units which typically have lower people per units than other building forms. As a consequence, there would be greater pressure on existing neighbourhoods in designated greenfield

areas to accommodate more population growth.

- To achieve a density of 66 people and jobs per hectare (pj/ha), the Region would require a density of 73 pj/ha on an incremental basis to 2051. The density in the cities under this option would average about 76 pj/ha.

Staff have also considered two additional growth options that assumed even higher intensification rates and DGA density targets (i.e., 65% and 70% intensification rates, and 65pj/ha and 70pj/ha DGA density targets). Those options would generate an excess amount of DGA lands currently designated in the region of 610ha and 1,044ha respectively. Applying those targets would require the Region to prohibit development on either 610ha or 1044ha of lands already committed for development, until the year 2051. As a result, staff provided an update to Regional Council in December 2021 on the implications of excess lands and did not pursue a full assessment of these options.

Employment Area Land Needs

Several macro-economic trends are influencing average density levels on employment lands. In general, average density levels on employment lands are declining in the manufacturing sector, as domestic manufacturers focus efforts on increased efficiency and competitiveness through automation. This trend is coupled with increasing demand for large, land-extensive warehousing and logistics facilities to support distribution and transportation of goods throughout the expanding urban population base.

The draft LNA considered the following two growth options for the region's Employment Areas:

Option	Option 1	Option 2
Intensification Rate in Existing Employment Areas	15%	25%
Density Target (jobs per hectare)	35	35
Total Employment Area Land Need (hectares)	659	456

Employment Area Option 1 (15% Employment Area land intensification) – Key Considerations

- This option would assume a moderate intensification rate of 15% within existing employment areas, similar to existing trends observed in the region.
- It would also assume a density target of 35 jobs per hectare, allowing for diverse

mix of employment areas which can accommodate a wide range warehousing, office and manufacturing uses.

Employment Area Option 2 (25% Employment Area land intensification) – Key Considerations

- This option would assume a higher intensification rate of 25% within existing employment areas, requiring a greater proportion of under-utilized land (e.g. large parking lots) to be developed for new or expanded employment uses.
- This option would also assume a density target of 35 jobs per hectare the same as Option 1.

f) Release of the draft LNA marks the beginning of a public engagement period between April 12, 2022 and May 27, 2022.

The results of the LNA engagement process will be summarized in a response report that will accompany the June recommendation report on the preferred growth option. Following the draft LNA engagement process, staff will evaluate each of the growth options based on the feedback received from the community, stakeholders and area municipalities and against a series of detailed evaluated criteria covering six broad themes viewed through a climate change lens (see Appendix B).

A recommendation report on the preferred growth option is anticipated in June 2022 along with the release of a draft Regional Official Plan Amendment with accompanying information report.

5. Background:

In 2018, the Region initiated a review of the ROP to plan for forecasted growth to 2041. On August 28, 2020, the Province approved Amendment 1 to the Growth Plan which included changes to the Growth Plan's Schedule 3 population and employment forecasts, and extended the planning horizon to 2051. A Provincial LNA methodology was also established that all Upper and single-tier municipalities are required to use in combination with the policies of the Growth Plan to assess the quantity of land required to accommodate forecasted growth. The LNA is one study that must be completed as part of the ROP Review.

This update to the ROP is important because it helps guide decisions about regional services, including transportation and public transit, water supply and wastewater treatment systems; public health; economic development; affordable housing, and many others.

The foundational themes and priorities include:

- Building equitable, thriving, transit-supportive complete communities;

- Continuing with an intensification-first approach to growth management;
- Realizing transformational climate action;
- Advancing Indigenous relationships and reconciliation; and
- Continuing to protect water, agricultural, and natural systems.

A significant amount of work has been completed on the Region's population, housing and employment trends to support the draft LNA. Technical briefs prepared by the consultant team supporting the draft LNA include:

- Region-Wide Long-Term Population and Housing Growth Analysis Technical Brief (December 2020);
- Employment Strategy Technical Brief (August 2021);
- Intensification Strategy Technical Brief (August 2021).

6. Area Municipality Communication:

Consultation and engagement with the various Project Committees, including the Steering Committee, Stakeholder Committee, Technical Team and Area Municipal Working Group, as well as Indigenous engagement and public consultation is continuous throughout the ROP Review project. Collaboration and discussion is iterative and ongoing on a regular basis.

7. Financial Implications:

The Region's approved 2022 - 2031 Community Planning Capital Program includes a budget of \$756,000 in 2022 and \$3,250,000 in 2023-2031 for the Regional Official Plan Review (project 22007). The costs are to be funded from Development Charges (90%, \$3,605,000) and the Community Planning Capital Reserve (10%, \$401,000).

8. Conclusion / Next Steps:

April 12- May 27, 2022: Public engagement on the draft LNA

April 22, 2022 and April 25, 2022: Virtual and interactive public engagement sessions

Mid-May 2022 – Special Regional Planning and Works public input meeting

May 27 – Deadline for public feedback on the draft LNA

Following the draft LNA public engagement process, the growth options will be evaluated against a series of criteria (Appendix B). The evaluation criteria also incorporate a "climate change lens" to identify growth options that help reduce

greenhouse gas emissions, and support stronger and more resilient communities.

Mid June 2022 – Recommendation report on preferred growth option and release of draft Regional Official Plan Amendment (Growth Components) with accompanying information report

July 2022 - ROP amendment open house

Late July 2022 - ROP amendment Statutory Public Meeting

August 2022 - Recommendation report to Council on adoption of ROP amendment.

Non-growth related components for the second ROPA will be developed in Fall 2022 and Winter 2023 and include: natural heritage system mapping and policies; water resources system mapping and policies; a review of the ROP's mineral aggregate policies; updated source water protection mapping and policies; a review of the ROP's agricultural policies and a review of the ROP's infrastructure policies and needs including the transportation system, water and wastewater systems, waste management and the provision of utility services.

9. Attachments / Links:

Attachment A ([pdf](#)) ([HTML version](#)): Draft Land Needs Assessment (DOCS 3999710)

Attachment B: Evaluation Criteria for Growth Options (DOCS 3999789)

Prepared By: **Ryan Pogrzeba**, Planning Information Specialist
Brenna MacKinnon, Manager, Development Planning

Reviewed By: **Danielle De Fields**, Director, Community Planning

Approved By: **Rod Regier**, Commissioner, Planning, Development and Legislative Services

Appendix B

Evaluation Criteria for Growth Options

Theme	Objective	Evaluation Criteria
Growth Management	Support Planned Regional Structure	<ul style="list-style-type: none"> Does the concept allocate growth in a way that supports the long-term viability of the Planned Regional Structure? How well does the concept support intensification within existing or planned new Strategic Growth Areas?
	Foster development of complete and compact communities	<ul style="list-style-type: none"> How well does the concept support complete communities within the built-up area and in designated greenfield areas? How well does the concept promote a more compact built urban form? How well does the concept help to reduce the growth of greenhouse gas emissions through intensification, and support for a wider variety of built forms and land uses?
	Build a sustainable and active transportation system	<ul style="list-style-type: none"> How well does the concept support multi-modal access to the GRT transit network, and facilitate other sustainable and active modes of travel, such as walking, cycling and travel with the use of mobility aids, including motorized wheelchairs? How well does the concept support minimizing vehicle miles traveled and the growth of greenhouse gas emissions? How well does the concept support a low emissions transportation system? How well does the concept support the existing and future expansion of the ION rapid transit network?
	Provide flexibility	<ul style="list-style-type: none"> How well can the concept adapt to unknowns/uncertainties such as shifts in demographics, economic conditions, extreme weather events and advances in technology (e.g. transportation technology, work from home technology)?

Transportation, Infrastructure and Financing	Optimize use of existing or planned infrastructure and public service facilities	<ul style="list-style-type: none"> • Is there sufficient capacity in existing or planned municipal infrastructure (e.g., roads, transit, water, wastewater, stormwater management) and public service facilities (e.g., hospitals, long-term care facilities, libraries and schools) to support the growth concept? • How well does the concept optimize the use of existing infrastructure and public service facilities?
	Ensure cost effective/ financially viability	<ul style="list-style-type: none"> • How well does the concept ensure that growth is financially viable over the long term through optimization of existing regional and area municipal infrastructure and public service facilities, and minimization of long-term operations and maintenance costs?
	Facilitate green infrastructure and reduce risks	<ul style="list-style-type: none"> • How well does the concept enable opportunities for energy, resource and water conservation, and promotion of green infrastructure to support climate change mitigation and adaptation?
Agricultural and Mineral Aggregate Resources	Protect prime agricultural land	<ul style="list-style-type: none"> • Does the concept minimize the need for conversion of prime agricultural land and provide for continued investment in the agricultural food network? • How well does the concept help the agricultural system become more resilient to outside shocks, such as extreme weather events destroying crops elsewhere in the world? • How well does the concept support local food production, processing and distribution to decrease energy use and emissions by reducing the length of trips between farms, processing facilities, and grocery stores, or selling directly to homes and businesses?
	Protect mineral aggregate resources and existing aggregate operations	<ul style="list-style-type: none"> • Does the proposed expansion area contain any deposits of mineral aggregate resources? • Would development within the proposed expansion area preclude or hinder the expansion or continued use of any existing mineral aggregate operations?

Natural Heritage and Source Water Protection	Protect, enhance and support the Region's Natural Heritage System	<ul style="list-style-type: none"> • How well does the concept protect and preserve or enhance a connected natural heritage system? • How well does the concept support nature-based solutions to climate change mitigation and adaptation (e.g., prevent flooding, provide shade, and sequester carbon)?
	Source water protection	<ul style="list-style-type: none"> • Would the proposed expansion area meet any applicable requirements of the Region's source protection plan?
Livability	Support housing choice and affordability	<ul style="list-style-type: none"> • Does the concept align with the target housing demand and market pressures for the Region? • Does the concept align with housing affordability objectives and targets of the Region?
	Public Health/Active Living	<ul style="list-style-type: none"> • How well does the concept contribute to a pattern of development that supports healthy and active living, and create better public health outcomes? • How well does the concept help to minimize the health effects of climate change, such as illnesses related to extreme cold or heat events, or increased exposure to air pollution?
Economic Growth	Protect and support Employment Areas	<ul style="list-style-type: none"> • How well does the concept protect or enhance the Regional Employment Areas and support opportunities for increased employment (i.e. through intensification opportunities within regional employment areas, or job growth within regional employment areas, other local employment areas, and strategic growth areas)? • How well does the growth concept help provide sufficient land, in appropriate locations, to accommodate the Region's employment growth? • How well does the growth concept support the economic diversity of the region? • Does the growth concept support a better balance of jobs and housing in communities across the region to reduce the need for long distance commuting and greenhouse gas emissions?