TOWARDS PERFORMANCE INDICATORS

FOR THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2006

Preliminary Indicators for Discussion
HOW ARE WE DOING?

This document introduces 12 proposed indicators for assessing implementation of the Growth Plan for the Greater Golden Horseshoe, 2006, and where possible includes initial results to help illustrate how each indicator could be used to measure implementation progress. Determining ways to evaluate public policy and the impacts of any policy initiatives accurately and impartially is critically important, yet inherently complex.

This discussion document summarizes work to date and provides a basis for consulting with stakeholders and interested individuals on how to measure effects and progress in implementing the Growth Plan. A more detailed technical report is also available on the www.placestogrow.ca website.
The Greater Golden Horseshoe is a dynamic and diverse area and one of the fastest growing regions of North America. The region is critical to the economic success of Ontario and Canada, generating a full two-thirds of the province’s Gross Domestic Product and one-fifth of the nation’s. It is a leading global nexus for employment, trade, culture and research, and attracts people and jobs partly because of its range of economic opportunities and high quality of life.

People from across the country and from around the world move to communities in the region every day. More than one in every three new immigrants settles in the Greater Golden Horseshoe. In 2011, the region was home to approximately 9 million people and 4.5 million jobs. By 2041, that is forecast to increase to 13.5 million people and 6.3 million jobs – an increase of 50 per cent and 40 per cent, respectively. With such an increase comes a greater demand for supporting infrastructure such as transit, roads, sewers, energy and a full range of community amenities.
In 2011, the region was home to approximately 9 million people and 4.5 million jobs. By 2041, that is forecast to increase to 13.5 million people and 6.3 million jobs – an increase of 50 per cent and 40 per cent, respectively.

Given this tremendous growth, it is critical that we plan in a manner that builds on the region’s successes and takes advantage of its many opportunities. If we do not manage strategically and effectively the growth that the region will attract, the area will experience worse traffic congestion, more pollution, greater infrastructure challenges, lost farm land and green spaces and adverse health impacts.

**Guiding Growth**

To respond to the challenges presented by extraordinary population growth and the prospect of accelerating urban sprawl, the Ontario government released the Growth Plan for the Greater Golden Horseshoe in 2006. The Growth Plan guides where and how growth should occur in the region and ensures that communities are planned and built to be sustainable and prosperous.

The Growth Plan is an award-winning economic and land use planning initiative that sets a framework for development and environmental protection for 110 municipalities, and works to integrate not only where growth happens, but how it is best supported through well-informed and forward-looking public infrastructure investments. Built on an unprecedented consensus across all sectors of government, the building industry, environmental groups and other key stakeholders, it has established a new standard for future urban form and more complete communities across the entire region.

The Growth Plan works in tandem with other provincial planning initiatives, such as the Provincial Policy Statement, Greenbelt Plan, 2005, Oak Ridges Moraine Conservation Plan, Niagara Escarpment Plan and Metrolinx’s Big Move. Together they set a long-term, strategic approach to guide growth and development, while supporting and promoting economic prosperity, protecting the environment and helping communities achieve their priorities for their residents.
The Growth Plan, and the proposed performance indicators, are very much linked to the province’s three key priorities: to invest in our people, build modern infrastructure and support a dynamic and innovative business climate to create Ontario jobs. The plan contains a series of policies and targets and is organized around the following guiding principles:

Build compact, vibrant and complete communities;

Plan and manage growth to support a strong and competitive economy;

Protect, conserve, enhance and wisely use the valuable natural resources of land, air and water for current and future generations;

Optimize the use of existing and new infrastructure to support growth in a compact, efficient form;

Provide for different approaches to managing growth that recognize the diversity of communities in the Greater Golden Horseshoe; and

Promote collaboration among all sectors – government, private and non-profit – and residents to achieve the vision.

Measuring Progress

The Growth Plan requires a set of indicators to measure implementation of its policies. Once established, the performance indicators will help inform mandated reviews of the Growth Plan, including the upcoming ten-year review.

To develop the indicators, the Minister of Infrastructure asked staff to review national and international best practices, meet with experts and stakeholders and develop a set of evaluation criteria. In addition to measuring the Growth Plan’s targets and policies, indicators should measure outcomes, be easily understood, based on credible data sources available across the region, repeated easily, and manageable in scale, scope and cost.

There are indeed challenges in finding readily available data that is consistent and accurate across all 110 municipalities in the Greater Golden Horseshoe and for neighbourhoods and smaller areas. The proposed indicators reflect the data sources that are currently available to the provincial government. The majority of the data comes from four main sources: Statistics Canada, the Municipal Property Assessment Corporation (MPAC), Land Information Ontario, and mapping of Growth Plan geographies from municipal official plans.

The Growth Plan provides policies municipalities must follow and targets they must achieve by specific future dates. The plan was approved in 2006. Its initial implementation through municipal official plans has taken considerable time and effort, and as of late 2013 amendments to many official plans are only now coming into effect. Some development in the region after 2006 has been based on approvals received prior to the Growth Plan. Decisions on other development applications in process at the time of approval of the Growth Plan were transitioned and did not have to conform to the Growth Plan. As a result, accurate or complete assessment of performance is difficult at this early stage. Therefore, many of the proposed indicators establish a baseline and will be used in the years ahead to assess the effect of the plan.

The proposed indicators are intended to be measured over the life of the Growth Plan. Existing and many proposed official plans used the original time horizon, which runs until 2031. In 2012, the Growth Plan was extended until 2041. Municipalities will begin increasingly to incorporate this 2041 time horizon into their official plans and related planning documents.
The proposed indicators are at various stages of maturation. A few are well evolved and are derived from tools created to assess the Growth Plan as part of its fifth anniversary in 2011. Others are still under development. All will benefit from the input of stakeholders as part of this consultation process.

Four of the proposed indicators assess progress towards the targets set out in the plan. Most of these indicators are more refined.

Eight proposed indicators relate more generally to Growth Plan policies and principles and are intended to provide a more detailed picture of how growth is occurring in the region. In some cases, there are technical and methodological challenges with indicators that we hope to resolve shortly, and testing is underway to determine their value.

In this regard, the Ministry is hoping to learn and gain insights from stakeholders on opportunities to enhance or expand these indicators. Wherever possible, early results or sample results are included with the proposed indicators to help explain how they work. The indicators and initial results are not intended as a report card or comparison chart for municipalities. They are also not meant to assess municipal conformity with the requirements of the Growth Plan. Rather, the indicators are designed as a tool to help evaluate how growth and development in the region are unfolding against the Growth Plan’s policies.
BUILD COMPACT AND EFFICIENT COMMUNITIES

The Growth Plan supports the creation of more compact, mixed-use and transit-supportive communities. It also establishes targets for densities and intensification to enable municipalities to plan for and direct the forecast population and employment growth in the most efficient way possible.

The four indicators in this theme will measure progress toward achieving the quantitative targets in the Growth Plan.

ACHIEVING INTENSIFICATION

The indicator
The percentage of new residential units constructed within the built-up area of the municipalities in the region.

Why it matters
The Growth Plan supports making better use of land and infrastructure in the region by directing growth to existing urban areas where the best capacity exists to accommodate the forecast population.

The Growth Plan requires that by 2015 and for each year thereafter, a minimum of 40 per cent of all residential development occurring annually within each upper- and single-tier municipality will be within its built-up area.

Alternative targets have been approved for some municipalities to reflect local circumstances. Some municipalities in the outer ring have lower intensification targets. This indicator tracks municipal progress toward the Growth Plan’s intensification targets.

How was it measured?
The Ministry looked at customized MPAC data, which identified all residential properties developed from 2006 onward, and identified whether they were inside or outside of the built-up area.

Results
Initial findings, averaged over four years (2007-2010), indicate that many municipalities are achieving or exceeding their required intensification target ahead of the 2015 target date. The average intensification rate across the Greater Golden Horseshoe is 59%.

Considerations
This indicator was measured from 2007 to 2010 due to incomplete data for 2011 and 2012.
This map shows the four-year average of the percentage of new residential development that is being built within the Built Up Area.

The percentages are based on the Ministry’s analysis of MPAC (the Municipal Property Assessment Corporation) data, and the Ministry continues to investigate their accuracy by doing independent analysis on the MPAC data.

Note that alternative targets are in place for some outer-ring municipalities, beyond the Greenbelt.

These numbers should be considered preliminary.
These two maps show the location of new residential development between 2007 and 2010 in the Greater Golden Horseshoe. The first map on page 8 shows new residential development with one to one hundred units, while the second shows residential development over one hundred units. The residential development data used to make these maps was also used to calculate the rate of residential intensification, as shown on the map on page 7.
LOCATION OF NEW RESIDENTIAL UNITS (2007-2010)
101+ UNITS

- 101–200 Units
- 201–300 Units
- 301+ Units

- Existing and Committed Higher Order Transit Lines
- Upper- and Single-Tier Municipalities
- Built-up Area
Towards Performance Indicators

BUILD COMPACT AND EFFICIENT COMMUNITIES

URBAN GROWTH CENTRE DENSITY

The indicator
The number of people and jobs per hectare within each of the 25 urban growth centres identified in the Growth Plan.

Why it matters
The Growth Plan identifies 25 existing downtowns or emerging commercial centres in the Greater Golden Horseshoe as urban growth centres. Each centre has a gross density target that must be achieved by 2031, ranging from 150 to 400 people and jobs per hectare, depending on the centre. Focusing growth to these areas helps support the creation of regional focal points and more compact, mixed-use and transit-supportive communities in the region.
How was it measured?
The number of people and jobs per hectare for each urban growth centre was measured from customized data that Statistics Canada provided from the last two census periods, 2006 and 2011.

Results
The results indicate that urban growth centres are making progress towards their targets. In Toronto the 2011 results indicate that Yonge-Eglinton and North York Centre urban growth centres have exceeded their targets.

Considerations
Statistics Canada cautions against comparing 2006 and 2011 employment data. In 2011 employment data was collected through a voluntary National Household Survey; prior to this date, the data was collected through the mandatory Long Form Census.
MAJOR TRANSIT STATION AREA DENSITY

The indicator
The number of people and jobs per hectare within major transit station areas.

Why it matters
Ensuring that existing and future transit is viable is critically important to the Growth Plan. The Growth Plan calls for increased residential and employment densities and a mix of uses in major transit station areas. These are defined in the Growth Plan and mean in part the land in and around planned or existing transit stations served by frequent transit in a dedicated right of way. To achieve this, the Growth Plan requires municipalities to plan for a mix of uses and set minimum population and employment density targets in these areas.

How was it measured?
A total of 343 major transit station areas were identified in the Greater Golden Horseshoe. The areas were mapped, and then corresponding Statistics Canada data was used to estimate the population and jobs per hectare in each major transit station area.

Results
This indicator provides a baseline for measuring further changes to densities in major transit station areas going forward.

Considerations
Many municipalities have not yet identified the exact boundaries of their major transit station areas. When these boundaries are formalized, the results for this indicator will be recalculated. In cases where an exact boundary was not available, the density was calculated for a 500-metre radius around the major transit station.
MAJOR TRANSIT STATION AREA DENSITY SNAPSHOT

PEOPLE AND JOBS PER HECTARE
- Jobs per hectare
  Height of the column represents the density value.
- People per hectare
  Height of the column represents the density value.

EXISTING AND COMMITTED HIGHER ORDER TRANSIT LINES
- Existing and Committed

UPPER- AND SINGLE-TIER MUNICIPALITIES
- Boundary

COUNTY OF SIMCOE
REGION OF YORK
REGION OF PEEL
REGION OF HALTON
REGION OF DURHAM
CITY OF TORONTO
DESIGNATED GREENFIELD AREA DENSITY

The indicator
The number of people and jobs per hectare in built portions of the designated greenfield areas and the characteristics of development that has occurred in these areas.

Why it matters
While much of the region’s growth is being directed to existing urban areas, there is still a need for some new development in designated greenfield areas. It is required that designated greenfield areas be planned to achieve a minimum density target of not less than 50 residents and jobs per hectare within the life of the Growth Plan. The plan also requires that these developments be planned to support walking, cycling and transit, a diverse mix of land uses and high quality public space.

How was it measured?
To establish and test the indicator, four municipalities – the City of Barrie, and Regions of Peel, Waterloo and York – were selected as pilots. The built portion of the designated greenfield areas in each municipality was identified. Development within these areas was assessed using MPAC data, which identified the year a property was developed and the number of occupants per property. Roads were also included in the estimation of the built area. Population density was then calculated for each area.

Additional information was collected about the housing type of developed parcels within each area. MPAC information on building type and year built was used to calculate the percentage of single-detached dwellings, semi-detached dwellings, row houses and apartments in the built portion of the designated greenfield area.
Results
In the four pilot municipalities, there were relatively low residential densities within the built portions of the designated greenfield areas. This could reflect early stages of development in these areas.

Considerations
There are significant limitations with the estimation of area and residential population that may result in densities being inaccurately estimated. For example, it was not possible to exclude all natural heritage features from the calculations of the built designated greenfield area. It is also not clear if MPAC residential occupancy data is as accurate as Census data.

Also, the Growth Plan target of 50 people and jobs per hectare is meant to be calculated across the entire designated greenfield area, but the densities calculated here are for just the areas that were built between 2006 and 2011. The indicator is therefore a measure of progress towards achieving the minimum target of 50 people and jobs per hectare over the life of the plan.

SAMPLE RESULTS: NEW DEVELOPMENT IN YORK REGION DESIGNATED GREENFIELD AREAS. OUT OF 17,761 NEW UNITS:

- Single houses 13,778 units (78%)
- Row houses 2,318 units (13%)
- Semi houses 1,653 units (9.3%)
CREATE VIBRANT AND COMPLETE COMMUNITIES

The Growth Plan promotes the development of complete communities where people can live, work, shop and access services in close proximity. The Growth Plan requires municipalities to plan for a mix of housing types, land uses, employment opportunities and an urban form that supports walking, cycling and transit. These goals are not always associated with specific targets, and in many cases they are to be implemented through official plan policies that are tailored to fit local circumstances.
**MIX OF HOUSING TYPES**

**The indicator**
The range and mix of housing types (single-detached dwellings, semi-detached dwellings, row and town houses and apartments) that have been completed each year in upper- and single-tier municipalities across the Greater Golden Horseshoe.

**Why it matters**
A mix of housing types is a component of vibrant and complete communities, and helps to meet the needs for people’s daily living throughout a lifetime. The Growth Plan requires municipalities to plan for a range and mix of housing. This indicator monitors the change in the mix of completed housing units by structure type since 2006.

**How was it measured?**
Housing completion data from CMHC Housing Starts and Completions Survey was examined to measure the mix of new housing units that are being provided annually in municipalities across the Greater Golden Horseshoe, and how this mix is changing proportionately since 2006.

**Results**
Between 2006 and 2012, there was a shift toward higher density development formats across the region. The shift toward more compact housing types is influenced by the strong performance of the condominium sector in the City of Toronto, particularly downtown.

**Considerations**
The CMHC dataset is limited to new housing completions, so it does not capture conversions, demolitions or other changes to the existing housing stock.

**NEW HOUSING UNITS IN THE GREATER GOLDEN HORSESHOE**

![Chart showing the mix of housing types in 2006 and 2011](chart.png)

Adapted from Canada Mortgage and Housing Corporation (CMHC) Housing Completions Data. **Note**: Data has been rounded and may not add up to 100%.
DIVERSITY OF LAND USES

The indicator
The diversity of land uses within areas where the Growth Plan directs intensification, including urban growth centres, major transit station areas and the built-up area. This indicator uses the Simpson Diversity Index.

Why it matters
A richness and diversity of land uses is an important component of a complete community that enables people to live, work and play in vibrant neighbourhoods.

How was it measured?
Four pilot municipalities were selected to test this indicator – the City of Barrie and Regions of Peel, Waterloo and York. MPAC data was used to identify eight categories of land uses in the built-up area, urban growth centres and major transit station areas. Then the Simpson Diversity Index was calculated and a diversity score generated for each area.

Results
The map opposite is of the City of Barrie’s built-up area. It provides an example of how the underlying land-use categories were grouped, as well as test results.

Considerations
MPAC property codes were used to identify land uses. They may not capture the most recent or actual land use on a property. Land-use diversity alone does not express the vibrancy of a neighbourhood. This would require assessment of a broader range of factors, such as population density, the types of commercial and entertainment uses and pedestrian networks. The Simpson Diversity Index should be used with other indicators to develop a more accurate assessment of the area under consideration.
This map of Barrie’s built-up area shows how MPAC property codes were grouped into general land use categories. Grouped land use categories were used to calculate the Simpson Diversity Index (SDI) values for the built-up area, the urban growth centre, and the two major transit station areas. An SDI value closer to 0 means less diversity, and an SDI value closer to 1 means more diversity. Sample SDI values are shown at left.
COMMUNITY INFRASTRUCTURE

The indicator
The percentage of the population in an urban growth centre, major transit station area, and the built-up area within walking distance of a community centre, park and school.

Why it matters
The Growth Plan encourages the development of complete communities that can meet residents’ needs for daily living throughout a lifetime. This includes providing convenient access to an appropriate mix of jobs, local services and a full range of housing, transit and community infrastructure. This indicator measures the percentage of the population that lives within a 10-minute walk of a community centre, park and a school.

How was it measured?
In the four pilot municipalities, community centres, parks and schools were identified in the built-up area, urban growth centres and major transit stations areas and mapped.

An 800-metre buffer was drawn around each type of community infrastructure, and then the number of people who live within 800 metres of all three types of community infrastructure was calculated and converted into percentages.

Results
The map opposite is an example from the City of Barrie that shows the location of community infrastructure and its associated buffers within the three geographies specified. Test results are also included.

Considerations
The indicator does not measure the quality of the walking environment, therefore it should be considered in tandem with other indicators that measure aspects of the urban form, such as street connectivity and land-use diversity.

This indicator also includes only three types of community infrastructure. Options to include other types of community infrastructure, such as libraries or cultural facilities could be explored.
This map of Barrie’s built-up area shows the location of schools, parks and community centres, and the areas within an 800 metre radius of each facility. The areas shown in brown are served by schools, parks, and community centres. This map was used as the basis for determining the percentage of the population that is within walking distance of all three facilities. The text at left shows sample results for the built-up area, the urban growth centre, and the two major transit station areas.
STREET CONNECTIVITY

The indicator
The number of intersections per hectare in urban growth centres, major transit station areas and the built-up area.

Why it matters
The Growth Plan requires planning for the development of communities that are transit supportive, pedestrian-friendly and provide a mix of amenities to which residents can easily walk or cycle. Street connectivity is fundamental to neighbourhood walkability, as it supports a well-connected network of pedestrian routes that efficiently link destinations. The number of street intersections per hectare is calculated to measure street connectivity, as areas with more intersections tend to be more pedestrian-friendly.

How was it measured?
In the four pilot municipalities, the number of intersections for the public street network was calculated. Public lanes and alleys were included in the calculation. However, 400-series highways and other limited access highways that are barriers to pedestrians and cyclists were excluded, as were informal pedestrian pathways, such as those cutting through parks, small laneways or walkways between streets.

Results
The map opposite is a sample from the City of Barrie’s built-up area and the underlying data used to calculate the number of street intersections.

Considerations
This method assumes that every intersection would be a suitable place for a pedestrian to cross the road. Additional information is required to assess actual pedestrian connectivity as data on the location of sidewalks or crosswalks is not available.
This map of Barrie’s built-up area shows street and walkway intersections, which were used to calculate the number of intersections per hectare in the built-up area, the urban growth centre, and the two major transit station areas. Sample intersection density values are shown at left.

**SAMPLE RESULTS – INTERSECTIONS PER HECTARE:**
- Built-up Area: 0.25
- Urban Growth Centre: 0.49
- Barrie GO Bus Terminal: 0.46
- Barrie South GO Station: 0.06
Plan and Manage Growth to Support a Strong and Competitive Economy

Strengthening the economy of the Greater Golden Horseshoe through better integration of land-use planning and infrastructure investment is a key Growth Plan objective, and consistent with the government’s broader commitments. The plan includes policies requiring municipalities to plan for all types of economic activity – industrial, office, retail and other services to support economic development.

The Growth Plan also recognizes that urban sprawl can affect regional competitiveness. It contains policies that direct some forms of employment to locations that support land-use and transportation objectives. Providing opportunities to use a variety of transportation modes to access employment will help reduce traffic congestion and free up the road system for goods movement and other economic activity.

Three indicators are proposed to explore progress toward a strong and competitive economy.
TRANSPORTATION MODAL SPLIT

The indicator
The percentage of trips to work made by car, bike, transit or walking for each Census Division in the Greater Golden Horseshoe.

Why it matters
The Growth Plan promotes complete communities that are well served by transit, and the development of integrated transportation networks. It requires the region’s transportation system to be planned and managed to offer a balance of transportation choices that reduces reliance upon any single mode by promoting transit, cycling and walking. This indicator provides a baseline of the different modes of transportation that people in the region use to get to work. Over time, this indicator will show if there is an increase in sustainable modes of transportation.

How was it measured?
Statistics Canada Journey to Work data for 2006 and 2011 was used to establish the modal split for each Census Division in the region.

Results
The results provide a baseline of information that will allow comparison over time.

Considerations
Statistics Canada cautions against comparing 2006 and 2011 Journey to Work data. In 2011 data was collected through a voluntary National Household Survey. Prior to this date, the data was collected through the mandatory Long Form Census.

The data is also limited to journey-to-work information and does not include data for other activities such as travel to school, visiting friends, shopping and picking up children from daycare. It also does not account for commutes that use more than one mode of transportation.

MODE SHARE IN GREATER GOLDEN HORSESHOE
PERCENTAGE OF DIFFERENT MODES FOR THE GREATER GOLDEN HORSESHOE (ALL TRIPS) - 2011

<table>
<thead>
<tr>
<th>Mode</th>
<th>Inner Ring</th>
<th>Outer Ring</th>
<th>Entire Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car, truck, van</td>
<td>72%</td>
<td>90%</td>
<td>77%</td>
</tr>
<tr>
<td>Public transit</td>
<td>21%</td>
<td>3%</td>
<td>17%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Walk</td>
<td>4%</td>
<td>5%</td>
<td>5%</td>
</tr>
</tbody>
</table>

Source: Statistics Canada National Household Survey, 2011

This chart shows the transportation choices people made for their journey to work in 2006 and 2011, summarized for four main transportation modes: automobile, public transit, cycling and walking. The chart contains totals for the entire Greater Golden Horseshoe region, but also breaks out the information for the Greater Toronto and Hamilton Area (inner ring) and the rest of the region (outer ring).
COMMUTE TIME BY MODE

The indicator
Commute time by Census Division in the Greater Golden Horseshoe by mode of transportation, broken into 30 minute intervals.

Why it matters
An integrated and efficient transportation system is needed to support a vibrant economy and high quality of life. When housing, jobs and services are located in proximity to each other, it reduces the need to commute long distances and ultimately helps free up space on roads and reduce congestion and greenhouse gas emissions. Over time, monitoring commute times will help demonstrate whether the Growth Plan and related transportation investments are giving people viable alternatives to commuting by car.

How was it measured?
Average reported commute times to work by mode were taken from Statistics Canada’s 2011 National Household Survey.

Results
The results provide a baseline of information that will allow comparison over time.

Considerations
The data is based on self-reported commute times, and it is not clear whether the data is reported accurately. It also does not account for commutes that use more than one mode of transportation.
### Commute Times
**Journey to Work, 2011**

<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>Inner Ring</th>
<th>Outer Ring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car, truck, van</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt;30 min.</td>
<td>52%</td>
<td>69%</td>
</tr>
<tr>
<td>30-59 min.</td>
<td>38%</td>
<td>23%</td>
</tr>
<tr>
<td>60-90 min.</td>
<td>9%</td>
<td>6%</td>
</tr>
<tr>
<td>&gt;90 min.</td>
<td>2%</td>
<td>3%</td>
</tr>
<tr>
<td>Public transit</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt;30 min.</td>
<td>18%</td>
<td>35%</td>
</tr>
<tr>
<td>30-59 min.</td>
<td>45%</td>
<td>41%</td>
</tr>
<tr>
<td>60-90 min.</td>
<td>27%</td>
<td>12%</td>
</tr>
<tr>
<td>&gt;90 min.</td>
<td>10%</td>
<td>12%</td>
</tr>
<tr>
<td>Bicycle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt;30 min.</td>
<td>70%</td>
<td>84%</td>
</tr>
<tr>
<td>30-59 min.</td>
<td>27%</td>
<td>14%</td>
</tr>
<tr>
<td>60-90 min.</td>
<td>3%</td>
<td>1%</td>
</tr>
<tr>
<td>&gt;90 min.</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Walk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt;30 min.</td>
<td>88%</td>
<td>89%</td>
</tr>
<tr>
<td>30-59 min.</td>
<td>11%</td>
<td>10%</td>
</tr>
<tr>
<td>60-90 min.</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>&gt;90 min.</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>

Note: percentages may not total 100% due to rounding.

This chart shows reported commute times to work by mode of travel. The chart contains totals for the entire Greater Golden Horseshoe region, broken down by the Greater Toronto and Hamilton Area (inner ring) and the rest of the region (outer ring).
LOCA TION OF MAJOR OFFICE SPACE

The indicator
The percentage of major office space that has been developed inside urban growth centres and major transit station areas since 2006.

Why it matters
New office buildings are a key measure of economic health. Major office developments also play a key role in the vitality of urban growth centres and major transit station areas, helping generate the jobs and necessary density to support transit. Proximity between transit stations and office space can enhance employers’ access to workers. The Growth Plan directs major office space to urban growth centres, major transit station areas, or areas with existing or planned frequent transit service.

This indicator measures the amount of office space developed or under construction from 2006 to 2012 and whether it was built inside or outside urban growth centres or major transit station areas.

How was it measured?
Data from the Real Estate Search Corporation from 2006 to 2011 was used to determine the size and location of all new major office buildings that are larger than 25,000 square feet (approximately 2,322 square metres) in the Greater Toronto Area (GTA). The location of these office buildings was overlaid with urban growth centres and major transit station areas to determine the floor area of new office space built inside of these Growth Plan geographies.

Results
Findings indicate that since 2006, 16.9 million square feet (1.6 million square metres) of office space was built or under construction in the Greater Toronto Area. Of this total, approximately 59 per cent was located within urban growth centres and major transit station areas. Much of this new office space (47 per cent) is located in urban growth centres and major transit station areas in the City of Toronto.

Considerations
The data only captures activity in the Greater Toronto Area and not the entire Greater Golden Horseshoe.
LOCATION OF NEW OFFICE BUILDINGS
25,000 SQUARE FEET OR LARGER
BUILT 2006-2012, GTA

GTA
■ GTA Urban Growth Centres
■ Office Buildings
  Height of column represents square footage of new office development.
■ Existing and Committed Higher Order Transit Lines

GTA refers to the Regions of Halton, Peel, York and Durham and the City of Toronto.
The Growth Plan works in collaboration with the Greenbelt Plan and other provincial policies and plans to protect, conserve and wisely use natural resources. The policies in the Growth Plan call for the development of more compact and complete communities, which will use land more efficiently and reduce development pressures on important natural areas outside of settlement areas.

LAND CONSUMPTION

The indicator
Ratio of percentage change in planned population and employment to percentage change in amount of settlement area.

Why it matters
The Growth Plan aims to reduce sprawl and support the wise use of land and resources by requiring intensification and a more compact urban form. Making efficient use of land and reducing the per-capita urban footprint should help achieve this objective. The indicator will help determine whether municipalities are planning to use land more efficiently.

How was it measured?
To establish a baseline against which to measure future changes, approved official plans were used to determine the settlement areas and planned population and employment numbers for each upper- and single-tier municipality.

In the future, as municipalities undertake reviews of their official plans, the percentage change in planned population and employment and the percentage change of land added to designated settlement areas, will be calculated to determine a ratio for the efficiency of land use.
Results
Baseline data measures the population and employment forecasts and the corresponding settlement areas contained in approved upper- and single-tier municipal official plans. When municipalities undertake their next official plan review and have it approved, this indicator can be calculated to provide the first ratio of the efficiency of land use.

Considerations
Results include information only from official plans that are in effect. Results do not include information from official plans that have been adopted by council but not yet approved by the Province, or official plans that are before the Ontario Municipal Board. Municipalities will also review and update their official plans at different times. Therefore, this indicator will not be updated for all municipalities across the region at the same time.
These proposed indicators are being shared for your input and ideas. Please send us your comments by April 30, 2014. These indicators will be finalized following discussions with other ministries, municipalities, stakeholders and other interested individuals.


Planning for growth means carefully looking ahead and better informing our decisions and actions. It’s a broad partnership, involving many diverse and interested parties.

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Notice to Organizations and Businesses
Any comments or submissions that are made on behalf of an organization or business may be shared or disclosed. By submitting comments you are deemed to consent to the sharing of information contained in the comments and your business contact information (the name, title and contact information of anyone submitting comments in a business, professional or official capacity).

Notice to Individuals about the Collection of Personal Information
Personal information you provide is collected by the Ministry of Infrastructure under the authority of the *Ministry of Infrastructure Act, 2011* s. 7(1) (c), to establish policies and undertake programs for the purposes of growth plans and growth management. Your personal contact information will only be used to contact you and will not be shared. Please be aware that any comments provided may be shared or disclosed once personal information (your name, home address and personal email address) is removed.
Note regarding graphic maps on pages 1, 7, 8, 9, 10, 13, 14, 19, 21, 23 and 29:
The information displayed in these maps is for illustration purposes only, may not be to scale, and may not accurately reflect approved municipal boundaries.

General Note:
This document has been prepared solely for the purpose of consulting on performance indicators being proposed by the Minister of Infrastructure to measure implementation of the Growth Plan for the Greater Golden Horseshoe, 2006. The information set out in the report does not represent the policy of the Government of Ontario. Reference should be made to the Growth Plan for the wording of approved policies including defined terms.