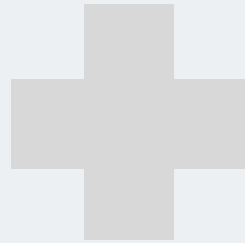
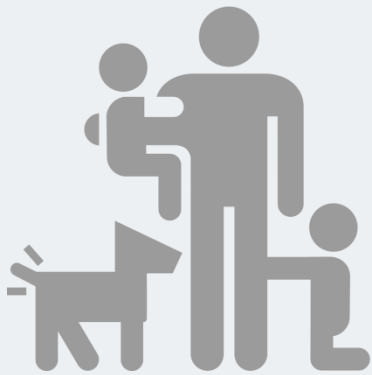


DUFFERIN COUNTY

PLANNING REVIEW THROUGH A PUBLIC HEALTH LENS



Prepared By:



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1.0 INTRODUCTION

1.1 Background

The role of public health in land use planning can be traced back to the industrial revolution. At this time, newly urbanized areas needed the infrastructure to provide healthy and sanitary conditions, which resulted in public health, land use planning and civil engineers coming together.ⁱ Over time, however, there began a separation of planning and public health. This was partially due to the emerging specialization in the planning field (e.g. environmental planning, transportation engineering and urban planning) and a concentration on individual health practices and conditions in the medical field.ⁱⁱ

Recent research in health has returned to the thinking that health is not always decided by individual health behaviours but, rather, is largely determined by the environment in which one lives. For instance, many of today's looming health concerns revolve around chronic disease, such as obesity, heart disease, stroke and some types of cancer. These conditions are often associated with lack of physical activity and unhealthy eating, and some with environmental exposure to air pollutants (e.g. certain types of cancer).ⁱⁱⁱ

In addition to specific connections with chronic diseases, the built environment and land use planning policies have the potential to impact certain populations disproportionately at the community level, thus becoming a health equity issue. For example, studies demonstrate that individuals and families living in lower socioeconomic status (SES) neighbourhoods are more likely to live close to a highway or major industrial area, hence exposing them to higher levels of air pollution and increasing their risk of suffering associated health conditions. Additionally, research has shown an association between food deserts – areas with limited access to fresh groceries – and lower SES neighbourhoods.^{iv}

As age is also an important social determinant of health, designing communities that meet the “8-80 cities” concept is critical. As a non-profit community development organization based in Toronto, 8-80 Cities has four areas of focus: Parks and Public Spaces, Sustainable and healthy mobility, People friendly public realm, and OpenStreets programs.^v Each of these is linked to the concept of building a healthy community or, in this case, city. A community that is built with the 8-80 concept in mind is one that promotes and enables healthy behaviours regardless of whether you are eight (8) or 80 years old. Such a community is designed to prioritize human interaction through interconnected streets and public places where people work, learn and play.^{vi} Ultimately, “8-80 cities encourages sustainable and healthy lifestyles for people regardless of age, gender, ability and social status”.^{vi}

The Healthy Communities movement pre-dates 8-80 Cities, however. The Ontario Healthy Communities Coalition (OHCC), which was itself established in 1992, has identified that the broader healthy communities movement has roots in the 1980's in Ontario.^{vii} Arguably, the term itself became popularized after the World Health Organization's “Healthy Cities Project” was initiated in Europe in 1986.^{viii} That same year, the First International Conference on Health Promotion was held in Ottawa. The Conference resulted in the “Ottawa Charter,” which was intended “to achieve Health for All by the year 2000 and beyond.”^{ix} The Charter indicates that “Health is created and lived by people within the settings of their everyday life; where they learn, work, play, and love.”^x Today, the importance of a given place, including its intersecting natural, built, social and cultural environments, is widely understood as being a determinant of the social, health and economic outcomes of local people.

In summary, designing and building healthy, safe and complete communities has the potential to support the health of an entire population, including that of Dufferin County. Healthy communities promote active transportation, recreation and healthy food choices; improve access to jobs, schools and health care; create strong social networks; and ensure good air and water quality.^{xi}

1.2 Key Developments Leading to the Study

Locally, Wellington-Dufferin-Guelph Public Health's (WDGPH) mandate is to improve the health of the population through activities that promote and protect health, and prevent disease and injury. To accomplish this mandate, it is important to work collaboratively with municipalities, school boards, health and social service agencies to create and sustain healthy communities. Municipalities can play a big role in enabling healthy decisions through their land-use design policies and practices. Nevertheless, WDGPH's understanding and experience with land use planning policies continues to evolve.

In an attempt to inform the future direction of public health's role in land use planning, public health staff completed a needs assessment in 2014 with municipal planners in Wellington County, Dufferin County and the City of Guelph. From the assessment, the majority of planners indicated that reviewing official plans would be a useful role for Public Health.

1.3 Purpose of WDG Official Plan Policy Review

Using funding from the Ministry of Health and Long-Term Care's Healthy Communities Partnership, WDGPH hired a planning consultant to review municipal and county official plans, and other appropriate planning-related documents, in order to identify local strengths and areas of opportunity. This will help WDGPH make an effective contribution to the development of healthy communities throughout the region.

This report provides an assessment of the strengths and areas of opportunity contained within the Official Plans and related planning documents for municipalities within Dufferin County from a public health perspective. Subsequently, the report recommends considerations for future Official Plans and related policies that would help contribute to planning for a healthy community.

1.4 Anticipated Outcomes of the Review

There are several anticipated outcomes of this review. The review and suggested considerations could encourage local municipalities to adopt official plan amendments, or to further study the prospect thereof, whether in the short-, medium- or long-terms. It is hoped that this work will support future collaborations between WDGPH and Dufferin County; between WDGPH and local planning officials; between the County and municipalities; and, between local municipalities. As such, an anticipated outcome of this work is fuel for capacity building in the area of healthy communities. Lastly, this work is intended to provide food for thought for both public health and planning officials who serve the public interest both within and across Wellington and Dufferin counties, and the City of Guelph.

1.5 Methodology & Assessment

The built environment requirement of the Ontario Public Health Standards (2008) suggests that public health units work to address the following risk factors: healthy eating, healthy weights, tobacco, physical activity, alcohol use and UV radiation. Nonetheless, when preparing for the official plan review process, WDGPB recognized that these are health outcomes of community design, but may not be the language of how planning decisions are made. As such, the internal built environment committee at WDGPB decided to select a planning-oriented framework that would guide consistency for the official plan review process across all 16 municipalities and 2 counties.

After reviewing several documents, the committee decided to adapt the framework outlined in *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*, produced by British Columbia's Provincial Health Services Authority.^{xii} In this document, physical features of the built environment were separated into 5 domains:

- Healthy Neighbourhood Design;
- Healthy Transportation Networks;
- Healthy Natural Environments;
- Healthy Food Systems; and
- Healthy Housing.

These domains are each described in the following sub-sections. WDGPB worked with the planning consultant to develop a planning checklist that contained several planning policy principles within each domain. These were then used to guide the official plan review for strengths and areas of opportunity. Referencing back to the checklist, successful examples from other communities and additional best practice literature were referenced and subsequent recommended considerations were developed. It should be noted that many of the suggested considerations and case examples may be relevant in a more urban community, as the literature does not always provide examples within a rural context. We have noted areas where the more rural character of local communities may require further research on approaches that would be effective in enhancing the health of the community.

1.6 Five Domains

Below we describe each of the aforementioned domains in some detail.

1.6.1 Healthy Neighbourhood Design

Safe and healthy neighbourhood design can encourage active transportation and physical activity by considering mixed land use development, density, and efficient street connectivity^{xiii,xiv}. These considerations can indirectly impact a community's physical and mental health via cycling, walking and accessible physical activity opportunities^{xv,xvi}. Convenient access to a range of amenities, such as recreation facilities, through mixed land use development has been shown to increase active transportation and overall physical activity^{xvii,xviii}. High density neighbourhoods increase proximity to work, school, amenities and recreation options, having multiple positive impacts, such as improved air quality, active transportation and physical activity^{xix,xx}. Research also suggests that compact and connected street design promotes safe use of active transportation, therefore encouraging community members to walk or cycle^{xxi}.

Community design can also moderate climate change impacts. The links between climate change and human health are numerous and diverse. For example, extreme weather events (heat waves, flooding, droughts, tornadoes), which are expected to increase in frequency and severity, may lead to increased risks of injury and illness, as well as increased risks of damage to critical infrastructure (water and sanitation systems, power grids, etc.)^{xxii}. Communities can increase their resiliency to climate change impacts by understanding local needs and vulnerabilities. Adaptation efforts may include increasing green spaces, decreasing impervious surface runoff, and designing infrastructure to withstand severe weather events^{xxiii}.

The following Healthy Neighbourhood Design planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xii} as the criteria used to review municipal planning documents:

1. Enhance neighbourhood walkability
2. Create mixed land use
3. Build complete and compact neighbourhoods
4. Enhance connectivity with efficient and safe networks
5. Prioritize new developments within or beside existing communities
6. Create infrastructure resilient to climate change (addition to original toolkit referenced above)

1.6.2 Healthy Transportation Networks

The design and connectivity of transportation networks can make it either easier to get around by walking or biking or simply easier to drive^{xxiv}. Communities can build healthy transportation networks by including features that improve streetscapes, including sidewalks, crosswalks, lighting and benches, which have been shown to be associated with an increase in physical activity among older adults^{xxv}. Meanwhile, in rural settings, physical activity among adults is found to be associated with trails and parks with pleasant aesthetics^{xxvi}. There are also various design features that can help improve safety and consequently potentially encourage walking and cycling, for example, traffic calming measures^{xxvii,xxviii} and cycling infrastructure (such as dedicated cycle routes, both on and off road)^{xxix,xxx,xxxi}. Evidence suggests that biking or walking to school may not only be influenced by proximity, but also by supportive infrastructure, and that active transport to school may also increase habitual physical activity among children^{xxxii}.

The following Healthy Transportation Networks planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health* as criteria used to review municipal planning documents:

1. Enable mobility for all ages and abilities
2. Make active transportation convenient and safe
3. Prioritize safety
4. Encourage use of public transit
5. Enable attractive road, rail and waterway networks

1.6.3 Healthy Natural Environments

1.1.3 Healthy Natural Environments

Healthy natural environments serve to enhance public health through improved air quality and cooling effects, as well as by providing opportunities for community member to engage with nature. Research indicates that urban trees have the potential to clean the air of air pollutants^{xxxiii}, which in turn can help prevent the onset of cancer^{xxxiv}, cardiovascular disease and respiratory difficulties^{xxxv}. Preliminary studies also suggest that urban trees and green spaces can have cooling effects^{xxxvi,xxxvii}, mitigating the impacts of extreme heat events which are linked to increased mortality, in particular for those with pre-existing cardiovascular and respiratory conditions^{xxxviii}. Meanwhile, studies have demonstrated that exposure to nature is not only associated with increased physical activity, but is also linked with increased general wellbeing, including improved cognitive function and reduced stress and anxiety^{xxxix,xl,xli}.

The following Healthy Natural Environments planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health* as the criteria used to review municipal planning documents:

1. Preserve and connect open space and environmentally sensitive areas
2. Maximize opportunities to access and engage with the natural environment
3. Reduce urban air pollution
4. Mitigate urban heat island effect
5. Expand natural elements across the landscape

1.6.4 Healthy Food System

The local food system impacts a community's access to, and choice of, food options^{xlii}. Land use planning can directly influence factors within the local food system, such as production, distribution and procurement^{xliii}. A community is more probable to reap the health benefits of nutritious foods when healthy and affordable local food options are easily accessible^{xliiv}. Individuals who do not have convenient neighbourhood access to a healthy food retail outlet, like a grocery store, may be more likely to choose costly and less nutritious options (e.g., processed food)^{xliv}. Research also suggests that this unequal distribution of food retail outlets in residential areas occurs more in lower income neighbourhoods^{xlvi}. When a local food system is adequately supported to provide development initiatives like community gardens and kitchens, healthy local food options are made accessible, while bolstering community members' food skills, social and coping skills, and overall community empowerment^{xlvii,xlviii}.

The following Healthy Food Systems planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health* as the criteria used to review municipal planning documents:

1. Enhance agricultural capacity
2. Increase access to healthy foods in all neighbourhoods
3. Improve community-scale food infrastructure

1.6.5 Healthy Housing

Housing affordability and quality impact health in numerous and diverse ways. Access to affordable housing reduces the frequency of moving and improves the chances of having disposable income available, both of which reduce stress and allow people and families to take better care of themselves and stay healthy^{1,xlix,l}. Additionally, living in quality housing may be associated with an improved sense of safety and decreased fear of crime, which in turn reduces stress and improves social connections^{li}. And high quality housing with appropriate ventilation and moisture control leads to improved indoor air quality, which can have impacts on general and respiratory health, particularly for children with asthma^{lii,liii}. Moreover, providing energy efficient housing helps people to afford living in their homes, while reducing risks of illnesses aggravated by cold and damp conditions^{liv}.

The following Healthy Housing planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health* as the criteria used to review municipal planning documents:

1. Increase access to affordable housing through provision of diverse housing forms and tenure types
2. Ensure adequate housing quality for all segments of society
3. Prioritize housing for the homeless, elderly, low income groups and people with disabilities
4. Site and zone housing developments to minimize exposure to environmental hazards

1.7 Layout of this Report

The next three chapters in this report provide: an overview of the roles of the public health and planning professions in supporting the development of healthy communities; description of the Provincial planning framework; and, review of relevant Provincial policy directions. The subsequent chapters correspond to the review of planning documents developed by the County and each of its local municipalities. Each report includes a discussion of strengths, areas of opportunity, considerations along with practical guidance and examples, as well as other strategies and actions. The report concludes with a discussion of common themes that emerged through our review of policies and plans in Dufferin County, and a review of next steps for this work.

¹ Cohen R (2011). The Impacts of Affordable Housing on Health: A Research Summary. Centre for Housing Policy.

2.0 THE BUILT ENVIRONMENT AND PUBLIC HEALTH

Although planning is a responsibility of municipalities, within a Provincial policy framework, public health professionals, including those based in Ontario's 36 local public health units such as Wellington-Dufferin-Guelph Public Health, can play a key role in advancing positive population-level health outcomes by providing health-evidence, knowledge translation, input into planning decisions and collaboration at municipal planning tables.^{vi} Ultimately, municipalities and public health can work together to achieve a common health goal, while also addressing economic viability, environmental sustainability and public preferences.^{vi} To that end, both the planning and public health professions have taken initiatives in recent years to influence healthy policy and planning at the local and provincial levels. The timing is right to align these efforts and work in collaboration to make a meaningful difference in Ontario's communities, including those within Dufferin County.

2.1 The Roles of Professional Planners

The Ontario Professional Planners Institute (OPPI) is the province's professional association for planners. In 2006, OPPI launched its healthy communities initiative, in recognition of the fact that the Institute could play a leadership role in achieving healthy and sustainable communities. OPPI has contributed direction and ideas to its membership and the broader public through its Calls to Action and Policy Papers. These resources have addressed topics such as active transportation, walkability, complete streets, transit planning, food systems, age-friendly community planning, and planning for the needs of children and youth,² each of which is applicable to planning for healthy communities in Dufferin County.

2.2 The Roles of Public Health Officials

The built environment has come to be recognized as such an important factor for one's health that *the promotion of healthy environments – both natural and built*, is a strategic goal of the Ontario Public Health Sector Strategic Plan, which was released in April 2013.^{lv} The Plan highlights the importance of: active transportation and public transportation to reduce care use and make communities more walkable; of well-designed roadways, sidewalks and stairways and the removal of obstacles to prevent falls and associated injuries; and, supporting air quality, safety and connectivity, which all impact individual and community health. It is noted that local public health units, including Wellington-Dufferin-Guelph Public Health, are well-placed to influence municipal policy and planning decisions through existing relationships with municipalities. The Strategic Plan encourages public health units to build capacity to advocate for the development of healthier environments to benefit all Ontarians.

The Ontario Public Health Standards (OPHS, 2008)^{lvi} set out the minimum requirements for public health programs and services to be delivered across Ontario's 36 health units. The Standards were revised in 2008 to include requirements around the built environment. This is found in two sections of the OPHS, 2008: Chronic Disease Prevention and Health Hazard Prevention and Management. The requirements include working to improve the design of the environment across a multitude of risk factors.

² Resources available here: <http://ontarioplanners.ca/Policy/Healthy-Communities-bull-Sustainable-Communities>

Chronic Disease Prevention

Requirement #6: The board of health shall work with municipalities to support healthy public policies and the creation or enhancement of supportive environments in recreational settings and the built environment regarding the following topics:

- Healthy eating;
- Healthy weights;
- Comprehensive tobacco control;
- Physical activity;
- Alcohol use; and
- Exposure to ultraviolet radiation.

Health Hazard Prevention and Management

Requirement #4: The board of health shall assist community partners to develop healthy policies related to reducing exposure to health hazards. Topics may include, but are not limited to:

- Indoor air quality;
- Outdoor air quality;
- Extreme weather; and
- Built environments

3.0 PROVINCIAL PLANNING FRAMEWORK

Land use planning for Dufferin County unfolds within a Provincial policy and planning framework. Below we describe some of the most important Provincial policy and planning documents in terms of their relevancy to designing healthy communities in Dufferin County.

3.1 Planning Act of Ontario

The *Planning Act of Ontario* sets out the ground rules for land use planning in Ontario and describes how, and by whom, land uses may be controlled. Via a vis the *Strong Communities (Planning Amendment) Act* (2004), it ensures that Provincial interests are reflected in municipal land use planning decisions, and provides for a balance of economic growth and environmental protection. The *Act* requires that all municipalities and Counties in Ontario adopt Official Plans, with the approval of the appropriate Planning Authority in Ontario, and review them at least every five years to ensure their currency. In Ontario, regional municipalities and counties are considered “Upper Tier” municipalities, in accordance with the *Municipal Act*. Local municipalities, which make up a County or region, are considered “Lower Tier” municipalities. Until recently, the County of Dufferin was not required to have an Official Plan. Regulation 101/13, which amended regulation 352/02, Mandatory Adoption of Official Plans, came into force on March 19, 2013 and required Ontario’s Upper-Tier municipalities to develop and adopt Official Plans. As such, a draft was prepared and adopted in September 2014 and was approved by the Minister of Municipal Affairs and Housing on March 25, 2015.

Upper Tier and Local Official Plans are statutory documents that establish policies to implement a municipality’s vision and expectations for the built and natural environment. They provide guidance for the physical development of the municipality over a minimum 20 year period while taking into consideration a wide range of social, economic and environmental conditions that are important in building a healthy, safe and sustainable community. The scale of policies and plans ranges from community-wide to neighbourhood level, but can also include individual developments. These policies provide the basis for public and private sector investment decisions. Upper Tier Official Plans in WDGP’s jurisdiction include the Plans for Dufferin County and Wellington County. All municipalities within these Counties must ensure that their local Official Plans are consistent with and support the policies of the respective County Plan.

3.2 Provincial Policy Statement

The *Provincial Policy Statement* establishes the Provincial Government’s vision for how Ontario’s landscape should be settled; how the built environment should be created; and how the province’s lands and resources should be managed over the long term, in order to achieve livable and resilient communities. The *Statement* identifies areas of Provincial interest in planning matters in order to provide guidance in the development of official plans and other related local planning documents. Section two of the *Strong Communities (Planning Amendment) Act* (2004) into effect alongside the *Provincial Policy Statement* and required municipal planning decisions to be consistent with the *Statement*, in order to ensure, rather than encourage, the implementation of provincial policies. In many ways, the Provincial Policy Statement promotes the principles associated with developing healthy communities.

The *Planning Act* requires that the *Provincial Policy Statement* be reviewed at least every five years. There has so far been one review of the Statement, which began in 2010 and was completed in February 2014 with the announcement of a new-and-improved *Statement*. The reviews involve consultation with a multitude of stakeholders, including public and ministerial health officials. Below we discuss the improvements made in several policy areas relevant to healthy communities: Healthy, Active Communities; Northern and Rural Communities; Climate Change; Natural Heritage, Wetlands and Water; and, Agriculture.³

Healthy, Active Communities

Whereas, within the “Healthy, Active Communities” policy area, the *Statement* (2005) provided for efficient development and land use patterns and the promotion of accessibility; safe public spaces, streets and facilities; compact form; and, transit / alternative modes of transportation, the *Statement* (2014) goes farther to name active transportation, transit and transit-supportive development and connectivity between modes; community design and planning for all ages; and, recognizing institutional uses as important elements of communities. Moreover, while the previous version broadly encouraged coordination among stakeholders dealing with planning matters, the revised *Statement* specifically encourages coordination of emergency management and public facilities, including co-locating different forms of the latter (such as libraries, schools and recreation centres).

Northern and Rural Communities

Whereas, within the “Northern and Rural Communities” policy area, the *Statement* (2005) provided for focused growth in settlement areas and flexibility to reflect local characteristics, the *Statement* (2014) goes further and recognizes the diversity of settlement and rural areas; that some municipalities are experiencing no growth or population decline; a new section on rural policies to support healthy, integrated and viable rural areas; and, clarification of the types of uses that may occur on rural lands; guidance on studies needed to support settlement area expansions and employment area conversions; and, clarity that municipalities can determine areas for intensification and redevelopment, and that local targets should be based on local conditions.

Climate Change

Whereas, within the “Climate Change” policy area, the *Statement* (2005) provided for a mix of densities and use in settlement areas to minimize negative impacts on air quality and climate change, and otherwise indirectly addressed climate change, the *Statement* (2014) goes further and requires consideration of impacts on climate change to reduce greenhouse gas emissions and adaptation to climate change, and encourages green infrastructure and requires stronger stormwater management.

Natural Heritage, Wetlands and Water

Whereas, within the “Natural Heritage, Wetlands and Water” policy area, the *Statement* (2005) provided various environmental protections and the maintenance / restoration of diversity / connectivity of features and the long-term ecological function / biodiversity of natural heritage systems, the *Statement* (2014) goes further in refining protections for woodlands and valleylands in southern Ontario, requiring identification of natural heritage systems and of shoreline areas and supporting consideration of cumulative impacts of climate change, and ensures consideration of environmental lake capacity (where

³ Summaries based closely on the Ministry of Municipal Affairs and Housing’s summary document: “Provincial Policy Statement, 2014: Key Changes by Policy Area,” available here: <http://www.mah.gov.on.ca/AssetFactory.aspx?did=10546>

applicable). The *Statement* (2005) reads, in section 2.1.2: “The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”

Agriculture

Whereas, within the “Agriculture” policy area, the *Statement* (2005) provided for long-term protection of prime agricultural lands and small-scale agriculture uses directly related to farm operations, the *Statement* (2014) goes further and requires the designation of agricultural areas, as well as better protection of agricultural lands from non-agricultural uses and supporting agricultural uses in rural areas. The updated *Statement* also permits on-farm diversified uses including agri-tourism, and greater flexibility for larger agriculture-related uses.

3.3 Places to Grow: Growth Plan for the Greater Golden Horseshoe

The *Growth Plan for the Greater Golden Horseshoe* delineates the areas that will experience different levels of intensification in the area of the province that extends from Niagara across the Greater Toronto Area, including the area serviced by WDGP. It allocates population and employment forecasts to upper-tier and single-tier municipalities. The development of the *Plan* was supported by an extensive engagement process, which included consultations with public health officials.

3.4 The Greenbelt Plan

Enabled by the *Greenbelt Act* (2004), the *Greenbelt Plan* is Ontario’s plan to provide permanent protection of agricultural lands and ecological features from urban development. It builds on the policy framework established in Section 3 of the *Statement* (2005) and relates to the provisions of the *Farming and Food Production Protection Act*. The area of the Greenbelt coincides with the Greater Golden Horseshoe and, as such, the *Greenbelt Plan* is seen as a cornerstone of the *Growth Plan for the Greater Golden Horseshoe*. The *Greenbelt Plan* includes policies laid out in the *Niagara Escarpment Plan* and the *Oak Ridges Moraine Conservation Plan*, as well as the Protected Countryside areas identified within the Greater Golden Horseshoe. The areas of land covered by the Niagara Escarpment and Oak Ridges Moraine, as well as designated Protected Countryside areas, which are aimed at enhancing the extent of the escarpment and moraine lands while connecting them to one another and the Greenbelt’s major aquatic features, collectively comprise the total protected area of Ontario’s Greenbelt.

Land use planning in Dufferin County is impacted by the Greenbelt Plan, in that the Town of Mono includes Niagara Escarpment areas and the Township of Mulmur includes both Niagara Escarpment areas and a portion of the Oak Ridges Moraine. The Dufferin County Official Plan, Town of Mono Official Plan and Township of Mulmur Official Plan all support the achievement of the vision and goals of the *Greenbelt Plan*. Below we highlight some of the key goals and elements of the *Greenbelt Plan*, as they relate to planning activities in Dufferin County and the focus of this Review.

Strategic Goals⁴

Agricultural Lands

In terms of its goal to protect agricultural lands, the *Plan* specifically protects specialty crop and prime agricultural areas. It also offers flexibility for agriculture, agriculture-related and secondary uses of these lands, as well as greater certainty for the agricultural sector to invest and manage these lands in the long-term.

Natural Systems

In terms of its goal to protect the environment, more broadly, the *Plan* offers a number of protections for ecological features, as well as for the protection and restoration of natural and open space connections between the Moraine, Escarpment and aquatic features, as well as to natural systems outside the Greater Golden Horseshoe. There are particular goals around the protection, improvement and restoration of water and waterways, and the *Plan* offers guidance on the management of natural heritage and water resources when contemplating various decisions relating to land use planning and the built environment.

Culture, Recreation and Tourism

Broadly, the *Plan* supports conservation and promotion of natural heritage resources, as well as the provision of a “wide range of publicly accessible built and natural settings for recreation including facilities, parklands, open space areas, trails and water-based/shoreline uses that support hiking, angling and other recreational activities.” It also supports sustainable tourism development.

Settlement Areas

In terms of its goals, the *Plan* supports a range of land uses in rural areas, particularly within settlement areas. The *Plan* links mixed-use development to the development and maintenance of strong rural economies.

3.5 Municipal Act

Under the *Municipal Act*, municipalities have broad powers to pass bylaws (subject to certain limits, and except when superseded by higher level legislation) on matters such as community health, safety and well-being and the protection of persons and property. In terms of designing healthy communities, some examples of relevant types of bylaws include:

Housing

- Zoning Bylaw
- Density Bonusing Bylaw
- Rental Housing Licensing Bylaw
- Second Suites Bylaw
- Lodging House Licensing Bylaw
- Green Building Bylaw
- Energy Conservation Bylaw
- Increased Height and Density Bonusing Bylaw

Environment

⁴ The Plan’s goals are summarized, beginning on page 5 (section 1.2.2) of the document.

- Tree Protection Bylaw
- Anti-Idling Bylaw
- Drive-Through Bylaw
- Green Roof Bylaw

Transportation

- Bicycle Lane Bylaw
- Parking Bylaw
- Streets Bylaw

Food Systems

- Street Food Vendor Bylaw
- Farmers' Market Bylaw
- Outdoor Market Bylaw
- Hobby Beekeeping Bylaw

Accessibility

- Accessible Planning Bylaw
- Accessible Public Facilities Bylaw
- Accessible Parks Bylaw
- Accessible Streets Bylaw
- Accessible Parking Bylaw
- Accessible Taxi Bylaw
- Accessible Gasoline Stations Bylaw
- Adaptable Design and Accessible Housing Bylaw

4.0 PROVINCIAL POLICY DIRECTIONS

In the 2014/15 Speech from the Throne, Premier Wynne announced, under the heading “Building a Fairer and Healthier Ontario” that:

Your government will place an added focus on community wellness. By expanding the student nutrition program, creating opportunities for all students to participate in 60 minutes of physical activity a day, supporting community hubs, implementing a cycling strategy, and reinforcing these measures with cross-ministry initiatives and a new associate minister's portfolio focused on Long-Term Care and Wellness, Ontario will become the healthiest place to live, work and grow old.^{lvii}

The former Ministry of Health Promotion and Sport (previously the Ministry of Health Promotion, which was established in 2007), now integrated within Ontario's Ministry of Health and Long-Term Care, announced its Healthy Communities Framework in 2010. Its goals included: create a culture of health and wellbeing; build healthy communities through coordinated action; create policies and programs that make it easier for Ontarians to be healthy; and, enhance the capacity of community leaders to work together on healthy living. The Framework articulated six strategies and outcomes, which included promoting active transportation and safe environments, and access to healthier food, among others.

This language was reiterated in the 2014/15 mandate letters: the Premier communicated to the Associate Minister for Long-Term Care (Long-Term Care and Wellness) that, among their priorities, would be to develop a strategy on community wellness and a culture of health, partner with community organizations and develop policy on community hubs. Indeed, the language of “community” is common in the language of government today.

The Healthy Communities Fund, which was a grant program administered by the Province, provided “non-capital funding [from the Province] to organizations for the delivery of integrated health promotion initiatives in communities across Ontario.”^{lviii} The Partnership Stream was one of three funding streams and it was through this funding stream that WDGP received funding for this study.

The Province has also introduced policies and plans in particular areas that support the development of healthy communities in areas such as: Accessibility and Age-Friendly Communities, Active Transportation, Affordable Housing and Food Systems.⁵ These are described below.

4.1 Accessibility

The *Accessibility for Ontarians with Disabilities Act*^{lix} is aimed at making Ontario accessible by 2025. The Act is being implemented in phases and is accompanied by a variety of standards and guidelines. The Accessibility Standards for the Built Environment and Policy Guidelines for the Design of Public Spaces are among the most relevant to this work. These Standards and Guidelines align well with the “Outdoor Spaces and Public Buildings” dimension of the World Health Organization's eight dimensions that describe an age-friendly community and are among the five standards that are now law in Ontario. The other four standards include: Customer Service, Employment, Information and Communications and Transportation.

⁵ Note: this is not a complete or comprehensive literature review. It is meant to highlight key policy directions that are specifically relevant to this review.

4.2 Age-Friendly Communities

In 2013, Ontario issued Guidelines on Age-Friendly Community Planning in Ontario. These are based on the World Health Organization dimensions mentioned in Section 4.1 above. The Guidelines suggests a basic process for communities to follow in developing an age-friendly community plan. The Guide emphasizes the importance of ‘person-environment fit’ in age-friendly community planning, which refers to “the relationship between a person’s physical and mental capacity and the demands of his or her environment.”^{lx} Universal Design is highlighted as one approach to achieving person-environment fit. A number of municipalities in Ontario have developed Age-Friendly Community Plans or Seniors’ Strategies, in light of the demands and opportunities associated with the aging population. These plans and strategies can also contribute to the achievement of healthy communities, since many would say that a community designed to meet the needs of seniors would meet the needs of anyone. This, again, relates to the “8-80 Cities” concept mentioned in the Introduction, above.

4.3 Active Transportation

The Ontario Cycling Strategy recognizes and supports the growing number of cyclists in Ontario. It aims to create a cycling-friendly province to protect the safety of cyclists and promote cycling as a form of active transportation. The Strategy’s Action Plan prioritizes the implementation of policies outlined in the *Growth Plan for the Greater Golden Horseshoe* and policy directions contained within the *Provincial Policy Statement* (2014). The Action Plan indicates opportunities for the Province to work closely with municipalities on various areas of implementation. The Plan also indicates that the Province will look for and consider opportunities to support cycling as part of the review of the *Greenbelt Plan* and *Growth Plan for the Greater Golden Horseshoe*.

4.4 Climate Change

The Ontario government recently completed a consultation process to inform the development of a provincial strategy on climate change.^{lxi} The strategy – a new cap and trade system – was announced on April 13, 2015 and aims to reduce greenhouse gas pollution.^{lxii} Other actions taken by the Provincial government to advance environmental sustainability include closing down coal-fired electricity plants, protection of land and eliminating the use of cosmetic pesticides.^{lxiii} Ontario is set to host a Climate Summit of the Americas this July.^{lxiv} Numerous pieces of legislation govern Ontario’s management and use of the natural environment and its renewable and non-renewable resources.

4.5 Affordable Housing

Volumes of research exist to demonstrate that, as a social determinant of health, an adequate supply of affordable housing is essential to the development of healthy communities. In Ontario, the policy framework in place to support the provision of affordable housing is extensive and the role of municipalities, particularly Upper Tier municipalities as Housing Service Managers, is important. Below we describe several of the key policies and strategies that impact community planning at the local level.

4.5.1 Ontario Housing Policy Statement

The *Ontario Housing Policy Statement* was issued by the Province to set out policy guidance for the *Housing Services Act*. In that regard, the *Housing Policy Statement* is specifically intended to provide

additional policy context and direction to Service Managers to support the development of the local housing and homelessness plans.

The *Policy Statement* identifies seven policy directions that correspond to provincial interests:

- Accountability and outcomes
- Goal of ending homelessness
- Non-profit housing corporations and non-profit housing cooperatives
- The private market
- Coordination with other community services
- A broad range of community needs
- Environmental sustainability and energy conservation

Under the *Ontario Housing Policy Statement*, the needs of various populations must also be considered as part of the housing and homelessness planning process, including people with disabilities, participants in the Special Priority program and Aboriginal people, as well as other specific local groups such as seniors, youth, women, immigrants, Franco-Ontarians, persons released from custody or under community supervision and Crown Wards.

4.5.2 Long-Term Affordable Housing Strategy

In 2010, the Province launched Ontario's Long-Term Affordable Housing Strategy (LTAHS). The vision of the LTAHS is: "To improve Ontarians' access to adequate, suitable and affordable housing, and provide a solid foundation on which to secure employment, raise families and build strong communities". The strategy was developed within the context of other policy tools to help provide general guidance and expectations in terms of the Province's interest in affordable housing. As a result, the strategy speaks to issues beyond the land use planning dimensions of the *Planning Act* and more to the housing responsibilities that municipalities have assumed under the *Housing Services Act*.

The long-term strategy is intended to provide municipalities with a clear sense of the Province's vision and objectives for affordable housing. As such, the strategy speaks to enhanced flexibility for municipalities in using existing resources to meet the diverse housing needs of their communities. The strategy references amendments to the *Planning Act* that include requiring municipalities to establish policies allowing second units in new and existing developments, and adding affordable housing as a matter of provincial interest. The strategy also frames the broad elements of the housing and homelessness planning requirements established under the *Housing Services Act*.

The components of the Strategy include:

- Consolidating housing and homelessness programs
- Simplifying rent-geared-to-income calculations
- Local housing and homelessness plans
- More accountability, better reporting
- Asset creation
- Improving the tenant selection system
- Helping victims of domestic violence
- Protecting non-profit and coop housing

- Fair process for housing providers

4.5.3 Housing Services Act

As per the *Housing Services Act* (2011), Dufferin County is a Housing Service Manager. The *Act* came into effect on January 1, 2012 and effectively replaced the *Social Housing Reform Act* (2000), the original legislation devolving social housing responsibilities to municipalities. It also amended sections of the *Municipal Act*, *Planning Act*, *Residential Tenancies Act*, and the *City of Toronto Act*, providing necessary adjustments in housing authorities. The HSA provides a new legislative framework for the delivery of housing and homelessness programs in Ontario. The purpose of the HSA is to provide for community-based planning and delivery of housing and homelessness services in the context of general Provincial oversight and policy direction. It is also intended to provide flexibility for service managers and housing providers in meeting their obligations, while retaining requirements with respect to social housing programs that predate the *Act*.

The HSA outlines ten Provincial interests that must be addressed in local housing and homelessness plans. These provincial interests signal the province's continued role in the housing and homelessness service system, despite its devolution to the municipal level.

The main changes in the HSA include:

- Service Managers are required to develop a ten-year local housing and homelessness plan that will be reviewed periodically
- Areas of provincial interest must be included in the local housing and homelessness plan
- Some forms of ministerial consents have been eliminated in favour of Service Manager consents
- Waiting list systems now permit Service Managers to design their own local systems and permit waiting applicants to cross over from one Service Manager wait list to another
- The change in name of the Social Housing Services Corporation (SHSC) to the Housing Services Corporation and providing them with more flexibility to offer new optional services and supports.

The HSA continues to prescribe operational rules and obligations with regards to the funding and administration of social housing programs at the municipal level. However, the *Housing Services Act* also recognizes the goal of Ontario's Long-Term Affordable Housing Strategy (LTAHS) in consolidating Ontario's housing and homelessness programs, thereby giving municipalities more flexibility in addressing their local needs.

4.6 Food Systems

Ontario's policies on food systems are limited. That said, there is an extensive range of federal and provincial policies in place to govern and regulate farming^{lxv}, food production and farmers' markets. The Ontario Ministry of Agriculture, Food and Rural Affairs has prepared fact sheets on these topics.^{lxvi} From a farming perspective, the only piece of legislation that seems to directly impact land use planning in Ontario is the *Farming and Food Protection Act* (1998), which exists to protect farmers from nuisance complaints and from restrictive municipal bylaws that might constrain normal farm practices^{lxvii}. What constitutes a 'normal farm practice' is decided by the Normal Farm Practices Protection Board, which was established by the *Act*.

A variety of studies have been done on the regulation of local food systems. Stakeholders in Cambridge, Waterloo and Halton Region have been especially engaged in this work. Various research papers have been prepared to outline policies and practices in place in municipalities across Ontario and Canada. Some of these are referenced as practical guidance and examples to support suggested considerations in Sections 6.0-14.0 below.

5.0 HEALTHY COMMUNITIES IN DUFFERIN COUNTY

5.1 Socio-demographic Profile of Dufferin County

The chart below provides statistical information that helps illustrate the socio-demographic profile of Dufferin County, compared to the rest of the Province.

Table 1: Profile for Dufferin County compared with Ontario

Indicator	Dufferin County	Ontario
<i>Population (Census, 2011)</i>	56,881	12,851,820
<i>Population Growth (from 2006-2011) (Census, 2011)</i>	4.5% increase	5.7% increase
<i>Median 2010 Family Income After Tax (NHS, 2011)</i>	\$74,776	\$71,128
<i>Unemployment Rate (NHS, 2011)</i>	7%	8.3%
<i>Percentage of Children <6 years of age Living in Low-income Households (NHS, 2011, Statistics Canada)</i>	11.6%	14.8%
<i>Transportation to Work (NHS, 2011)</i>		
<i>Total Employed Population aged >15 years</i>	27,235	5,841,815
<i>Percentage of Employed Population >15 years of age Driving to Work</i>	86.4%	72.5%
<i>Percentage of Employed Population >15 years of age Commuting to Work as a Passenger in a Vehicle</i>	6.3%	6.1%
<i>Percentage of Employed Population >15 years of age Taking Public Transit to Work</i>	1.7%	14.0%
<i>Percentage of Employed Population >15 years of age Walking to Work</i>	4.6%	5.1%
<i>Percentage of Employed Population >15 years of age Biking to Work</i>	0.4%	1.2%
<i>Median commuting duration from home to work in minutes (for employed population >15 years of age)</i>	25.9	20.8
<i>Shelter Costs: Owner (NHS, 2011)</i>		
<i>% of owner households spending 30% or more of household income on shelter costs</i>	22.9%	20.9%
<i>Shelter Cost: Renter (NHS, 2011)</i>		
<i>% tenant households in subsidized housing</i>	21.5%	16.3%
<i>% of tenant households spending 30% or more of household income on shelter costs</i>	46.0%	42.3%

Table 2: Local Health Conditions and Behaviours (2009-2013)¹

Indicator	Dufferin County	Ontario
Health Conditions		
Asthma	7.80%	8.00%
COPD	**	4.10%
Diabetes	3.90%	6.70%
Heart Disease	4.80%	4.90%
Overweight or Obese ²	55.10%	50.20%
Health Behaviours		
Leisure and transportation activity, moderate active or active	57.60%	53.40%
Walk to and from work or school	12.00%	16.70%
Bicycle to and from work or school	**	3.30%

Data Source: Canadian Community Health Survey, 2009-2013

¹ All reported values are estimates derived from samples and are subject to sampling variation.

² Variable calculated population aged 18 years or older (excludes those aged 12-17 years)

** Numbers are too small to be reported for this region

Table 3: Local Youth Health Conditions and Behaviours, 2012

Indicator	Dufferin County		Wellington-Dufferin-Guelph	
	Grade 7	Grade 10	Grade 7	Grade 10
<i>Overweight or obese¹</i>	15%	25%	19%	21%
<i>Meet physical activity guidelines²</i>	62%	43%	62%	43%
<i>Walk, cycle, or rollerblade to/from school everyday</i>	30%	31%	33%	23%

Source: Wellington-Dufferin-Guelph Youth Survey, 2012

¹ Approximately 24% if grade 10 respondents had missing or incomplete responses to the question required to make BMI calculations.

² Physical activity guidelines at the time of the survey were 90 minutes per day. These have since been modified to 60 minute, 5 or more days per week.

5.2 County Policies & Plans

Dufferin County has, in recent years, introduced two key municipal plans that will influence positive health outcomes for local communities: the Dufferin County Active Transportation and Trails Master Plan, and the County's 10 Year Housing and Homelessness Plan. Each is described, in turn, below.

5.2.1 Dufferin County Active Transportation and Trails Master Plan

The Dufferin County Active Transportation and Trails (DCATT) Master Plan is the result of a collaborative, multi-stakeholder effort. The Plan was published in October 2010 and builds on previous work done by local municipalities and community groups. The Plan aims to support and promote non-motorized modes

of transportation, such as walking and cycling, across the County, which delivers practical and recreational value for users while supporting public and environmental health. Within their Official Plans and through other initiatives, local municipalities can support the implementation of the DCATT. The DCATT identifies four types of active transportation: Active Commuting, Active Workplace Travel, Active Destination Oriented Trips and Active Recreation.

5.2.2 Dufferin County 10 Year Housing and Homelessness Plan

Dufferin County's 10 Year Housing and Homelessness Plan is the County's long-term plan to address housing and homelessness. As the local Housing Service Manager, Dufferin County implemented the Plan in November 2013. Recognizing that the County faces challenges associated with housing affordability, income disparity and a growing seniors' population, the Plan introduces a number of strategic directions aimed at making progress towards ensuring that all residents' housing needs are affordably and suitably addressed. This entails increasing the supply of affordable housing, providing assistance to low-income households, creating assisted living options for seniors, maintaining social housing operating agreements and increasing collaboration with community partners. The County's local municipalities can contribute to the implementation of the Plan by introducing Official Plan policies that support, promote and incentivize the development of affordable ownership and rental housing accommodations, of a mix of forms and types, in response to community needs.

5.3 Recent and Ongoing Initiatives

In addition to the aforementioned County plans, Dufferin has been involved, as a key stakeholder, in at least two larger healthy communities initiatives; one of them provincial in focus, the other looking at the Headwaters Region (or, the Hills of Headwaters). We are sure there are more such examples, but these emerged through our research as being particularly noteworthy and relevant.

5.3.1 Accelerating Rural Transportation Solutions

Transportation barriers are common in rural Ontario, which can be to the detriment of individual and public health. In view of this, the Ontario Healthy Communities Coalition and Rural Ontario Institute recently collaborated on a rural transportation research initiative. The study involved identifying and documenting community-based solutions aimed at addressing transportation barriers common in Ontario's rural locales, where the development of public transit networks is rarely feasible. Given the aging population in rural Ontario, transportation solutions are often particularly needed to connect seniors with social, economic and health opportunities, which are often located at a significant distance from their homes. The study's report "Towards Coordinated Rural Transportation: A Resource Document" was released in August 2014 and is aimed at providing practical assistance to stakeholders who might be seeking to design their own rural transportation solutions. It documents a selection of existing local innovations and identifies the key features of effective models. A case study of Dufferin County was completed as part of the study and is featured in the report. Representatives from the Town of Orangeville and the Town of Shelburne participated in the study's consultations process. The former provides public transportation, while the latter expressed interest in enhancing transportation services to support employees getting to work.

5.3.2 Headwaters Communities in Action

The Headwaters Region, also known as “The Hills of Headwaters,” is said to include Dufferin County, as well as the communities of Erin and Caledon to the south. Headwaters Communities in Action (HCIA) is a local citizens’ group supported by various partners and funders, including WDGPH, the County of Dufferin, the Town of Orangeville and the Credit Valley Conservation Authority. We understand that the group was formerly named the “Dufferin Social Prosperity Project” and continues to have particularly strong support from leaders in Dufferin County’s health and social sectors. The “ultimate goal” of the group is “to create the conditions to support people living and working in the Headwaters area to achieve the best quality of life possible” through “creating strong and vibrant communities where people work together across sectors to take action on priority areas.”^{lxviii}

HCIA strongly emphasizes community engagement and multi-sectoral collaboration. The group began by consulting with community members in order to identify community priorities for action. The group is now in the process of implementing those priorities. Current projects include: local food, trails and rural transportation. The group was heavily involved in the Accelerating Rural Transportation Solutions study carried out by the Ontario Healthy Communities Coalition and Rural Ontario Institute.

HCIA is also participating in a lot of work on healthy food systems, through the Headwaters Food and Farming Alliance (HFFA). HFFA is a collaborative initiative that envisions a food system that is productive, sustainable, transparent, and fair; supports the health and well-being of our residents and food providers; and contributes to the prosperous and equitable economy.

6.0 REVIEW OF DUFFERIN COUNTY OFFICIAL PLAN AND RELATED POLICIES

Below we provide a summary of the strengths and areas of opportunity identified through a review of key planning documents for Dufferin County. Documents have been summarized according to areas of public health interest, denoted by the 5 identified domains: **Neighbourhood Design, Transportation Networks, Natural Environments, Food System, and Healthy Housing**. Please refer to sections 1.5 & 1.6 in the Introduction of this report for more details regarding the impact these five planning policy domains have on a public health. Suggestions are offered for Official Plan policy considerations and a list of other suggested strategies and actions to advance each of the five domains is also provided.

Documents reviewed include the Dufferin County Official Plan (Adopted 2014), Dufferin County Active Transportation and Trails Master Plan (2010), and the Dufferin County 10 Year Housing and Homelessness Plan (2013).

6.1 Healthy Neighbourhood Design

The following Healthy Neighbourhood Design planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{lxix} and used as the criteria for reviewing municipal planning documents:

- Enhance neighbourhood walkability
- Create mixed land use
- Build complete and compact neighbourhoods
- Enhance connectivity with efficient and safe networks
- Prioritize new developments within or beside existing communities
- Create infrastructure resilient to climate change (addition to original toolkit referenced above)

6.1.1 STRENGTHS

The County's Official Plan has a number of policies directing population and employment growth to settlement areas, and encouraging a mix of land uses, employment and housing types through healthy and complete community policies. There is also a focus on intensification in settlement areas, including infill and redevelopment of greyfield and brownfield sites. Examples of such policies include:

- Settlement Structure – e) Local municipal official plans will detail where within the settlement area designations various types of land uses will be located. Healthy and complete communities will be encouraged, where appropriate, with a diverse mix of land uses a range and mix of employment and housing types, including special needs housing, high quality public open space and convenient access to local services. (3.3.1)
- Settlement Structure – e) Local municipalities are encouraged to identify and promote intensification, infill and redevelopment of designated and vacant and/or underutilized sites, in the urban settlement areas, taking into account existing building stock and the availability of suitable existing or planned infrastructure and public service facilities to accommodate projected needs, and in accordance with the intensification policies in Section 3.4.
g) The redevelopment of greyfield and brownfield sites is encouraged. (3.3.2)

- Intensification and Greenfield Development – a) Recognize that there are limited opportunities for intensification, and the County will encourage intensification within the existing built boundary/built-up area wherever feasible and appropriate. (3.4.2)

Policies also show a strong connection to the Provincial Policy Statement and Growth Plan, and reference active transportation and trail network policies from the Dufferin County Active Transportation and Trails (DCATT) Master Plan. The Plan highlights the importance of preserving employment lands and maintaining employment levels to support live-work communities. Trail systems as a form of active transportation are encouraged, as are safe bicycle and pedestrian paths. Examples of such policies include:

- Active Transportation – d) The County and local municipalities will work towards providing safe bicycle and pedestrian paths, both along the roadway or separated from the roadway, on existing and proposed roads, on abandoned transportation corridors, on trail dedications or easements associated with rehabilitated mineral aggregate operations, and connecting parks and open spaces, as appropriate.
g) The County and local municipalities are encouraged to promote aesthetically pleasing, safe trail systems, for recreational and utilitarian purposes. Particular attention will be given to trail systems associated with natural assets including watercourses, parks, and natural features. (7.2.3)

Policies also encourage neighbourhoods with access to community infrastructure and recreational activities as well as green spaces. Planning for an integrated trail and open space system is also underscored within the OP, including in the following policies:

- Community Services and Parks and Open Space – a) The County and local municipalities will promote the provision of pedestrian, cycling and trail linkages and the integration of recreational and parks and open space uses, in accordance with the County of Dufferin Active Transportation and Trails Master Plan (DCATT) and local municipal plans and strategies. (3.8.2)
- Community Design – e) Local municipalities will encourage the integration and accessibility of community uses including schools, municipal facilities, institutional uses, parks and open spaces and recreational uses through pedestrian, cycling and trail linkages. Local municipalities may require the provision of certain pedestrian, cycling and trail linkages through the development approvals process, in accordance with the policies of this Plan, local municipal official plans and associated master plans. (3.9.1)
- Community Services and Parks and Open Space – b) The County and local municipalities, with support from the Ministry of Natural Resources, Niagara Escarpment Commission, and other agencies and organizations, will seek opportunities to create linked open spaces through the integration of:
 - i. natural heritage features and areas in public ownership;
 - ii. existing municipal rights-of-way;
 - iii. established and proposed service and utility corridors;
 - iv. existing park and open space lands;
 - v. sidewalks, trails and pathways;
 - vi. linkages provided through the draft plan of subdivision approvals process;
 - vii. agreements with private landowners;
 - viii. retention or acquisition of access easements; and
 - ix. land acquisition. (3.8.2)

Climate change with regards to infrastructure is also considered, as is green building, as follows:

- Energy Conservation, Air Quality and Climate Change Adaptation– k) Opportunities for upgrades to municipal infrastructure will consider the impacts of climate change including more frequent and severe rain events and floods to prevent a failure of existing systems. (7.6)
f) The County and local municipalities will encourage the design and development of neighbourhoods and green buildings that conserve energy. (7.6)

6.1.2 AREAS OF OPPORTUNITY

The Official Plan outlines a strong focus on encouraging intensification and more compact, mixed use development in settlement areas. The Official Plan highlights the importance of being a complete community by providing a diverse mix of land uses and a range and mix of employment and housing types, including special needs housing, high quality public open space and convenient access to local services. However, the Official Plan does not appear to include policies directly related to increased neighbourhood connectivity, nor policies on safe pedestrian environmental design, and sidewalk maintenance. The County could use this opportunity to link neighbourhood design with the culture and heritage of the area in ways which foster social interaction and community/neighbourhood connection. There is also an opportunity to promote all- season recreational opportunities.

From a sustainability perspective, the Official Plan does not provide climate change maps that show, for example, areas of potential flooding, and can help inform zoning decisions. The Official Plan could also benefit from additional policies to mitigate air pollutants in dense neighbourhoods. Such policies would encourage greater resiliency to a changing climate. The County could also state that they will work with the conservation authority.

While the Official Plan includes policies to encourage the creation of a barrier-free environment, there are opportunities to expand on this by referring to the *Accessibility for Ontarians with Disabilities Act* and looking for opportunities to identify potential design guidelines/requirements. Understanding barriers experienced by persons with disabilities within public spaces (indoor and outdoor) and working with the public and private sectors to address these needs would also help improve the level of accessibility within the County.

6.1.3 CONSIDERATIONS

The County could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Consider the use of planning tools, such as financial incentives to support existing policies (3.4.2) aimed at increasing residential intensification and mixed land use within larger settlement areas. Incentives could be provided to encourage infill development on vacant and deteriorating properties. The County should also consider encouraging	City of Barrie (ON) Financial Incentives <ul style="list-style-type: none"> • The following loan and grant packages are available for commercial and residential projects that increase the functionality of existing building, promote the development of vacant and underutilized sites, and improve or restore exterior building facades and signage: <ul style="list-style-type: none"> ○ Tax Increment Grant Program ○ Application Fees, Permit Fees, and Special Fees Grant for Program

<p>local municipalities to implement incentives as well.</p>	<ul style="list-style-type: none"> ○ Adaptive Re-use and Upgrade to the Building Code Program ○ Facade and Signage Loan Program ○ Cash-in-lieu of Parkland Dedication Grant ○ Facade Improvement Loan ○ Renovation Loan <p>http://www.barrie.ca/Doing%20Business/PlanningandDevelopment/Pages/incentives.aspx</p>
<p>2. Encourage local municipalities to link safe neighbourhood design with the culture and heritage, including natural heritage, of the area in ways that foster social interaction and increase neighbourhood connectivity (including walking, and cycling)</p>	<p>Prince Edward County (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 2.10.4: The County will provide an attractive environment for cyclists because of its well-planned trails, facilities, attractions and suitable terrain. The beautification of tourist roads, including the Loyalist Parkway, will be undertaken and more picnic and viewing areas provided. <p>Town of Ajax (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 4.1.2e: Protect for the needs of vulnerable road users such as children, youth, persons with disabilities and seniors as part of the development review process and as part of the design of all facilities; <p>Halton Region (ON) Official Plan - Healthy Communities Guidelines</p> <ul style="list-style-type: none"> • Section 2.1: Build compact mixed use developments that create walkable and connected communities. This will provide the community with a wide range of densities and housing opportunities. • Section 2.2: Provide connected street networks that are accessible to all modes of transportation to create a safe, convenient and accessible environment for walking.
<p>3. Encourage local municipalities to introduce policies that specifically encourage the design and development of safe neighbourhoods, possibly through employing policies and principles associated with Crime Prevention through Environmental Design (CPTED). Note: these policies would align well with the accessibility, inclusivity and age-friendly policies discussed above.</p>	<p>City of Saskatoon (SK) Official Community Plan – Policies Supporting Safe Growth</p> <ul style="list-style-type: none"> • Section 3.1.1: CPTED - The reduction of the opportunity for crime to occur and the increase in perceptions of safety in an area through the modification of the built environment and the management of space. <p>Simcoe Muskoka (ON) - Healthy Community Design Official Plan Policy Statements</p> <ul style="list-style-type: none"> • Section 2.3: Consider through the design review process, community security and safety features that impact social interaction and increase physical activity. Ensure policy includes Crime Prevention through Environmental Design principles.

<p>4. Promote sustainable communities resilient to the effects of a changing climate by using data obtained as to the impact of climate change on local governments in Southern Ontario (such as impacts on snow clearing, gravel road maintenance after severe rain storms, home heating, transportation and water supply) as the basis upon which to perform a vulnerability assessment of municipal utilities in local County municipalities and develop climate change models to include in the County's Official Plan</p>	<p>Town of Mono (ON) Strategic Plan</p> <ul style="list-style-type: none"> Environment Goals: <ul style="list-style-type: none"> 1. Enhance Official Plan policies to protect the environment and adapt to future climate trends and pressures for development. 1.1.3. Draw upon the resources of the Federal and Provincial governments to access data on impacts of climate change on local governments in southern Ontario, i.e. impacts on snow clearing, gravel road maintenance after severe rain storms, home heating, transportation and water supply.
<p>5. Encourage local municipalities to promote inclusiveness and support the development of age-friendly communities. The County could consider introducing policies and guidelines / standards that encourage the development of accessible neighbourhoods and community spaces, as per the Accessibility Standards for the Built Environment and Policy Guidelines for the Design of Public Spaces that accompany the <i>Accessibility for Ontarians with Disabilities Act</i>,⁶ which is aimed at making Ontario accessible by 2025. This would align well with the "Outdoor Spaces and Public Buildings" dimension of the World Health Organization's eight dimensions that describe an age-friendly community⁷.</p>	<p>York Region (ON) Official Plan</p> <ul style="list-style-type: none"> Section 3.3.5: To ensure that public buildings and facilities are designed to be accessible, and are located in proximity to pedestrian, cycling and transit systems. <p>City of Thunder Bay (ON) Official Plan</p> <ul style="list-style-type: none"> Section 4.6.4: Policy Consideration for Social Cohesion and Well-Being: Strengthen Sub-Section 22.5 Urban Design and Landscaping Guidelines, regarding the review of development proposals, to ensure that accessibility needs have been addressed. This can also link with other municipal initiatives that would bring the City in conformity to the Accessibility for Ontarians with Disabilities Act. (AODA) <p>Town of Ajax (ON) Official Plan</p> <ul style="list-style-type: none"> Section 2.5.2.5 Barrier-Free Design: <ul style="list-style-type: none"> a) During the review of development applications, ensure the design of all buildings, public spaces, and parks provide measures addressing barrier-free access, including but not limited to: i) ensuring publicly accessible spaces, such as parking spaces, public transport facilities, and transit stops, provide barrier-free paths of travel to public roads, buildings, recreational facilities, and other public spaces to enable ease of access for persons with disabilities; and, ii) sufficient access and vehicular circulation

⁶ More information and examples available at:

http://www.mcass.gov.on.ca/en/mcass/programs/accessibility/built_environment/

⁷ The dimensions are described on pg. 7 of Finding the Right Fit: Age-Friendly Community Planning, which is available here: http://www.seniors.gov.on.ca/en/resources/AFCP_Eng.pdf

6.1.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- In partnership with GoTransit, and other stakeholders, identify transportation needs through the County and work towards identifying solutions.
- Work with municipalities to encourage the development of local area policies that consider climate change in neighbourhood design (i.e. maximizing opportunities for sun and shade in public buildings)
- Establish working group/advisory committee to identify further opportunities to support health in municipal planning

6.2 Healthy Transportation Networks

The following Healthy Transportation Networks planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{lxx} and used as the criteria for reviewing municipal planning documents:

1. Enable mobility for all ages and abilities
2. Make active transportation convenient and safe
3. Prioritize safety
4. Encourage use of public transit
5. Enable attractive road, rail and waterway networks

6.2.1 STRENGTHS

Dufferin County has a number of policies aimed at encouraging a reduction in the dependence on automobiles/motor vehicles through multi-purpose trails, municipal cycling tracks, and other active transportation routes. The Dufferin County Active Transportation and Trails Master Plan encourages easily accessible routes; integrated networks of transportation, cycling and trails; and proper signage of trains, lanes, tracks, etc. The Official Plan encourages the integration of bicycle and walkway systems as well, through policies such as:

- Active Transportation – b) The County and local municipalities will support the development of the active transportation network by considering cycling and pedestrian enhancements to County and local roads to implement the trails network when they are scheduled for improvements, and subject to the County and local municipality's capital works program.
c) The County will consult and work cooperatively with the local municipalities to ensure that the County-wide network is contiguous with local active transportation networks.
d) The County and local municipalities will work towards providing safe bicycle and pedestrian paths, both along the roadway or separated from the roadway, on existing and proposed roads, on abandoned transportation corridors, on trail dedications or easements associated with rehabilitated mineral aggregate operations, and connecting parks and open spaces, as appropriate
i) The County and local municipalities will encourage the integration of bicycle path and walkway systems into the design of transportation facilities by including facilities such as sufficient and protected bicycle storage areas at places of employment and community infrastructure, facilities, and cultural and shopping locations, where appropriate. (7.2.3)

Official Plan policies encourage measures to maintain and enhance the pedestrian environment and active transportation (i.e. aesthetically pleasing and safe trails, bike parking, etc.). Policies also encourage a County-wide network contiguous with local active transportation networks. Examples of such policies include:

- Active Transportation – g) The County and local municipalities are encouraged to promote aesthetically pleasing, safe trail systems, for recreational and utilitarian purposes. Particular attention will be given to trail systems associated with natural assets including watercourses, parks, and natural features. (7.2.3)

6.2.2 AREAS OF OPPORTUNITY

There do appear to be a number of policies aimed at encouraging more active transportation and there may be an opportunity for WDGP along with other stakeholders to assist in further defining and implementing these policies. As well, special consideration could be given to promoting trails that connect residential and school and employment areas, including between communities / neighbourhoods, to promote active transportation for the County. The County could also take the opportunity to evaluate the impact of the policies and recommendations contained within the Dufferin County Active Transportation and Trails Master Plan.

There is an opportunity to strengthen existing policies related to making active transportation convenient and safe, and encouraging active transportation through the design of infrastructure, trails and street networks as well as public awareness initiatives. General development criteria / policies could also be developed to promote walkability, particularly in community and institutional areas, especially around schools, churches and community centres. For example, there could be an opportunity to incorporate policies related to encouraging walking and cycling, as well as policies related to ensuring safety of pedestrians, cyclists and persons in wheelchairs/scooters.

The County could also consider adopting Universal Design standards for public spaces and enhance the accessibility guidelines. Reduced parking requirements, especially for affordable housing, could also be considered.

6.2.3 CONSIDERATIONS

Dufferin County could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Encourage local municipalities to develop policies to support appropriate infrastructure to promote safe walking and cycling. Incorporate principles associated with accessibility (inclusive, universal design) and age-friendly community planning, as well as foundational elements of Crime Prevention through Environmental Design (see also Neighbourhood Design considerations #2 and #3).	City of Thunder Bay (ON) Official Plan <ul style="list-style-type: none"> • Section 4.5.5 Other Strategies and Actions Outside of the Official Plan Review Process: <ul style="list-style-type: none"> c) Continue or enhance the process for reviewing parking provisions, locations of active transportation routes (e.g., onstreet bike lanes, shared lanes, paved shoulders), and enhanced urban design strategies as part of the development approval process that would further

	<p>minimize competing interests between automobiles and cyclists.</p> <p>Town of Caledon (ON) Official Plan</p> <ul style="list-style-type: none"> Section 5.9.5.9 Active Transportation: <ol style="list-style-type: none"> The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors. Consideration will be given to multi-use paths as part of the transportation system in the implementation of the Parks and Recreation Master Plan. Consideration will be given in all new subdivision and development proposals to provisions for multi-use links with transportation networks. The Town will work with the Region and school boards to promote the use of active transportation by students and to support the safe and active routes to school sites. <p>City of Guelph (ON) Official Plan</p> <ul style="list-style-type: none"> Section 8.18 Safety: <ol style="list-style-type: none"> Sidewalks and community trails should be visible, accessible and aligned along well-used public spaces. New development should be designed in a manner that: <ol style="list-style-type: none"> provides opportunity for informal surveillance of outdoor spaces (“eyes on the street”), including public parks, streets and parking areas; clearly marks the transition or boundary between public and private spaces; includes materials that allow for the built environment to be effectively and efficiently maintained; provides adequate lighting in accordance with Sections 8.14, 8.15 and 8.16 of this Plan; and provides for multiple walking routes, where appropriate.
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<p>2. Encourage local municipalities to adopt Universal Design standards for public space.</p>	<p>Town of Caledon (ON) Official Plan</p> <ul style="list-style-type: none"> Section 3.5.3.8 Universal Design: When making planning decisions, the Town will encourage the use of universal design features for new residential development, redevelopment and intensification.
<p>3. Introduce language that supports, encourages and facilitates children and youth to walk or cycle to school by providing for continuous access to schools through trails, pathways and sidewalks from surrounding land uses</p>	<p>York Region Official Plan Package (2013) 7.2 Moving People and Goods Active Transportation It is the policy of Council: 12. That mobility plans shall be completed to ensure that: e. all schools and community centres shall be integrated into the community mobility system and provide the ability to walk, cycle, transit and carpool to these locations; It is the policy of Council: 16. To partner with the York Region District and Catholic School Boards to implement the Active and Safe Routes to School program, and to design and locate school campuses to promote walking, cycling and transit as a primary means of transportation.</p>
<p>4. In order to encourage the development of affordable housing in larger settlement areas, encourage local municipalities to reduce parking standards for affordable housing.</p>	<p>City of Ottawa (ON) Official Plan</p> <ul style="list-style-type: none"> Section 2.5.2.9 Affordable Housing: The City will implement alternative development standards for affordable housing development such as reduced parking standards in areas serviced by transit.

6.2.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- The County could consider working with local municipalities and community partners to identify accessibility issues across the area and explore potential solutions. This would include addressing issues associated with access to transportation, including accessible transit, and both traditional and active modes.

6.3 Healthy Natural Environments

The following Healthy Natural Environments planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{lxxi} and used as the criteria for reviewing municipal planning documents:

1. Preserve and connect open space and environmentally sensitive areas
2. Maximize opportunities to access and engage with the natural environment
3. Reduce urban air pollution
4. Mitigate urban heat island effect
5. Expand natural elements across the landscape

6.3.1 STRENGTHS

As mentioned above, there are a number of policies in the County's Official Plan that direct development away from parkland, natural resources, and ecologically significant or sensitive lands. Policies strive to conserve, protect and enhance natural heritage features and open spaces and the Official Plan contains a number of policies relating to preserving agricultural land within the County:

- Settlement Structure – a) The majority of growth will be directed to the County's settlement areas to focus public and private investment in built-up areas and to preserve the agricultural area and conserve the natural heritage features and areas. (3.3.1)
- Settlement Area Expansions and Growth Allocations – g) where the expansion is considered on Agricultural Areas, the lands do not comprise specialty crop areas, alternative locations have been evaluated, there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas. (3.5.1.1)
- Countryside Area – b) Protect agricultural areas and recognize the importance of agriculture in the County and ensure its continued viability by promoting a range of agricultural uses, activities and complimentary uses. (4.1)
- Countryside Area - a) Recognize agriculture as the primary activity and land use in the Countryside Area.
 - b) Maintain and enhance the agricultural resource base and farming operations within the County.
 - c) Protect the County's prime agricultural area from fragmentation, development and land uses unrelated to agriculture.
 - d) Promote normal farm practices and to protect the right to farm.
 - e) Promote a diverse, innovative and economically strong agricultural industry and associated activities by enhancing their capacity to contribute to the economy by accommodating a range of agriculture-related uses and on-farm diversified use.
 - f) Preserve and promote the agricultural and rural character of the County. (4.2.1)

An interconnected system of trails, parks and open spaces that provide a variety of recreational uses is encouraged and promoted, and municipalities and developers are encouraged to interconnect existing trails and paths to provide continuous trail system linkages. Examples of such policies include:

- Community Services and Parks and Open Space – a) The County and local municipalities will promote the provision of pedestrian, cycling and trail linkages and the integration of recreational

and parks and open space uses, in accordance with the County of Dufferin Active Transportation and Trails Master Plan (DCATT) and local municipal plans and strategies. (3.8.2)

- Community Services and Parks and Open Space – i) The County and local municipalities will actively encourage residential, commercial and industrial developers to connect with and provide opportunities to extend the County and local municipalities trail system. (3.8.2)
- Community Design – e) Local municipalities will encourage the integration and accessibility of community uses including schools, municipal facilities, institutional uses, parks and open spaces and recreational uses through pedestrian, cycling and trail linkages. Local municipalities may require the provision of certain pedestrian, cycling and trail linkages through the development approvals process, in accordance with the policies of this Plan, local municipal official plans and associated master plans. (3.9.1)
- Active Transportation – e) The County and local municipalities are encouraged to interconnect existing walking trails and bicycle paths and, where feasible and appropriate, provide continuous trail system linkages. (7.2.3)

There are also references to recognizing the importance of provincially significant features and land forms located within the Niagara Escarpment, the Oak Ridges Moraine, and the Greenbelt Plan Area as well. Official Plan policies offer protection of natural water resources and highlight that existing watercourses will be maintained in a natural condition:

- Water Resources and Source Water Protection – a) The County will protect, improve or restore the quality and quantity of water by using the watershed as the ecologically meaningful scale for integrated and long-term planning.
d) The County and local municipalities will encourage the protection and restoration of natural heritage features and areas to improve the quality and quantity of water
g) In cooperation with the private sector and the community, the County and local municipalities will encourage the reduction of water consumption levels through the promotion of the efficient use of water and may specify appropriate water conservation measures within existing and new development.
h) The County and/or local municipalities may establish sector-specific targets for water use reductions.
- The County and local municipalities will contribute to and promote a culture of water conservation among all public, private, and community groups and local citizens and aim to encourage the efficient and sustainable use and protection of water resources. (5.4.1)

6.3.2 AREAS OF OPPORTUNITY

There are a number of Official Plan policies to protect the natural environments across the County, and the trail system is protected through the Dufferin County Active Transportation and Trails Master Plan. There is an opportunity to increase awareness of the trail system, however.

As the urban areas of the County grow, policies and guidelines for local by-laws and programs that minimize air pollution could be developed, such as anti-idling by-laws and incentives for using green building features. To help implement such directions, there may be opportunities to research initiatives in other jurisdictions of a similar size and geography.

6.3.3 CONSIDERATIONS

The County could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Encourage local municipalities to permit recreational trails in all land-use designations, keeping in mind the need to protect environmentally sensitive areas</p>	<p>Town of Aurora (ON) Official Plan</p> <ul style="list-style-type: none"> Section 3.2.1 Permitted Uses General to all Residential Designations: e) Neighbourhood Park facilities, including linear trails in accordance with the provisions of Section 5 herein <p>Town of Collingwood (ON) Official Plan</p> <ul style="list-style-type: none"> Section 3.2.3: It is the intent of this Official Plan that utility, communication and publicly-owned transportation, park and playground facilities, including pedestrian trails, and other uses deemed to serve a similar public function be permitted in all land use designations. Section 5.3.10 Trail Systems: While Collingwood already has a well-established system of trails, as shown on Schedule D1 - Collingwood Trail System, Council will have regard for the long-range trail opportunities, particularly regional opportunities, explored through the Simcoe-Grey Trails Strategy. To facilitate implementation of the Strategy, lands already owned by the municipality and those obtained by donation, dedication and direct purchase shall be developed as they become available at the direction of the recreation department. In addition the municipality may obtain easements and/or enter into agreements with private landowners for the use of lands for temporary or permanent trail purposes.
<p>2. Consider developing incentives for using green building features and encouraging local municipalities to do the same.</p>	<p>Town of Ajax (ON) Official Plan</p> <ul style="list-style-type: none"> Section 3.1.1: The Town will also encourage, through educational and/or incentive programs, the production of forms of housing that are innovative and/or incorporate green building technologies.

<p>3. Consider providing urban municipalities in the County guidance on developing anti-idling by-laws.</p>	<p>Town of Huntsville's (ON) Idling By-Law</p> <ul style="list-style-type: none"> • GENERAL CONDITIONS <ol style="list-style-type: none"> 1. No person shall cause or permit a vehicle to idle for more than five (5) consecutive minutes except when the outside temperature is more than 27°C or less than 5°C. 2. No person shall cause or permit a vehicle to idle for more than five (5) consecutive minutes on Payne Drive regardless of the outside temperature stated above. <p>Exemptions include emergency vehicles, in cases of emergency, etc.</p> <p>Town of Bracebridge (ON) By-law No. 2011-078</p> <ul style="list-style-type: none"> • Section 2.1 General Provisions: No person shall cause or permit a stopped vehicle to idle for more than three minutes. <p>Exemptions include emergency vehicles, in cases of emergency, when loading/unloading, traffic conditions, etc.</p>
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6.3.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- The County could consider implementing recommendations from the DCATT Plan by posting signage and otherwise promoting the local trail system in order to increase public awareness and, therefore, improve and maximize use.
- The County could support research initiatives (i.e. best practices and case study analysis) in sustainable development such as use of green development standards and energy efficient systems.

6.4 Healthy Food Systems

The following Healthy Food Systems planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{lxxii} and used as the criteria for reviewing municipal planning documents:

1. Enhance agricultural capacity
2. Increase access to healthy foods in all neighbourhoods
3. Improve community-scale food infrastructure

6.4.1 STRENGTHS

The County's Official Plan strongly emphasizes protecting agricultural land as non-urban areas are predominantly agricultural and rural and are not deemed necessary for urban development, and as such any new development is focused on infill. It also strongly emphasizes environmental sustainability and complete community principles.

6.4.2 AREAS OF OPPORTUNITY

While the County does not appear to have specific policies to promote urban farming, these may not be applicable to many areas of the County. The County's policies do encourage future development within existing developed areas only and maintaining the current non-urban land uses (including agriculture). There is an opportunity to add policies that specifically support access to healthy food and improving community-scale food infrastructure and services within future Official Plan reviews.

It is important to build on opportunities for bringing together 'food' partners such as the recent (February 2015) Food Entrepreneurs seminar which focused on helping local food and beverage entrepreneurs build successful food businesses.

For example, there may be some opportunities for encouraging 'buy-local' initiatives, and healthy food education within schools and community centres. Identifying opportunities for greater accessibility of existing grocery stores and markets would also help promote access to healthy foods in particular for people with disabilities and seniors.

6.4.3 CONSIDERATIONS

The County could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Consider adding a healthy food system as a goal in the Official Plan (Section 1)	<p>Town of Ajax (ON) Official Plan</p> <ul style="list-style-type: none"> Section 2.1.7 Urban Agriculture: Promote fruit and vegetable gardening in the yards of residential, "clean" commercial and "clean" industrial properties, greenhouses, and containers on balconies and porches, and on rooftops. <p>City of Guelph (ON) Official Plan</p> <ul style="list-style-type: none"> Section 2.2 Strategic Goals: 1. Planning a Complete and Healthy Community: g) Foster sustainable local food systems. <p>City of Thunder Bay (ON) Official Plan</p> <ul style="list-style-type: none"> Section 4.7.2 Policy Guidelines for Healthy Eating: <ul style="list-style-type: none"> Protection of spaces for community gardens

	<ul style="list-style-type: none"> ○ Provide greater allowance for local food production, processing, and sale ○ Encourage the development of healthy community food sources ○ Protect agricultural land for food growing and production. ○ Safeguard against potential “food deserts” <p>Waterloo Region (ON) Food Charter</p> <ul style="list-style-type: none"> • Vision: A healthy, just, and sustainable food system is one in which all residents have access to, and can afford to buy, safe, nutritious, and culturally acceptable food that has been produced in an environmentally sustainable way, and that supports our rural communities. Such a food system promotes social justice, population health, and profitable farms, reflects and sustains local culture, and supports ecological viability.
<p>2. Encourage local municipalities to promote and encourage local food production (i.e. community gardens, rooftop gardens, farmers markets). For example, the Official Plan could recommend that local urban municipalities explicitly permit temporary farmers’ markets in all land use designations. The County could also encourage local municipalities to re-purpose some vacant, undeveloped or under-utilized lands for community garden sites.</p>	<p>City of Cambridge (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 3.0: The City will recognize and encourage the use of the Community Core Areas as: h) locations where residents can access local food through farmers’ markets. • Section 7.10: The City supports a strong local food system through its Farmers’ Market, temporary farmers’ markets, and community gardens. The City recognizes that community gardens contribute to the overall parks and open space system and access to locally grown food. <p>City of Waterloo (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 3.9.2: 2) The City will plan for neighbourhoods that provide safe and healthy living environments, and promote healthy lifestyles by: f) Supporting access to locally-grown food by planning for community gardens, where appropriate <p>Municipality of Wawa (ON) Municipal Plan Review</p>

	<ul style="list-style-type: none"> Section 2.3: Encourage community gardens and rooftop gardens and promote community gardens on all land uses where appropriate. Press for the prohibition of new fast food outlets and encourage locations for healthy food alternatives.
<p>3. Encourage local municipalities to develop policies that direct retail of healthy foods, as through farmers' markets, near residences, workplaces, commercial and industrial areas, educational institutions, places of worship, and places of recreation. If licensing were to be required for temporary farmers' markets, the licensing fee could be reduced or waived to avoid creating a barrier to participation for local farmers.</p>	<p>Halton Region (ON) Official Plan</p> <ul style="list-style-type: none"> Section 101.4: Recognize, encourage, protect and support Halton's farmers and agricultural operations and to this end: <ul style="list-style-type: none"> h) Support a farm-fresh produce network that promotes direct sales of farm produce and related products to residents, local businesses and visitors. j) (iii) permit or provide permanent or temporary facilities for farmers' markets in the Urban Area or Hamlets. <p>Simcoe Muskoka (ON) - Healthy Community Design Official Plan Policy Statements</p> <ul style="list-style-type: none"> Section 2.7: Encourage accessibility to healthy food through the promotion of locally grown food and farmers markets. The establishment of urban agriculture as well as Community Food Centres help create healthy food systems. Create policies to ensure that healthy food is available in every neighbourhood. Recommend policies that allow mixed-use zones to facilitate small and medium sized food retailers. These retailers will be located next to new and existing residential and especially in areas that are currently underserved.

6.4.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Promote and encourage local food production (i.e. community gardens, rooftop gardens, hobby farms) throughout the County
- Promote 'buy local' initiatives and healthy food education within private (local businesses and restaurants) and public sectors (schools and community centres).
- Partner with other community food organizations (i.e. community kitchens and school gardens) to support the development of a healthy food system
- Consider, in partnership with local stakeholders, assisting local municipalities with conducting an assessment of neighbourhood accessibility to healthy food retailers

- Develop a Food Charter

6.5 Healthy Housing

The following Healthy Housing planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{bxiii} and used as the criteria for reviewing municipal planning documents:

1. Increase access to affordable housing through provision of diverse housing forms and tenure types
2. Ensure adequate housing quality for all segments of society
3. Prioritize housing for the homeless, elderly, low income groups and people with disabilities
4. Site and zone housing developments to minimize exposure to environmental hazards

6.5.1 STRENGTHS

The County's Official Plan and their 10 Year Housing and Homelessness Plan have a number of policies supporting the provision of a range of housing types including ownership and rental opportunities as well as affordable housing options such as second units. There are modest housing targets for the County as a whole, and the County encourages local municipalities to develop their own targets. Policies include:

- Housing and Affordability –It is the policy of the County that:
 - a) Local municipalities are encouraged to provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of Dufferin County as outlined below:
 - iii. Working with proponents to ensure that a full range of housing types and densities, where appropriate, are provided to meet the anticipated demand and demographic changes. All forms of housing required to meet the social, health and well-being of current and future residents, including those with special needs will be encouraged. (3.7.1.1)
 - c) The County will encourage the provision of affordable housing, where appropriate, through:
 - i. supporting increased residential densities in appropriate locations and a full range of housing types, provision of adequate land supply, and through redevelopment and residential intensification opportunities, where appropriate;
 - ii. providing infrastructure in a timely manner;
 - iii. supporting the reduction of housing costs by streamlining the development approvals process, and encouraging local municipalities to waive (in full or in part) municipal fees to encourage the development of affordable housing;
 - iv. negotiating agreements with the public and private sectors to address the provision of affordably priced housing through the draft plan of subdivision and condominium approval process;
 - v. considering innovative and alternative residential development standards that facilitate affordable housing and more compact urban forms; and
 - vi. considering developing a more detailed housing strategy that outlines annual housing targets, mixes of housing types, affordability thresholds and related data. (3.7.2)

More affordable housing for seniors is encouraged in the Official Plan and housing policies regarding victims of abuse, those most at risk, and those who are homeless are contained within the Housing and Homelessness Plan:

- Housing and Affordability – k) The County will encourage the development of low-income housing geared towards seniors, which may include lower maintenance housing types such as condominiums and townhouses. (3.7.2)

The Official Plan puts forth potential incentive policies (such as a reduction in development fees) to support affordable housing. Policies also support increasing the supply of rental housing by encouraging secondary suites in all single, semi-detached and townhouse homes.

6.5.2 AREAS OF OPPORTUNITY

Importantly, the County's Official Plan and 10 Year Housing and Homelessness Plan outline a number of policies aimed at providing an adequate supply of good quality housing with a range of sizes, types, densities, tenure, and price level. There are, however, opportunities for further implementation such as regulations to prevent the conversion/demolition of rental housing, establishing a formal incentive policy and/or program, and looking more closely at targets for affordable housing for local municipalities. The Official Plan could also encourage the more urban local municipalities to promote affordable housing in their downtown areas and to look into mixed-income housing developments.

There may be an opportunity for the County to help facilitate partnerships with private, public and non-profit sectors to provide affordable housing.

There may also be an opportunity to strengthen policies specifically related to green building features and standards for residential developments, particularly for affordable housing projects.

6.5.3 CONSIDERATIONS

The County could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Encourage local municipalities to develop policies that reduce barriers to forms of supportive and shared accommodation (i.e. group homes) such as length of stay and distancing requirements.(3.7.2)	Town of Markham (ON) Official Plan <ul style="list-style-type: none"> • Section 8.13.9 Shared Housing: b) in considering an application to amend the zoning by-law to permit the establishment of shared housing, Council shall be satisfied that the following requirements, where applicable, will be fulfilled: <ul style="list-style-type: none"> i. that shared housing small scale (where 3 to 10 persons share accommodation with or without support services) shall be accommodated within a permitted building type in accordance with all applicable codes, by-laws and regulations; and ii. that the location of shared housing large

	scale and shared housing long-term care and shared housing supervised shall be restricted to permitted building types on an arterial or collector road and built in accordance with all applicable codes, by-laws and regulations.
2. Encourage local urban municipalities to develop policies that provide incentives to develop affordable housing in their downtown areas. (3.7)	<p>City of Ottawa (ON) Affordable Housing Incentives</p> <ul style="list-style-type: none"> Some affordable housing incentives are available to developers "as-of-right". These are incentives that were created through By-laws of Council: <ul style="list-style-type: none"> Relief from development charges (DC) and building permit fees is available for all residential development in the downtown core area of the City.
3. Encourage local urban municipalities to develop policies that promote mixed-income housing developments. (3.7)	<p>Brantford-Brant (ON) Housing Stability Plan</p> <ul style="list-style-type: none"> Goal 1.5: Encourage mixed-use housing and mixed-income development in all urban neighbourhoods by increasing rental, social, and affordable housing options in areas with limited supplies
4. Consider developing conversion policies within Section 3.7 as a way of protecting existing rental housing, and encouraging local municipalities to do the same.	<p>City of Cambridge (ON) Official Plan</p> <ul style="list-style-type: none"> Section 8.4.4.2.: The conversion to condominiums of any rental units will only be permitted where the following conditions have been satisfied: <ul style="list-style-type: none"> a) the owner/applicant submits a detailed inspection report on the physical condition of the property by a qualified architect or engineer to the satisfaction of the City and Region which indicates that the building proposed for conversion meets the City's minimum standards of maintenance and occupancy, and Provincial life safety and exiting standards; b) parkland or cash-in-lieu of parkland has already been dedicated or paid to the City with respect to the site upon which the building proposed for conversion is located, or the proponent dedicates, or pays to the City cash-in-lieu, as a condition of the conversion; c) a public meeting has been held on the proposed conversion, to which the owner

	<p>and all tenants of the subject building were invited;</p> <p>d) tenants have the option to continue to lease their units following the approval of the conversion to condominium in accordance with the provisions of the Residential Tenancies Act; and</p> <p>e) tenants are given the right of first refusal to purchase a condominium unit in the building proposed for conversion.</p> <ul style="list-style-type: none"> • Section 8.4.4.3.: The City will monitor the cumulative impact of condominium conversion on the supply of rental housing.
5. Consider providing financial incentives to encourage affordable housing (i.e. waiving fees) and encouraging local municipalities to consider incentives as well.	<p>City of Ottawa (ON) Action Ottawa Initiative</p> <ul style="list-style-type: none"> • The City of Ottawa's Action Ottawa initiative for affordable housing waives development charges, planning fees, and parkland levies for affordable units.
6. Encourage local municipalities to support the development of green building guidelines for residential development.	<p>Town of Mono (ON) Green Building Checklist</p> <ul style="list-style-type: none"> • An evaluation checklist that contains a number of green building standards and criteria ranging from third party certification standards and programs to Energy Star requirements to energy efficiency programs

6.5.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Facilitate partnerships with private, public and non-profit sectors to provide affordable housing, possibly with the assistance of the WDGPH.

7.0 REVIEW OF THE TOWN OF ORANGEVILLE OFFICIAL PLAN AND RELATED POLICIES

Below we provide a summary of the strengths and areas of opportunity identified through a review of key planning documents for the Town of Orangeville. Documents have been summarized according to areas of public health interest, denoted by the 5 identified domains: **Neighbourhood Design, Transportation Networks, Natural Environments, Food Systems, and Healthy Housing**. Please refer to sections 1.5 & 1.6 in the Introduction of this report for more details regarding the impact these five planning policy domains have on public health. Suggestions are offered for Official Plan policy considerations and a list of other suggested strategies and actions to advance each of the five domains is also provided.

Documents reviewed include the Town's Official Plan (2013), Urban Forestry Policy (2012), Strategic Plan (2003), Cultural Plan (2014), County of Dufferin Active Transportation Plan (2010), and the County of Dufferin 10 Year Housing and Homelessness Plan (2013).

7.1 Healthy Neighbourhood Design

The following Healthy Neighbourhood Design planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xxiv} and used as the criteria for reviewing municipal planning documents:

1. Enhance neighbourhood walkability
2. Create mixed land use
3. Build complete and compact neighbourhoods
4. Enhance connectivity with efficient and safe networks
5. Prioritize new developments within or beside existing communities
6. Create infrastructure resilient to climate change (addition to original toolkit referenced above)

7.1.1 STRENGTHS

The Town's Official Plan has a number of policies aimed at encouraging a mix of land uses, employment and housing types. Some examples of policies include:

- Within the existing built community the Municipality shall encourage (D3.2.1):
 - Infilling of existing vacant properties;
 - Higher densities where appropriate, such as in proximity to or within the Downtown;
 - The maintenance and upgrading of existing buildings
- Encouraging a diverse mix of land uses, a range and mix of employment and housing types, high quality public open spaces and easy access to local stores and services throughout the community (D9.2.4)
- To provide for improved live-work relationships, diversity of housing types, a high quality living and working environment and reduced dependence on the automobile (E2.10.1)

Policies also encourage intensification and compact forms. The Official Plan emphasizes working towards the development of a 'complete community' and references the provincial definition. Policies also show a strong connection to the Provincial Policy Statement and Growth Plan. Policies stress that as density increases, housing will be designed to incorporate both architecture and the public realm that that

developers of such housing demonstrate regard for ecological performance and incorporate accessibility, attractive, people-oriented features in creative ways on sites and within buildings. The Plan highlights the importance of preserving employment lands and maintaining employment levels to support live-work communities.

Town policies also encourage neighbourhoods with access to community facilities and recreational activities as well as green spaces. Official Plan policies include:

- To provide for recreation needs by maximizing recreation opportunities on existing open space areas and facilities, while planning for an integrated parkland system to meet the future need of Orangeville's residents (B2.6)
- To improve existing recreation and social services and construct new facilities as required to meet the needs of area residents (D5.2.4)
- Council will provide public recreation areas and facilities that are adequate for the existing residents of the Town and that can be expanded to serve the new residents as the Town grows (includes targets) (E4.3.2)

The Town's Strategic Plan also outlines the importance of providing high quality recreational facilities to residents.

Policies encourage a strong relationship with the Credit Valley Conservation (CVC) authority. Planning for an integrated parkland system is underscored within the Official Plan. Policies encourage the design of a pedestrian/cyclist/community trail network and interconnected street pattern to lessen dependence on the automobile and promote improved health and community well-being. Public transit is also recognized and the Official Plan includes a goal that all residents have a desirable proximity to public transit routes with a target of 500 metres walking distance to travel to a bus stop.

The Town's Official Plan and Cultural Plan both highlight the goals of the Town to foster innovation in cultural policies, programs and services.

Policies also encourage the creation of barrier-free environments through the design of buildings and seeks to engage the public in improving the accessibility of municipal services, parks and facilities (D11.2.3).

7.1.2 AREAS OF OPPORTUNITY

Given the Official Plan's focus on encouraging urban intensification and more compact, mixed use development as well as the importance of complete communities, there may be opportunities for the WDGPH to work with the Town in identifying opportunities to achieve this vision. Opportunities may include community awareness and education, and assisting to identify community needs with regard to employment, recreation, housing, and transportation. There may be some opportunities to identify best practices in areas of mixed development, affordable housing, and active and public transportation for small-moderate sized communities in more rural areas.

There also seems to be an opportunity to link neighbourhood design with the culture and heritage of the area in ways which foster social interaction and community connection.

While the Official Plan includes policies to encourage the creation of a barrier-free environment, there are opportunities to expand on this by referring to the *Accessibility for Ontarians with Disabilities Act* and

looking for opportunities to identify potential design guidelines/requirements. Understanding barriers experienced by persons with disabilities within public spaces (indoor and outdoor) and working with the public and private sectors to address these needs would help improve the level of accessibility within the Town.

7.1.3 CONSIDERATIONS

The Town could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Consider the use of financial incentives to support existing policies (D3.2.1) aimed at increasing residential intensification and mixed land use within the Downtown and surrounding areas. Incentives could be provided to encourage infill development on vacant and deteriorating properties.</p>	<p>City of Barrie (ON) Financial Incentives</p> <ul style="list-style-type: none"> The following loan and grant packages are available for commercial and residential projects that increase the functionality of existing building, promote the development of vacant and underutilized sites, and improve or restore exterior building facades and signage: <ul style="list-style-type: none"> Tax Increment Grant Program Application Fees, Permit Fees, and Special Fees Grant for Program Adaptive Re-use and Upgrade to the Building Code Program Facade and Signage Loan Program Cash-in-lieu of Parkland Dedication Grant Facade Improvement Loan Renovation Loan <p>http://www.barrie.ca/Doing%20Business/PlanningandDevelopment/Pages/incentives.aspx</p>
<p>2. Encourage creating more specific adaptive reuse plans for designated areas while preserving and protecting the Natural Heritage and historic buildings in the Downtown.</p>	<p>City of Thunder Bay (ON) Official Plan</p> <ul style="list-style-type: none"> Section 4.10 Community Improvement Plans: Section 28 of the Planning Act sets out the authority for municipalities to designate community improvement project areas and adopt community improvement plans (CIPs). Section 28 affords a municipality with a series of powers to acquire, hold, clear, lease and sell land in designated areas and to provide grant or loan incentives for landowners and developers to undertake sustainable activities such as ... adaptive reuse of industrial, commercial and historic buildings to name a few. <p>City of Brampton (ON) Official Plan:</p>

	<ul style="list-style-type: none"> • Section 3.1 Cultural Heritage: Promote retention, integration and adaptive reuse of heritage resources through proactive designation of significant resources in accordance with the Ontario Heritage Act and the use of all available financial incentives. Integrate heritage conservation objectives including the natural heritage system into the planning process at the earliest possible stage. • Section 4.10.1.12: All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority: <ul style="list-style-type: none"> (i) On-site retention in the original use and integration with the surrounding or new development; (ii) On site retention in an adaptive re-use; (iii) Relocation to another site within the same development; and, (iv) Relocation to a sympathetic site within the City. • Section 4.10.1.16: Every endeavour shall be made to facilitate the maintenance and conservation of designated heritage properties including making available grants, loans and other incentives as provided for under the Ontario Heritage Act, the Heritage Property Tax Relief Program under the Municipal Act and municipal sources. • Section 4.10.1.17: The City shall modify its property standards and by-laws as appropriate to meet the needs of preserving heritage structures.
<p>3. In support of existing policies (D11) and to promote inclusiveness and support the development of an age-friendly community, consider introducing policies and guidelines / standards that encourage the development of accessible neighbourhoods and community spaces, as per the Accessibility Standards for the Built Environment and Policy Guidelines for the</p>	<p>York Region (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 3.3.5: To ensure that public buildings and facilities are designed to be accessible, and are located in proximity to pedestrian, cycling and transit systems. <p>City of Thunder Bay (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 4.6.4 Policy Consideration for Social Cohesion and Well-Being: Strengthen Sub-Section 22.5 Urban Design and Landscaping

<p>Design of Public Spaces that accompany the <i>Accessibility for Ontarians with Disabilities Act</i>⁸. Provide support for AODA Committee in this area.</p>	<p>Guidelines, regarding the review of development proposals, to ensure that accessibility needs have been addressed. This can also link with other municipal initiatives that would bring the City in conformity to the Accessibility for Ontarians with Disabilities Act. (AODA)</p>
<p>4. Add policies (within Section B2) that promote the creation of a well-connected network of streets, cycling paths and walkways within the downtown as well as new developments. For example:</p> <ul style="list-style-type: none"> • Require new street networks to have high connectivity for walking, cycling, and use of public transit • Ensure linkages between trails, sidewalks and bike lanes <p>[In support of current work being undertaken by the Orangeville Sustainability Action Team (OSAT)]. Also see Section 7.2: Active Transportation below</p>	<p>City of Peterborough (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 5.7 Pedestrian Network Policies: Part 1: A network of trails and sidewalks for pedestrians shall be provided as part of or separate from the streets to minimize conflict with motorized or non-motorized vehicles <p>Halton Region (ON) – Official Plan Healthy Community Guidelines</p> <ul style="list-style-type: none"> • Section 2.2: Provide connected street networks that are accessible to all modes of transportation to create a safe, convenient and accessible environment for walking. <p>Simcoe Muskoka (ON) - Healthy Community Design Official Plan Policy Statements</p> <ul style="list-style-type: none"> • Injury and Safety 1.3: Cycling and walking networks shall be developed that integrate safe on and off street routes to provide connectivity and access throughout the community and easy transitions between other modes of travel.
<p>5. Continue with development and implementation of a Recreation Master Plan to encourage safe, affordable, accessible and quality recreation programs, spaces and facilities (including natural areas and trails). This Plan can help implement OP policies (D5, E4) as well as Strategic Plan objectives aimed at providing an appropriate distribution of community facilities.</p> <p>Note: development of recreation master plan is underway</p>	<p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> • Section 6.4.3: Parks and Recreation Master Plan (1) Council shall prepare a Parks and Recreation Master Plan to implement the parkland and open space policies and provisions of this Plan. Other special studies, special purpose committees, and other programs may also be considered to address the parks and recreation needs of the municipality, including heritage resources and any trails strategy identified under Section 6.2(7).

⁸ More information and examples available at:
http://www.mcass.gov.on.ca/en/mcass/programs/accessibility/built_environment/

	<p>Simcoe Muskoka (ON) - Healthy Community Design Official Plan Policy Statements</p> <ul style="list-style-type: none"> Physical Activity & Sun Safety 2.2: The municipality shall develop (or revise) a Parks and Recreation Master Plan to ensure safe and accessible parks and recreation facilities, including natural areas and trails, are available to all residents regardless of age, physical ability and financial means.
<p>6. Consider undertaking the development of a climate change and/or energy plan to collect and report on data on the impact of climate change on local governments (i.e. hard infrastructure, urban intensification, transportation) and identify conservation and efficiency opportunities in land use planning.</p> <p>May be funding opportunity through the Ontario Municipal Energy Plan Program.</p>	<p>Town of Mono (ON) Strategic Plan</p> <ul style="list-style-type: none"> Environment Goals: <ul style="list-style-type: none"> 1. Enhance Official Plan policies to protect the environment and adapt to future climate trends and pressures for development. <p>1.1.3. Draw upon the resources of the Federal and Provincial governments to access data on impacts of climate change on local governments in southern Ontario, i.e. impacts on snow clearing, gravel road maintenance after severe rain storms, home heating, transportation and water supply.</p> <p>Burlington (ON) Community Energy Plan</p> <ul style="list-style-type: none"> In partnership with Burlington Hydro and local stakeholders the plan looks at areas where conservation and efficiency measures can be focused It is a 20 year plan with over 50 actions

7.1.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- In partnership with GoTransit, and other stakeholders, identify transportation needs throughout the community and work towards identifying solutions.
- Update design guidelines as appropriate.

Developing community design guidelines can help in implementing Official Plan policies and can help achieve healthy community objectives. Example:

<http://www.collingwood.ca/files/collingwood-urban-design-manual.pdf>

7.2 Healthy Transportation Networks

The following Healthy Transportation Networks planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health^{xxv}* and used as the criteria for reviewing municipal planning documents:

1. Enable mobility for all ages and abilities
2. Make active transportation convenient and safe
3. Prioritize safety
4. Encourage use of public transit
5. Enable attractive road, rail and waterway networks

7.2.1 STRENGTHS

The Town has a number of policies aimed at encouraging a reduction in dependence on automobiles/motor vehicles through the introduction and extension of bicycle lanes, multi-purpose trails and public transit opportunities. Transit supportive communities are encouraged within the Downtown and built up areas as well as in designated greenfield areas. Policies to encourage public-transit recognize the importance and need for energy efficient transportation systems. Supporting policies include:

- Council will strive to ensure that population and employment growth will be accommodated by (D9.2.4):
 - b) building compact, transit-supportive communities in designated greenfield areas
 - c) reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments
 - d) providing convenient access to public transit

Official Plan policies encourage the consideration of investing in measures to enhance the pedestrian environment (i.e. landscaping, lighting, street furniture and weather protection) (G8.2). Council is directed to consider ways to incorporate amenities and features for pedestrians and cyclists.

In addition the Plan encourages car-sharing and car-pooling businesses, organizations and programs as well as promoting active transportation for municipal staff:

- Council will encourage car-sharing and car-pooling businesses, organizations and programs (G2.1)
- Council will promote car-pooling and walk-to-work initiatives for municipal staff (G2.2)
- Council will encourage responsible fleet management for municipal vehicles (G2.4)

7.2.2 AREAS OF OPPORTUNITY

There is an opportunity to expand on policies related to encouraging walking and cycling as well as policies related to ensuring safety of pedestrians. It seems there are a number of policies aimed at encouraging more active transportation and there may be an opportunity for WDGPH along with other stakeholders to assist in further defining and implementing these policies. For example, evaluating needs and best practices related to landscaping, lighting, street furniture and weather protection in order to enhance the pedestrian environment (Official Plan policy G8.2) and bike lanes and trails (Official Plan policy G8.6). There may also be opportunities to identify strategies to make streets safer for pedestrians and cyclists.

Given the work done as part of the County of Dufferin Active Transportation Plan, there may be an opportunity to work with County of Dufferin and Town Staff to facilitate implementation of the Plan and be a partner in community outreach.

In addition, there may be opportunities to link Official Plan policies, County Active Transportation Plan policies, with the policies within the Town's Trails Master Plan.

7.2.3 CONSIDERATIONS

The Town could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Expand on current Pedestrian and Cyclist policies (G8), using the DCATT Master Plan as a guide:</p> <ul style="list-style-type: none"> • Include a suite of policies that encourages safety and accessibility of the Town’s active transportation network: <ul style="list-style-type: none"> ○ Energy-efficient lighting included wherever possible for new street design or during street upgrades ○ Mobility-friendly curb cuts ○ Wide sidewalks ○ Signed walking & pedestrian routes ○ Sidewalks maintained all year round ○ Universal design • Include suite of policies that ensures cycling is convenient and safe: <ul style="list-style-type: none"> ○ Road signed routes for cyclists ○ Bicycle parking at major destinations ○ Bike lanes on all main arterial roads or on all County roads • Include a section or sub-section that provides direction for the development of the Town’s trail network, including: <ul style="list-style-type: none"> ○ Trail signage ○ Rest areas ○ Trail maintenance <p>Work with Orangeville Sustainability Action Team (OSAT) Active Transportation Subcommittee on appropriate initiatives (i.e. signage for cycling)</p>	<p>Oxford County (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 7.6.5 Pedestrians: City Council shall make the pedestrian environment safer and more convenient to use in both new and existing development by: <ul style="list-style-type: none"> ○ Ensuring that the existing pedestrian network is maintained, and replaced, where appropriate. ○ Ensuring adequate lighting to Illuminating Engineering Society (I.E.S.) standards is provided for pedestrian networks including sidewalks, pathways and footbridges and in open space areas, where necessary. ○ Ensuring that sidewalks are sufficiently setback from adjacent roadways and adequately drained. ○ Ensuring that new or replacement pedestrian facilities provide barrier-free access from the road network for the disabled and elderly and persons pushing a stroller or cart and provides for the safe crossing of roads. <p>City of Thunder Bay (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 4.5.3: <ul style="list-style-type: none"> ○ Sub-Section 10.12 supports the Design of Roads by way of sidewalks, median strips, or paved boulevards. ○ Sub-Section 10.13 supports the use of “Traffic Calming” techniques to slow down traffic and improve safety of the City’s streets for pedestrians, cyclists and transit users. ○ Sub-Section 10.51 Sidewalk Construction prioritizes the development of sidewalks adjacent to schools, parks, community centres, public

	<p>institutions, commercial areas, downtown areas and public transit stops.</p> <ul style="list-style-type: none"> ○ Chapter 19 focuses on Commercial Areas. Sub-Section 19.14 Pedestrians states that Council shall reinforce a pedestrian orientation in the cores through the provision of off-street parking facilities, adequate sidewalks, and strategically located transit stops and pedestrian crossings. Selective through-traffic restrictions, plus aesthetic street and sidewalk improvements shall also be considered • Section 4.5.5: e) Consider the development and implementation of a signage strategy to identify bicycle routes identified as ‘Safe Routes to School’. <p>Simcoe Muskoka (ON) - Healthy Community Design Official Plan Policy Statements</p> <ul style="list-style-type: none"> • Physical Activity and Sun Safety 1.1: Land use and development shall be planned using a complete streets approach considering the needs of all users - pedestrians, bicyclists, motorists, and transit riders of all ages and abilities, and shall give priority to street connectivity and active transportation infrastructure
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7.2.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Support the implementation of the Town’s 2008 Trail Master Plan as a way to support active transportation and enhance connectivity and connect to Parks Master Plan
- Conduct community-wide walkability and bikeability audits with residents to improve active transportation across the Town.
- Work with community partners to evaluate accessibility issues facing residents in order to create barrier-free public spaces and ensure appropriate access to them.
- Support the implementation of the County of Dufferin Active Transportation Plan. For example:
 - a. Develop a bicycle education program and partner with local community agencies to educate residents
 - b. Develop a network signing strategy
 - c. Produce a user-friendly active transportation trails map

- d. Collaborate on planning trail networks and providing connections to other municipalities, counties
- e. Endorse walking and cycling as part of a healthy lifestyle in promotional material and market active transportation trails to both residents and visitors
- f. Provide information on proper trail use and etiquette
- g. Pursue funding opportunities for active transportation and recreation
- h. Consider a walking and cycling review

7.3 Healthy Natural Environments

The following Healthy Natural Environments planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xxxvi} and used as the criteria for reviewing municipal planning documents:

1. Preserve and connect open space and environmentally sensitive areas
2. Maximize opportunities to access and engage with the natural environment
3. Reduce urban air pollution
4. Mitigate urban heat island effect
5. Expand natural elements across the landscape

7.3.1 STRENGTHS

In general, the Town's policies direct development away from ecologically significant or sensitive lands. Policies strive to conserve, protect and enhance the natural environment by promoting best practices in sustainable development, including the use of green development standards, energy efficient systems and living within the carrying capacity of the Town's supporting ecosystems (OP policy F2). The Plan also references the potential to enact a tree by-law (E5.3.31).

The Town has developed an anti-idling by-law and education strategy to discourage unnecessary idling.

Official Plan policies offer protection of waterways and highlight that existing watercourses will be maintained in a natural condition. Policies also stress using an ecosystem-based approach to maintain and enhance the environmental health of the Credit River subwatersheds. A number of policies are also aimed at increasing public awareness to protect and enhance the quality of water to promote water stewardship:

- To increase public awareness to protect and enhance the quality of water, to promote water conservation and to preserve aquatic habitats (B2.7)
- To increase public awareness to protect and enhance the quality of water, to promote water conservation and to preserve aquatic habitats (E5.1)
- Council will initiate or support stewardship programs and other partnerships which implement the objectives of subwatershed management. Council will also initiate or participate in programs to increase public awareness of the importance and values of a sustainable environment (E5.3.4)

The Town also has an Urban Forestry Policy which supports the allocation of annual funds for the care and planting of trees. The Policy also emphasizes working with the CVC to preserve, enhance and restore

natural open space areas with the goal of providing natural animal habitat, especially along urban streams and creeks. Select policies include:

- As per Section E5.3.29 of the Official Plan, Council will continue to allocate funds annually for the care and planting of trees. As the need arises, Council will update this policy based on the findings of any updated Urban Forest Analysis Reports
- Generally, it is Council's intention to plant a minimum of one boulevard tree in front of every residential lot, where possible and appropriate
- Council endeavours to work with CVC to preserve, enhance and restore natural open space areas with the goal of providing natural animal habitat, especially along urban streams and creeks
- To ensure new development and redevelopments enhance and maintain the Town's urban forest, clauses will be included in site plan and subdivision agreements regarding the proper planting of appropriate species and maintenance of trees, as appropriate

Ensuring the Town will have an adequate supply of water to accommodate future land use changes and growth in population is a priority of the Town's Strategic Plan.

7.3.2 AREAS OF OPPORTUNITY

There are a number of Official Plan policies to protect the natural environments across the Town. The Town also has a 2008 Trails Master Plan, there may be opportunities to implement such policies and assist in creating greater community awareness of the local trail system.

There may be further opportunities to identify ways to reduce air pollution. There may be opportunities to research initiatives in other jurisdictions of a similar size and geography. The OP highlights researching best practices in sustainable development such as the use of green development standards, energy efficient systems and living within the Town's carrying capacity.

7.3.3 CONSIDERATIONS

The Town could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Review previous proposal to introduce a tree protection bylaw and reconsider developing tree protection policies to maximize the environmental and community health benefits of having healthy trees, with particular attention to protecting the community's stock of existing trees, supporting the growth of new trees and expanding the tree canopy in the community.	<p>City of Brampton Tree Preservation By-Law</p> <ul style="list-style-type: none"> • The City's Tree Preservation By-law is intended to encourage good forestry practices to protect and promote the value of trees in our community. The by-law provides clear guidelines on the circumstances under which trees on private property may or may not be removed, and when permits are required. The Tree Preservation By-law's focus is on individual trees. It works in tandem with the Woodlot Conservation By-law which protects woodlots/woodlands in the City. <p>Town of Blue Mountains Official Plan</p>

	<ul style="list-style-type: none"> • D8.2 Tree Canopy: Supporting the protection and enhancement of tree canopies can contribute to improvements to air and water quality, reductions in greenhouse gases, the support of biodiversity, and enhancement of natural features and systems. It is a policy of the Town to: <ul style="list-style-type: none"> ○ encourage the planting of native or non-native non-invasive tree species and vegetation that are resilient to climate change and provide high levels of carbon sequestration, particularly through new development and on municipally-owned land; ○ implement measures to protect, enhance, and expand the tree canopy ○ consider the establishment of a forest resource stewardship strategy and plan; • Require reimbursement, in the form of new trees or financial compensation, for all healthy trees proposed to be removed in development applications, based on the findings of a Tree Inventory and Preservation Plan; and, encourage tree planting by local residents and organizations, and educate residents about the benefits of planting trees on their property and the environmental impact of removing trees.
<p>2. In support of the Town’s goal to work towards the completion of an integrated, off-street trail system, the Town could consider adding a policy explicitly permitting recreational trails in all land use designations (subject to certain requirements – for example, ecologically sensitive areas should remain protected).</p>	<p>Town of Aurora (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 3.2.1 Permitted Uses General to all Residential Designations: e) Neighbourhood Park facilities, including linear trails in accordance with the provisions of Section 5 herein <p>Town of Collingwood (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 5.3.10 Trail Systems: While Collingwood already has a well-established system of trails, as shown on Schedule D1 - Collingwood Trail System, Council will have regard for the long-range trail opportunities, particularly regional opportunities, explored through the

	<p>Simcoe-Grey Trails Strategy. To facilitate implementation of the Strategy, lands already owned by the municipality and those obtained by donation, dedication and direct purchase shall be developed as they become available at the direction of the recreation department. In addition the municipality may obtain easements and/or enter into agreements with private landowners for the use of lands for temporary or permanent trail purposes.</p>
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7.3.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Partner with environmental agencies, such as CVC and other local groups/organizations (such as schools, community centres) to promote initiatives outlined within the Urban Forestry Policy aimed at enhancing and restoring natural areas and features.
- Support research initiatives (i.e. best practices and case study analysis) in sustainable development such as use of green development standards and energy efficient systems.⁹

7.4 Healthy Food Systems

The following Healthy Food Systems planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xxxvii} and used as the criteria for reviewing municipal planning documents:

1. Enhance agricultural capacity
2. Increase access to healthy foods in all neighbourhoods
3. Improve community-scale food infrastructure

7.4.1 STRENGTHS

The Town's Official Plan strongly emphasizes environmental sustainability and the promotion of the Town to be a complete community. The Cultural Plan also solidifies the Town's focus on preserving and promoting local culture and heritage including celebrating the Town's popular year-round farmer's market.

7.4.2 AREAS OF OPPORTUNITY

While there is a Farmer's Market for local food growers, which promotes healthy local foods, there are limited Official Plan policies with respect to supporting access to healthy food. As such, there may be

⁹ Resource: Environmental Planning and Innovation: Best Practices for Rural Communities:
<http://www.waynecaldwell.ca/Projects/environmentalplanning/SRC%20Final%20Report-Environmental%20Planning%20&%20Innovation.pdf>

opportunities to address this within future Official Plan reviews as well as future revisions to the Town's Cultural Plan, as applicable.

It is important to build on opportunities for bringing together 'food' partners such as the recent (February 2015) Food Entrepreneurs seminar which focused on helping local food and beverage entrepreneurs build successful food businesses.

Partnering with stakeholders to promote local food and farmers may also be a good opportunity for pursuing initiatives such as 'buying local' for both residents and local business (i.e. restaurants, food retailers, schools).

7.4.3 CONSIDERATIONS

The Town could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Consider adding 'foster sustainable local food system' as a goal in the Official Plan (Section B2)</p>	<p>City of Thunder Bay (ON) Official Plan</p> <ul style="list-style-type: none"> Section 4.7.2 Policy Guidelines for Healthy Eating: <ul style="list-style-type: none"> Protection of spaces for community gardens Provide greater allowance for local food production, processing, and sale Encourage the development of healthy community food sources Protect agricultural land for food growing and production. Safeguard against potential "food deserts" <p>Waterloo Region (ON) Food Charter</p> <ul style="list-style-type: none"> Vision: A healthy, just, and sustainable food system is one in which all residents have access to, and can afford to buy, safe, nutritious, and culturally acceptable food that has been produced in an environmentally sustainable way, and that supports our rural communities. Such a food system promotes social justice, population health, and profitable farms, reflects and sustains local culture, and supports ecological viability.

<p>2. Add farmers markets as a permitted use within commercial (E2), institutional (E6) and open space recreation (E4) areas¹⁰</p>	<p>City of Cambridge (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 3.0: The City will recognize and encourage the use of the Community Core Areas as: h) locations where residents can access local food through farmers' markets. • Section 7.10: The City supports a strong local food system through its Farmers' Market, temporary farmers' markets, and community gardens. The City recognizes that community gardens contribute to the overall parks and open space system and access to locally grown food.
<p>3. Considering upcoming Provincial direction for agricultural diversification¹¹, add additional policies, where appropriate, that promote accessory farm businesses such as pick-your-own farms, produce stands and roadside markets (work with Orangeville Sustainability Action Team on healthy food system initiatives (i.e. urban harvest program)</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> • <i>5.1.1.8 On-Farm Diversified Uses</i> In order to help ensure compatibility and no Adverse Effects, On-farm Diversified Uses shall: <ul style="list-style-type: none"> ○ Ensure that the proposed use can be serviced with an appropriate water supply and means of sewage disposal; ○ Ensure that the proposed use will not have an Adverse Effect on neighbouring wells; ○ Ensure that the proposed use has adequate on-site parking facilities, in addition to the parking required for the principal use on the property, and such parking is provided in locations compatible with surrounding land uses; ○ Ensure that the proposed use provides adequate setbacks and landscaping.

7.4.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Promote and encourage hobby farms, home gardening, rooftop gardens, and community gardens throughout the Town to promote local food production
- Partner with other community food organizations (i.e. community kitchens and school gardens) to support the development of a healthy food system

¹⁰ See also: Jurisdictional Analysis and Best Practices for Land Use Planning Affecting Direct Marketing and Agri-Tourism Operations in Ontario: <http://www.scribd.com/doc/48635256/OFFMA-By-law-report-2006>

¹¹ The Ontario Ministry of Agriculture, Food and Rural Affairs released Draft Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas. OMAFRA is currently seeking feedback on the guidelines. Guidelines include criteria for on-farm diversified uses.

- Promote ‘buy local’ initiatives and healthy food education within private (local businesses and restaurants) and public sectors (schools and community centres)
- Consider, in partnership with local stakeholders:
 - Conducting an assessment of neighbourhood accessibility to healthy food retailers; and,
 - Developing a Food Charter (Example of Food Charter: https://www.city.kawarthalakes.on.ca/city-hall/reports/Kawartha_Lakes_Food_Charter.pdf)

7.5 Healthy Housing

The following Healthy Housing planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{lxviii} and used as the criteria for reviewing municipal planning documents:

1. Increase access to affordable housing through provision of diverse housing forms and tenure types
2. Ensure adequate housing quality for all segments of society
3. Prioritize housing for the homeless, elderly, low income groups and people with disabilities
4. Site and zone housing developments to minimize exposure to environmental hazards

7.5.1 STRENGTHS

The Town’s Official Plan has a number of policies supporting the provision of a range of housing types including ownership and rental opportunities as well as affordable housing options. In addition, the Official Plan supports maintaining the existing supply of affordable housing, through implementing demolition and conversion policies (E1.10.5). The Town will use density and land use strategically to support and facilitate greater housing affordability and diversity through:

- an increased supply of housing units to help moderate housing prices;
- support for purpose-built rental housing construction;
- the facilitation of housing choices outside of the regular market system (e.g. cooperative housing); and,
- the reduction of living costs related to energy and transportation through efficiencies.

Policies also support increasing the supply of rental housing by permitting secondary suites as-of-right in all single and semi-detached homes (E1.5.2). The OP also states that Council may establish incentives policies (such as a reduction in development fees) to support affordable housing. Affordable housing is encouraged in areas near transit, shopping, parks and other community facilities.

The Official Plan further recognizes the importance of cooperating with the private sector, public agencies and non-profit housing providers in the provision of affordable housing. The Plan also outlines that Council will establish and implement affordable housing targets in accordance with the requirements set out in the Provincial Policy Statement.

Considering the energy efficiency of development proposals the Municipality encourages:

- Energy efficient building design and construction technologies that minimizes space heating and cooling energy consumption, including innovative design that optimizes the potential for

alternative energy technologies, energy production and conservation and offers a Green Building Incentives Program (D3.2.1)

Additional policies within the County's 10 Year Housing and Homelessness plan aimed at meeting the housing needs of vulnerable populations include:

- Offer safe and secure housing for victims of abuse (3.2)
- Collaborate on housing and support services to help those most at risk (2.6)
- Provision of the Homelessness Prevention Program (HPP) to help people maintain or obtain housing (3.3)

The Town's Strategic Plan also emphasizes the importance of housing by stating that all residents should have access and opportunity to a range of housing options.

7.5.2 AREAS OF OPPORTUNITY

Importantly, the Town's Official Plan outlines a number of policies aimed at providing an adequate supply of good quality housing with a range of sizes, types, densities, tenure, and price level. There are, however, opportunities for further implementation such as regulations to prevent the conversion/demolition of rental housing, encouraging secondary suites as a form of affordable rental housing, establishing a formal incentive policy and/or program, and looking more closely at targets for affordable housing. In addition, there may be a need to include not only policies to support affordable housing but also forms of housing for more vulnerable population groups such as youth, seniors, and low-income individuals and families.

The Town recognizes the need to partner with the local private, public and non-profit sectors to provide affordable housing. The Town also highlights that there may be a need to further evaluate the needs of residents with respect to affordable housing.

There may also be an opportunity to strengthen policies that specifically relate to green building features for residential developments; particularly affordable housing projects.

As identified in other communities within the County of Dufferin, the Town may want to reference the County's 10 Year Housing and Homelessness Plan and the County's Ontario Renovates program within its strategic policies. Likewise, there may be opportunities to coordinate community education and awareness initiatives with the County of Dufferin Homelessness Task Force.

7.5.3 CONSIDERATIONS

The Town could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. In support of Land Use Policies (E1), add 'Housing' within General Policies Section D, using the County's 10 Year Housing and Homelessness Plan as a guide, in order to support an adequate supply of housing for vulnerable populations (i.e. seniors, persons	Dufferin County (ON) 10 Year Housing and Homelessness Plan <ul style="list-style-type: none"> • Goals: <ul style="list-style-type: none"> ○ Assist Low to Moderate Income Households ○ Increase supply of affordable housing in Dufferin

with disabilities and low income individuals and families).	<ul style="list-style-type: none"> ○ Create more affordable housing for seniors ○ Offer safe and secure housing for victims of abuse ○ Collaborate on housing and support services to help those most at risk
2. Consider providing financial incentives to encourage affordable housing (i.e. waiving fees) on a case by case basis	City of Ottawa (ON) Action Ottawa Initiative <ul style="list-style-type: none"> • The City of Ottawa's Action Ottawa initiative for affordable housing waives development charges, planning fees, and parkland levies for affordable units.
3. Update the Town's 2010 Housing Study to determine the extent of housing needs within the Town and measure most suitable policies to be adopted in order to increase the supply of affordable housing (OP Policy E1.10.2). The assessment should include evaluating the housing needs of more vulnerable population groups such as youth, seniors, and low-income individuals and families.	City of Peterborough (ON) Official Plan <ul style="list-style-type: none"> • Section 4.2.3.11: The City will develop a Housing Strategy, in consultation with the County and Townships that will include a strategy for affordable housing, which will be updated from time to time, to establish a plan to meet the current and future housing needs of all residents. Efforts will be made to achieve the targets for the provision of affordable housing identified in the Housing Strategy, in particular, types of housing that are necessary to meet the City and County's needs for affordable housing for low and moderate income households, seniors, families and singles, and those requiring support services. <p>Chatham-Kent Housing Study¹²</p> <p>City of Orillia Affordable Housing Action Plan¹³</p>
4. Promote medium density, multi-residential housing within Neighbourhood Mixed Use and Intensification areas.	City of London (ON) Official Plan <ul style="list-style-type: none"> • Section 3.1.3: i) Support the development of multi-family, medium density residential uses at locations which enhance the character and amenity of a residential area, and where there is safe and convenient access to public transit, shopping, public open space, recreation facilities and other urban amenities. ii) Encourage the development of well-designed and visually attractive forms of multi-family, medium density housing.

¹² http://www.chatham-kent.ca/SiteCollectionDocuments/housing_services/C-K_Housing_Study_July_30_2012.pdf

¹³ <http://www.orillia.ca/en/insidecityhall/resources/orilliahousingactionplanreportfinalapril202010.pdf>

	iii) Promote the retention of desirable natural features through the appropriate location of buildings and parking areas.
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8.0 REVIEW OF THE TOWN OF SHELBURNE OFFICIAL PLAN AND RELATED POLICIES

Below we provide a summary of the strengths and areas of opportunity identified through a review of key planning documents for the Town of Shelburne. Documents have been summarized according to areas of public health interest, denoted by the 5 identified domains: **Neighbourhood Design, Transportation Networks, Natural Environments, Food System, and Healthy Housing**. Please refer to sections 1.5 & 1.6 in the Introduction of this report for more details regarding the impact these five planning policy domains have on public health. Suggestions are offered for Official Plan policy considerations and a list of other suggested strategies and actions to advance each of the five domains is also provided.

Documents reviewed include the Town's Official Plan (2006), Draft OPA 34 (May 2015), the Town's Active Transportation Plan Study (2009), County of Dufferin Active Transportation Plan (2010), Town of Shelburne Recreation Master Plan (2009) and the County of Dufferin 10 Year Housing and Homelessness Plan (2013).

8.1 Healthy Neighbourhood Design

The following Healthy Neighbourhood Design planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xxxix} and used as the criteria for reviewing municipal planning documents:

1. Enhance neighbourhood walkability
2. Create mixed land use
3. Build complete and compact neighbourhoods
4. Enhance connectivity with efficient and safe networks
5. Prioritize new developments within or beside existing communities
6. Create infrastructure resilient to climate change (addition to original toolkit referenced above)

8.1.1 STRENGTHS

The Town's Official Plan includes a number of policies aimed at encouraging greater mixed land use, higher residential density and more complete neighbourhoods in particular within the Central Business Area and surrounding areas. Some examples of policies include:

- To promote the use of buildings with both residential and commercial uses where commercial uses are at grade level (4.C.2.iii)
- Council should support the use of conversions of older, large, single family dwellings to duplexes, the redevelopment of underutilized buildings and the location of low density multiple developments adjacent to the core area (7.20iii)
- To limit future development to infilling and rounding out of the designated residential areas to create compact urban form (4.A.2vi)

In addition, there is an intensification target for the Central Business District aimed at retaining the area as the main focal point of the community and the main service hub for Town residents. Policies are also aimed at limiting future development to infilling and rounding out the designated residential areas to create compact neighbourhoods.

Recent additions through Draft OPA 34 place a strong emphasis on the Town's commitment to supporting Shelburne as a complete community including adding the following statement as a guiding principle of the plan:

- Decision-making that fully considers social, economic and environmental dimensions and supports healthy and *sustainable* community design and *development* (2c)h(vi))

And the following objective:

- To plan for a *complete community* that meets the needs of residents throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, a range of housing types, retail and commercial services and community *infrastructure* including health services, schools, recreation facilities, and public parks and open space (3s)

Official Plan Policy 3h states that the Town will ensure all planning is carried out with regard for accessibility for persons with disabilities.

The Town's Official Plan also has policies which encourage an adequate supply of recreational facilities for residents. Developers are encouraged to provide convenient pedestrian and bicycle routes to enable ease of access to community facilities. Draft OPA 34 expands on these policies and puts greater emphasis on the importance of public and private open space and recreation facilities on the health of residents and the social, economic and physical environment. New (draft) Recreation objectives include:

- To provide a connected system of open space areas that provides pedestrian and cycling linkages among residential neighbourhoods, recreation centres, community facilities, commercial areas and employment districts to support active transportation throughout the Town, and that which can adapt to changing public needs and preferences. (4.F.2.ii)
- To provide parks and recreation facilities in an efficient and *sustainable* manner that optimizes their use and minimizes environmental impacts. (4.F.2vi)

OPA 34 also includes a number of policies which reference the Town's Parks Master Plan (2009)

The Parks Master Plan includes a vision for "a diverse mix of unique parks, open spaces and trails to be available, used and valued by the Shelburne community and contribute to resident quality of life and wellness, the preservation of significant environmental resources and to a vibrant and health community for both current and future generations."

8.1.2 Areas of Opportunity

OPA 34 includes a number of policies aimed at promoting Shelburne as a complete community. There may be an opportunity to further support these objectives by considering policies that help facilitate more compact development (such as redevelopment, conversion and re-use of existing sites).

Promoting the principles within the Town of Shelburne Active Transportation Plan Study (2009) and the County of Dufferin Active Transportation Plan (2010) would help enhance neighbourhood connectivity. There may be opportunities for WDGPH to work with the Town in continuing to move forward with the Active Transportation Plan implementation.

There may also be opportunities to work with the Town of Shelburne to encourage community design which fosters social interaction and connection. The Town's Official Plan and other policy documents could expand on policies for ensuring accessibility of community and public spaces and should build on the provincial AODA guidelines. As identified within the Town's Accessibility Plan, there may be opportunities to work with and assist downtown business owners to ensure buildings are accessible to persons with disabilities.

As current Town policies do not provide direction on creating infrastructure that is resilient to climate change, there may be an opportunity for WDGPH to work with Town Staff and other stakeholders to promote current research on healthy community design.

The Town's Official Plan does identify community improvement goals and policies which were implemented within the Town's 2006 Community Improvement Plan. There is an opportunity with OPA 34 to update and revise this Plan to better reflect current vision of the OPA 34 and continue to incentivize development in the Central Business District.

8.1.3 CONSIDERATIONS

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Consider adding policies to support complete community principles and more compact form in Central Business District and Mixed Use area, such as:</p> <ul style="list-style-type: none"> • Redevelopment of sites, including the re-use, as appropriate, of brownfield and greyfields sites; • Permitting and encouraging more infill in existing development areas; • Development of vacant and/or underutilized lots within previously developed areas; and/or, • Expansion or conversion of existing buildings 	<p>Halton Region (ON) Official Plan - Healthy Communities Guidelines</p> <ul style="list-style-type: none"> • Section 2.1: Build compact mixed use developments that create walkable and connected communities. This will provide the community with a wide range of densities and housing opportunities. <p>City of Peterborough (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 2.4.2.b: Encourage intensification of people and jobs within intensification areas Section 2.4.4.3: For and Intensification Areas, illustrated on Schedule A-1, Secondary plans will be developed that will address: <ul style="list-style-type: none"> ○ a) an appropriate range and mixture of land uses; ○ b) accessible and affordable housing and mixed-use developments; • Section 4.2.3.5: The City will strive to ensure that at least 10% of new residential units resulting from new residential development and residential intensification through conversion of non-residential structures, infill and redevelopment, to be affordable housing.

<p>2. In support of Official Plan Objective 3h) and to promote inclusiveness and support the development of an age-friendly community, the Town could consider introducing policies and guidelines / standards that encourage the development of accessible neighbourhoods and community spaces, as per the Accessibility Standards for the Built Environment and Policy Guidelines for the Design of Public Spaces that accompany the <i>Accessibility for Ontarians with Disabilities Act</i>¹⁴</p>	<p>City of Thunder Bay (ON) Official Plan</p> <ul style="list-style-type: none"> Section 4.6.4 Policy Consideration for Social Cohesion and Well-Being: Strengthen Sub-Section 22.5 Urban Design and Landscaping Guidelines, regarding the review of development proposals, to ensure that accessibility needs have been addressed. This can also link with other municipal initiatives that would bring the City in conformity to the Accessibility for Ontarians with Disabilities Act. (AODA)
<p>3. Consider developing guidelines for the development of Green Buildings to support OPA 34 policy 7.14.4</p>	<p>Town of Mono (ON) Green Building Checklist</p> <ul style="list-style-type: none"> An evaluation checklist that contains a number of green building standards and criteria ranging from third party certification standards and programs to Energy Star requirements to energy efficiency programs. <p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> Section 3.1.3.7: Sustainable Development Patterns and Community Design 1: The Town shall ensure that appropriate design guidelines are developed and implemented to assist in achieving sustainable development patterns and high quality design. Such guidelines may include, but are not necessarily limited to, the following considerations: <ul style="list-style-type: none"> Preservation of existing trees and other significant vegetation; Planting of native species on lands adjacent to the Town's natural heritage and ecosystem components and other appropriate natural system enhancements; Energy and water efficiency and conservation techniques; Integration of renewable energy and locally produced or district energy, where appropriate; Innovative design techniques promoted through various programs, such as Leadership in Energy and Environmental

¹⁴ More information and examples available at: http://www.mcass.gov.on.ca/en/mcass/programs/accessibility/built_environment/

	<p>Design (LEED), Low Impact Development (LID) and Energy Star; and,</p> <ul style="list-style-type: none"> ○ Alternatives to hard surfacing, where technically feasible and appropriate.
<p>4. Consider updating the Town's Community Improvement Plan to better reflect current vision of the OPA 34 and continue to incentivize development in the Central Business District</p>	<p>Chatham-Kent Community Improvement Plan</p> <ul style="list-style-type: none"> • Chatham-Kent has three Community Improvement programs to help address various challenges: <ul style="list-style-type: none"> ○ <u>Brownfield and Bluefield Community Improvement Plan¹⁵</u> ○ <u>Downtown and Main Street Areas Community Improvement Plan¹⁶</u> ○ <u>Commercial Community Improvement Plan¹⁷</u> • The Downtown and Main Street Areas CIP includes Urban Design Guidelines for property owners and the Municipality on the desired design concepts within each of the 13 neighbourhoods. • CIPs include various financial incentives such as tax grant programs, feasibility study grants, and tax assistance
<p>5. Consider the use of planning tools, such as financial incentives to support existing policies aimed at increasing residential intensification and mixed land use within the Central Business Areas and surrounding areas. Incentives could be provided to encourage infill development on vacant and deteriorating properties. <i>(Could be part of updated Community Improvement Plan – see consideration #4)</i></p>	<p>City of Barrie (ON) Financial Incentives</p> <ul style="list-style-type: none"> • The following loan and grant packages are available for commercial and residential projects that increase the functionality of existing building, promote the development of vacant and underutilized sites, and improve or restore exterior building facades and signage: <ul style="list-style-type: none"> ○ Tax Increment Grant Program ○ Application Fees, Permit Fees, and Special Fees Grant for Program ○ Adaptive Re-use and Upgrade to the Building Code Program ○ Facade and Signage Loan Program ○ Cash-in-lieu of Parkland Dedication Grant ○ Facade Improvement Loan ○ Renovation Loan <p>http://www.barrie.ca/Doing%20Business/PlanningandDevelopment/Pages/incentives.aspx</p>

¹⁵ <http://www.chatham-kent.ca/EconomicDevelopment/FinancialIncentives/Pages/brownfieldbluefield.aspx>

¹⁶ <http://www.chatham-kent.ca/EconomicDevelopment/FinancialIncentives/Pages/downtownandmainstreets.a>

¹⁷ <http://www.chatham-kent.ca/EconomicDevelopment/FinancialIncentives/Pages/CommercialCommunityImpro>

8.1.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Explore opportunities to partner with WDGPH in the continued implementation of the Town's Park Master Plan and the Active Transportation Plan

8.2 Healthy Transportation Networks

The following Healthy Transportation Networks planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xxxx} and used as the criteria for reviewing municipal planning documents:

1. Enable mobility for all ages and abilities
2. Make active transportation convenient and safe
3. Prioritize safety
4. Encourage use of public transit
5. Enable attractive road, rail and waterway networks

8.2.1 STRENGTHS

The Town's Official Plan promotes the implementation of a system of trails and walkways (3i) and states that Council should consider the use of bicycle and pedestrian paths as a means of encouraging energy conservation (7.20v).

Recent changes through draft OPA 34 Section 5.1 further outline the Town's intention to encourage walking and cycling in the community as an alternative means of transportation and promote related benefits. OPA 34 further references the Town's Active Transportation Plan and its intent to continue to provide and further develop a safe network of pedestrian and cycling facilities that supports active transportation and physical activity that reduced the reliance on private automobiles to travel between areas of housing, employment, commercial services, retail, parks and recreation and community facilities. OPA 34 states that it is the Town's intent to ensure that new development and redevelopment supports active transportation and promotes a walkable, accessible and pedestrian-oriented community.

The County of Dufferin also has an Active Transportation Plan with many recommendations on achieving a network of trails and walkways across the County and surrounding areas.

Policies within draft OPA 34 pertaining specifically to pedestrian and bicycle routes include:

- Council will consider investing in enhanced streetscaping measures such as landscaping, lighting, street furniture and weather protection, particularly within the Central Business District (5.1xii)e))

Recent changes also propose developing and enacting an anti-idling by-law including the adoption of an education and awareness strategy.

The Town of Shelburne has been active in the development of community trails system and has developed a park inventory including identifying six linkages providing trail connections from individual parks and open spaces. The Town's 2008 Active Transportation Plan identifies roadway, natural and future trail links that provide a loop around the core of the developed portion of the land.

Some challenges exist with respect to developing on-road cycling and several major roads are owned by the Province or the County.

8.2.2 AREAS OF OPPORTUNITY

The Town's Official Plan and other policies documents should emphasize and build on the recommendations within the Town of Shelburne Active Transportation Study and the County of Dufferin Active Transportation Plan. There are opportunities for the WDGPH to engage with both the Town and the County to work on implementing these recommendations in particular with respect to community outreach and education.

8.2.3 CONSIDERATIONS

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Consider requiring subdivision applications to demonstrate how new developments make connections to trails and sidewalks.	Town of Stratford Official Plan 5.2 Demand Management 5.2.1. Active Transportation Require the inclusion of walking and cycling facilities in all future private development projects and insure that connectivity of these facilities is given priority 5.2.4. Automobiles Require developers of new subdivisions to provide active transportation linkages as part of the development process, and allow emergency access where deemed necessary
2. Explicitly permit recreational trails in all land-use designations (subject to certain requirements).	Town of Collingwood Official Plan 3.2.3 It is the intent of this Official Plan that utility, communication and publicly-owned transportation, park and playground facilities, including pedestrian trails, and other uses deemed to serve a similar public function be permitted in all land use designations.

8.2.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Consider working with transit providers, where appropriate, to seek opportunities for inter-municipal/regional transit options for residents, relevant to the needs and capacity of Shelburne
- Consider working with community partners to identify accessibility issues across the Town and explore potential solutions (see also Neighbourhood Design)
- Support/develop public awareness initiatives that encourage active transportation for utilitarian and leisure uses

- Conduct community-wide walkability and bikability audits with residents to improve active transportation across the Town.
- Continue to work with County to promote on-road cycling (i.e. such as paved shoulders on all roads)
- Advocate for trails and active transportation during the municipal budgeting process to ensure the implementation of Town's Active Transportation Plan.
- Support the implementation of the County of Dufferin Active Transportation Plan. For example:
 - i. Develop a bicycle education program and partner with local community agencies to educate residents
 - j. Develop a network signing strategy
 - k. Produce a user-friendly active transportation trails map
 - l. Collaborate on planning trail networks and providing connections to other municipalities, counties
 - m. Endorse walking and cycling as part of a healthy lifestyle in promotional material and market active transportation trails to both residents and visitors
 - n. Provide information on proper trail use and etiquette
 - o. Pursue funding opportunities for active transportation and recreation
 - p. Consider a walking and cycling review

8.3 Healthy Natural Environments

The following Healthy Natural Environments planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xxxxi} and used as the criteria for reviewing municipal planning documents:

1. Preserve and connect open space and environmentally sensitive areas
2. Maximize opportunities to access and engage with the natural environment
3. Reduce urban air pollution
4. Mitigate urban heat island effect
5. Expand natural elements across the landscape

8.3.1 STRENGTHS

Official Plan policies and recent draft amendments include the protection and preservation of all natural features and the preservation and enhancement of the inherent scenic quality of the environment. Specific policies include:

- Objectives for Natural Environment Areas include protection and preservation of all natural features over the long term, enhance the health of the Boyne River, preserve the quantity and quality of surface and groundwater resources, preserve scenic quality of the environment, prevent the development of lands that are ecologically significant or sensitive lands, preserve open space systems to provide a connected corridor within municipality, encourage the conveyance of natural land into public ownership, and promote public awareness and understanding of the Town's natural heritage features, environmental issues and natural

hazards, and the preservation and enhancement of the inherent scenic quality of the environment (4.G.2)

- Development and site alteration shall not be permitted in the significant habitat of endangered species or threatened species (4.G.3.2)
- If, in the opinion of Council, a development proposal may have negative impacts on the Town's physical environment, an Environmental Impact Study shall be required to be completed at the applicants' expense by a qualified professional to the satisfaction of the Town (4.E.3ii)

In addition, the Official Plan emphasizes the preservation of open space systems and linkages to the larger corridors and open space in surrounding areas. The Town's Official Plan includes policy to reserve mature trees, tree stands and tree lines (4.G.2v).

Draft OPA 34 further supports the principle of healthy natural environment through objectives to encourage the use of energy and water conservation measures, sustainable building technologies, landscape and infrastructure within residential, commercial, mixed use, and industrial areas.

Section 7.14 Community Sustainability Policies have been added through draft OPA 34 and, again, further emphasize the Town commitment to ensuring that development and infrastructure are planned in a manner that minimizes the Town's ecological footprint, achieves sustainable building and community design, preserves and enhances the natural environment, maintains or improves air quality, minimizes energy and water consumption and mitigates the effects of climate change over the long-term.

Policies within this section include; support for renewable energy generation (at appropriate scales) including wind, solar and geothermal sources; implementing water conservation programs and strategy to extend capacity of existing systems, and encouraging developers to use low consumption strategies; encouraging programs and construction methods to support green building development and re-development including energy efficient technologies, green roofs, use of recycling materials, and conserving heritage resources; tree preservation; improvements to air quality through land-use and transportation planning.

OPA 34 also outlines the intention of the Town to develop an Integrated Community Sustainability Plan (ICSP).

In addition to the above the draft policy amendments also emphasize the Town's commitment to cooperating with neighbouring municipalities and seek out way to ensure compatible land use that will not adversely impact future land use.

There are a number of policies in the Official Plan to promote water stewardship and the Town completed a Groundwater Management and Protection Study in November 2002. The Official Plan requires that all development applications with municipal wells and well capture areas be carefully considered and may require hydrological studies.

8.3.2 AREAS OF OPPORTUNITY

As noted, pursuing the promotion and implementation of the Town's Active Transportation Plan Study will help preserve and connect open spaces and natural features. There may also be opportunities to

more directly address water and air quality policies and to work with the Town on creating greater community awareness in this area.

8.3.3 CONSIDERATIONS

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Consider developing a tree cutting by-law to protect trees from being removed during the development process (support for policy 7.14.7)</p> <p>Note: the Town has recently enacted a Site Alteration By-law which, in part, addresses tree-cutting related to site alterations.</p>	<p>City of Brampton Tree Preservation By-Law</p> <ul style="list-style-type: none"> The City's Tree Preservation By-law is intended to encourage good forestry practices to protect and promote the value of trees in our community. The by-law provides clear guidelines on the circumstances under which trees on private property may or may not be removed, and when permits are required. The Tree Preservation By-law's focus is on individual trees. It works in tandem with the Woodlot Conservation By-law which protects woodlots/woodlands in the City. <p>Simcoe Muskoka (ON) - Healthy Community Design Official Plan Policy Statements</p> <ul style="list-style-type: none"> Environment 1.6: Develop a community-wide Urban Forestry Management Plan to maximize the environmental and community health benefits of having healthy trees, with particular attention to protecting the community's stock of existing trees, supporting the growth of new trees and expanding the tree canopy in the community.
<p>2. As per OPA 34 5.3xvi) develop and enact an anti-idling by-law</p>	<p>Town of Huntsville's (ON) Idling By-Law</p> <ul style="list-style-type: none"> GENERAL CONDITIONS <ul style="list-style-type: none"> 1. No person shall cause or permit a vehicle to idle for more than five (5) consecutive minutes except when the outside temperature is more than 27°C or less than 5°C. 2. No person shall cause or permit a vehicle to idle for more than five (5) consecutive minutes on Payne Drive regardless of the outside temperature stated above. Exemptions include emergency vehicles, in cases of emergency, etc. <p>Town of Bracebridge (ON) By-law No. 2011-078</p>

	<ul style="list-style-type: none"> • Section 2.1 General Provisions: No person shall cause or permit a stopped vehicle to idle for more than three minutes. • Exemptions include emergency vehicles, in cases of emergency, when loading/unloading, traffic conditions, etc.
3. As per OPA 34 7.14.14i), develop an Integrated Community Sustainability Plan to support the health of residents and their quality of life through sustainable development of the community	<p>Town of Oakville: Let's be Livable Community Sustainability Plan</p> <ul style="list-style-type: none"> • Plan was developed with the support of a community residents committee and many local organizations • Four pillars of sustainability include economic, cultural, environmental and social and is linked to Council's Strategic Plan and the Town's Environmental Strategic Plan

8.4 Healthy Food Systems

The following Healthy Food Systems planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xxxii} and used as the criteria for reviewing municipal planning documents:

1. Enhance agricultural capacity
2. Increase access to healthy foods in all neighbourhoods
3. Improve community-scale food infrastructure

8.4.1 STRENGTHS

The Official Plan identifies non-urban areas as predominantly agricultural and rural and are not deemed necessary for urban development. New development is focused on infill and rounding out existing residential neighbourhoods thereby helping to preserve the continued farming of the Town's non-urban land in the interim, until such time as the land is needed for urban purposes.

OPA 33 has enhanced the Town's recognition of the importance of local food production through the addition of the following objective:

- To encourage local food production by protecting prime agricultural land in the Non-Urban area for continued farming as an interim use until such time as there is a demonstrated need for *development* in accordance with the policies of this Plan, the Provincial Policy Statement and the *Growth Plan*, and by encouraging *compatible urban agriculture (3t)*.

Draft OPA 34 incorporates a new sub-section within its Residential Policies to support local food production within existing residential areas and permitting the use of Town-owned property for the establishment of community allotment gardens.

8.4.2 AREAS OF OPPORTUNITY

There may be some opportunities for promoting agriculture within the Town through additional or more frequent local farmers' markets, encouraging 'buy-local' initiatives, and promoting healthy food education within schools and community centres. Identifying opportunities for greater accessibility of existing grocery stores and markets by means of accessible doorways, wheelchair-accessible aisles and other such features would also help promote access to healthy foods in particular for people with disabilities and seniors.

8.4.3 CONSIDERATIONS

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Consider adding 'foster sustainable local food system' as an objective in the Official Plan (Section 3.0)	<p>City of Guelph Official Plan</p> <ul style="list-style-type: none"> 2.2 Strategic Goals of the Plan 1. Planning a Complete and Healthy Community: <p>g) Foster sustainable local food systems.</p> <p>Waterloo Region (ON) Food Charter</p> <ul style="list-style-type: none"> Vision: A healthy, just, and sustainable food system is one in which all residents have access to, and can afford to buy, safe, nutritious, and culturally acceptable food that has been produced in an environmentally sustainable way, and that supports our rural communities. Such a food system promotes social justice, population health, and profitable farms, reflects and sustains local culture, and supports ecological viability.
2. As part of Zoning By-law review, consider adding farmers markets as a permitted use within commercial (4.B), industrial (4.D) and open space (4.F) areas	<p>City of Cambridge (ON) Official Plan</p> <ul style="list-style-type: none"> Section 3.0: The City will recognize and encourage the use of the Community Core Areas as: h) locations where residents can access local food through farmers' markets. Section 7.10: The City supports a strong local food system through its Farmers' Market, temporary farmers' markets, and community gardens. The City recognizes that community gardens contribute to the overall parks and open space system and access to locally grown food. <p>Town of the Blue Mountains Official Plan</p> <ul style="list-style-type: none"> D8.3 Urban Agriculture <ul style="list-style-type: none"> d) Support the establishment of seasonal or year-round marketplaces in key locations where locally grown

	and preserved foods can be sold, and function as places of social interaction.
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8.4.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Promote and encourage hobby farms, home gardening, rooftop gardens, and community gardens throughout the Town to promote local food production
- Promote ‘buy local’ initiatives and healthy food education within private (local businesses and restaurants) and public sectors (schools and community centres)
- Consider, in partnership with local stakeholders or the County developing a food charter (Example of Food Charter: https://www.city.kawarthalakes.on.ca/city-hall/reports/Kawartha_Lakes_Food_Charter.pdf)

8.5 Healthy Housing

The following Healthy Housing planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xxxiii} and used as the criteria for reviewing municipal planning documents:

1. Increase access to affordable housing through provision of diverse housing forms and tenure types
2. Ensure adequate housing quality for all segments of society
3. Prioritize housing for the homeless, elderly, low income groups and people with disabilities
4. Site and zone housing developments to minimize exposure to environmental hazards

8.5.1 STRENGTHS

Policies emphasize the need to ensure a variety of housing types to accommodate the diverse economic and social needs and desires of residents. Policies also encourage developments and programs designed to meet the needs of population groups such as seniors. Examples of current policies supporting healthy housing principles include:

- To ensure a variety of housing types to accommodate the diverse economic and social needs and desires of residents (4.A.2vii)
- Council should assist and/or encourage, whenever possible, developments and programs designed to meet the needs of the average household or special groups such as seniors (4.A.3vii)
- To continue to provide a mix of housing forms and types of affordable housing similar to that which exists near the downtown core (3c)
- Council shall encourage and promote the use of government programs particularly with respect to upgrading of existing housing stock (4.A.3viii)
- The Town will encourage of mix of housing types and densities at locations identified in Section B (7.1)

In addition Draft OPA 34 updates growth and intensification targets, largely based on the Provincial Growth Plan for the Greater Golden Horseshoe (2006). OPA 34 further supports minimum targets for the provision of housing which is affordable to low and moderate income households, which may be determined through the preparation of an Affordable Housing Strategy (4.A.3iv)civ))

New (draft) policies further permit second units within single, semi-detached and street townhomes.

The County of Dufferin completed a 10 Year Housing and Homelessness Plan outlining a number of policies aimed at meeting the housing needs of residents across the County in particular more vulnerable populations (i.e. seniors, persons with disabilities, low income individuals and families). Policies include:

- Increase the supply of affordable housing across County by 40 units (includes First Ave East development in Shelburne) (2.2)
- Create more affordable housing for seniors (2.3)

8.5.2 AREAS OF OPPORTUNITY

While policies include encouraging a range of housing forms, the housing mix is based on 75% single-detached. The Town may want to consider expanding targets for other forms of housing such as semis/towns and multiple residential. The current policy to encourage affordable housing focuses on areas near the downtown

Policies to support housing for vulnerable populations could also be further emphasized; a broad policy statement could help ensure housing options for seniors, low-income individuals and families, persons with disabilities etc. Requirements for group homes are also restrictive (i.e. minimum separation requirements). Draft OPA 34 does include the removal of such barriers.

There is also an opportunity to add policies related to providing spaces for social interaction within neighbourhoods.

The Town may want to reference the County's 10 Year Housing and Homelessness Plan and the County's Ontario Renovates program. There may be opportunities to coordinate community education and awareness initiatives with the County of Dufferin Homelessness Task Force.

In addition, there may be opportunities to encourage green building features for residential developments in particular affordable housing.

8.5.3 CONSIDERATIONS

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. In support of Policy 4.A.3ix develop and adopt an affordable housing strategy and update the Residential policies of Official Plan accordingly	Dufferin County (ON) 10 Year Housing and Homelessness Plan <ul style="list-style-type: none"> • Goals: <ul style="list-style-type: none"> ○ Assist Low to Moderate Income Households ○ Increase supply of affordable housing in Dufferin ○ Create more affordable housing for seniors

	<ul style="list-style-type: none">○ Offer safe and secure housing for victims of abuse○ Collaborate on housing and support services to help those most at risk <p>Chatham-Kent Housing Study¹⁸</p> <p>City of Orillia Affordable Housing Action Plan¹⁹</p>
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¹⁸ http://www.chatham-kent.ca/SiteCollectionDocuments/housing_services/C-K_Housing_Study_July_30_2012.pdf

¹⁹ <http://www.orillia.ca/en/insidecityhall/resources/orilliahousingactionplanreportfinalapril202010.pdf>

9.0 REVIEW OF THE TOWN OF MONO OFFICIAL PLAN AND RELATED POLICIES

Below we provide a summary of the strengths and areas of opportunity identified through a review of key planning documents for the Town of Mono. Documents have been summarized according to areas of public health interest, denoted by the 5 identified domains: **Neighbourhood Design, Transportation Networks, Natural Environments, Food System, and Healthy Housing**. Please refer to sections 1.5 & 1.6 in the Introduction of this report for more details regarding the impact these five planning policy domains have on public health. Suggestions are offered for Official Plan policy considerations, which are compared to some similar official plan policies in place in other municipalities. A list of other suggested strategies and actions to advance each of the five domains is also provided.

Documents reviewed include the Official Plan for the Town of Mono (2009 Consolidation), Town of Mono Strategic Plan (2011-2015), Dufferin County Active Transportation and Trails Master Plan (2010), and the Dufferin County 10 Year Housing and Homelessness Plan (2013), as well as recent amendments to the Official Plan (OPA 35, which updated the OP to implement the Provincial Growth Plan and the County of Dufferin Growth Management Study; OPA 36, which updated the Town's policies in accordance with Conservation Authority policies; and OPA 39, which provides minor modifications to the OP regarding Natural Heritage and Aggregate Resources in order to bring the Plan into conformity with the Provincial Planning Policy Statement).

9.1 Healthy Neighbourhood Design

The following Healthy Neighbourhood Design planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{lxxxiv} and used as the criteria for reviewing municipal planning documents:

1. Enhance neighbourhood walkability
2. Create mixed land use
3. Build complete and compact neighbourhoods
4. Enhance connectivity with efficient and safe networks
5. Prioritize new developments within or beside existing communities
6. Create infrastructure resilient to climate change (addition to original toolkit referenced above)

9.1.1 STRENGTHS

The Town's Official Plan, including recently approved amendments, has a number of policies relating to the Oak Ridges Moraine Conservation Act, 2001, The Greenbelt Act, 2005, and the Niagara Escarpment Planning and Development Act with regards to land use planning for the portions of the Town that are covered under those policies, including the Bruce Trail. Policies also show a strong connection to the Provincial Policy Statement and Growth Plan.

Conserving and enhancing natural resources, community facilities, and recreation opportunities, such as major open spaces and parkland, as well as promoting healthy lifestyles, is a large focus of the Official Plan. Some examples of policies include:

- Community Infrastructure Policies –

- a. The Town's goal is to support and encourage healthy lifestyle opportunities for citizens and residents.
- b. The Town's objective is to ensure that the development of support facilities, opportunities and programs reflect the rural character of the Town of Mono.
- c. The Town will encourage the coordination of activities between municipal departments and town advisory committees and boards to plan for essential infrastructure that supports healthy lifestyle opportunities.
- d. The Town will encourage the provision of communication facilities to assist in supporting the local economy while ensuring that such facilities are accomplished with the least environmental, visual and social impacts.
- e. Council may consider the preparation and implementation of a Recreation Master Plan as a means of implementing its goal. (23.13)
 - Niagara Escarpment Parks System - The objectives include: d) to complete a public system of major parks and open space through additional land acquisition and park and open space planning; (18.1)
 - Greenbelt - The Town of Mono shall encourage the development of a system of public trails and open spaces within the Greenbelt and the Oak Ridges Moraine Conservation Area to be coordinated with a Recreation Master Plan pursuant to Section 23(13) of this Plan. (22.6)

The Town promotes working with the Conservation Authority and protecting the environment while adapting to future trends. Green building is also encouraged, as are other conservation measures, including infill development. An example of such a policy includes:

- Growth Projections - In general, existing hamlets developed on private services have been built out; however, the Town will accommodate growth within the existing designated boundaries through intensification utilizing development of vacant lands, infill and redevelopment, subject to the availability of appropriate services. (4.2) Recently approved amendments to the Official Plan have set out strong policies in this regard.

In addition to Official Plan policies supportive of healthy neighbourhood design, the Town adheres to a number of planning practices which provide further support in this regard. For example, the Town follows a practice of requiring the installation of sidewalks in newly developed subdivisions, which are then maintained by the Town. The Town also supports Provincial intensification targets by aiming to approve one consent per year for the next 20 years to encourage infill growth. The Town also actively discourages growth in fringe areas in order to reduce the potential for urban sprawl and support compact growth.

Another important planning practice is support for accessibility in new housing design and development. For example, the Town has worked actively with recent developments to adapt 20% of the units in their new subdivision for persons with disabilities. It is considering incorporating policies of this nature in the next version of the Official Plan. Further, the Town has set out a series of “green” building principles and practices for subdivision and new housing design which it strongly encourages and enforces during the development approval process. The Town does follow LID standards, although these are not contained in the Official Plan.

In addition, the Town strongly encourages the development of pedestrian connectivity between neighbourhoods and with key community facilities such as local schools by planning for safe and accessible

walkways. While the Town acknowledges the principles of mixed use and higher density development as important planning principles for supporting healthy communities, it is highly constrained in this regard by the lack of servicing infrastructure and by the policies set out in the Niagara Escarpment Act and other such legislation. Accordingly, it is not able to incorporate such policies into the Official Plan, nor is it in a position to permit a wider mix of housing types beyond conventional single detached dwellings, especially given the larger lot requirements of septic systems used to service most residential developments in the area. In 2005 the Town did adopt a policy of prohibiting any more individual septic systems in favour of communal systems. Nevertheless, this form of servicing is quite expensive and unsuitable for medium and higher density residential development.

9.1.2 AREAS OF OPPORTUNITY

While local planning practices support neighbourhood connectivity, pedestrian safety, sidewalk development and accessibility, the Official Plan does not appear to explicitly set out policies in these areas. The Official Plan does not explicitly permit recreational trails in all land use designations, although there are several policies in place relating to trail networks more generally.

From a sustainability perspective, the Official Plan does not provide climate change maps which show, for example, areas of potential flooding, and can help inform zoning decisions. Such policies would encourage greater resiliency to a changing climate. Policies would support the Town's Strategic Plan, which includes an Objective to "Enhance Official Plan policies to protect the environment and adapt to future climate trends and pressures for development..." through means including interaction with external agencies to advance this priority in Mono and obtaining data from other levels of government as to the impact of climate change on local governments in southern Ontario (although there is no specific mention of carrying out a vulnerability assessment regarding the potential impact of climate change on municipal utilities in the Town of Mono).

9.1.3 CONSIDERATIONS

The Town of Mono could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Support neighbourhood connectivity in ways that foster social interaction and pedestrian activity (including walking and cycling)	Halton Region (ON) Official Plan - Healthy Communities Guidelines <ul style="list-style-type: none"> Section 2.1: Build compact mixed use developments that create walkable and connected communities. This will provide the community with a wide range of densities and housing opportunities. Section 2.2: Provide connected street networks that are accessible to all modes of transportation to create a safe, convenient and accessible environment for walking.
2. Consider including, as an Objective in its Official Plan, the implementation of policies aimed at creating a system of trails and	City of Peterborough (ON) Official Plan <ul style="list-style-type: none"> Section 5.7 Pedestrian Network Policies: Part 1: A network of trails and sidewalks

<p>walkways that complement the Bruce Trail system, for enjoyment and use by residents and tourists</p>	<p>for pedestrians shall be provided as part of or separate from the streets to minimize conflict with motorized or non-motorized vehicles</p> <p>Town of Collingwood (ON) Official Plan</p> <ul style="list-style-type: none"> Section 5.3.10 Trail Systems: While Collingwood already has a well-established system of trails, as shown on Schedule D1 - Collingwood Trail System, Council will have regard for the long-range trail opportunities, particularly regional opportunities, explored through the Simcoe-Grey Trails Strategy. To facilitate implementation of the Strategy, lands already owned by the municipality and those obtained by donation, dedication and direct purchase shall be developed as they become available at the direction of the recreation department. In addition the municipality may obtain easements and/or enter into agreements with private landowners for the use of lands for temporary or permanent trail purposes.
<p>3. In keeping with the Town's Strategic Plan, and to promote sustainable communities resilient to the effects of a changing climate, use data obtained as to the impact of climate change on local governments in Southern Ontario (such as impacts on snow clearing, gravel road maintenance after severe rain storms, home heating, transportation and water supply) as the basis upon which to perform a vulnerability assessment of municipal utilities in the Town of Mono and develop climate change models to include in the Town's Official Plan</p>	<p>Town of Mono (ON) Strategic Plan</p> <ul style="list-style-type: none"> Environment Goals: <ul style="list-style-type: none"> 1. Enhance Official Plan policies to protect the environment and adapt to future climate trends and pressures for development. 1.1.3. Draw upon the resources of the Federal and Provincial governments to access data on impacts of climate change on local governments in southern Ontario, i.e. impacts on snow clearing, gravel road maintenance after severe rain storms, home heating, transportation and water supply.
<p>4. Further to Official Plan Policy 23.13, and specifically article (f), the Town of Mono could consider developing a Recreation Master Plan to encourage adequate recreational facilities, or support links to the County Plan.</p>	<p>Simcoe Muskoka (ON) - Healthy Community Design Official Plan Policy Statements</p> <ul style="list-style-type: none"> Physical Activity & Sun Safety 2.2: The municipality shall develop (or revise) a Parks and Recreation Master Plan to ensure safe and accessible parks and

	recreation facilities, including natural areas and trails, are available to all residents regardless of age, physical ability and financial means.
5. The Town of Mono could consider introducing policies that specifically encourage the design and development of safe neighbourhoods, possibly through employing policies and principles associated with Crime Prevention through Environmental Design (CPTED). Note: these policies would align well with the accessibility, inclusivity and age-friendly policies already being supported by the Town.	<p>City of Saskatoon (SK) Official Community Plan – Policies Supporting Safe Growth</p> <ul style="list-style-type: none"> Section 3.1.1: CPTED - The reduction of the opportunity for crime to occur and the increase in perceptions of safety in an area through the modification of the built environment and the management of space. <p>Simcoe Muskoka (ON) - Healthy Community Design Official Plan Policy Statements</p> <ul style="list-style-type: none"> Section 2.3: Consider through the design review process, community security and safety features that impact social interaction and increase physical activity. Ensure policy includes Crime Prevention through Environmental Design principles.

9.1.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Consider working with community partners that can help encourage greater neighbourhood connectivity and social interaction, as well as greater pedestrian and cycling travel

9.2 Healthy Transportation Networks

The following Healthy Transportation Networks planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xxxv} and used as the criteria for reviewing municipal planning documents:

1. Enable mobility for all ages and abilities
2. Make active transportation convenient and safe
3. Prioritize safety
4. Encourage use of public transit
5. Enable attractive road, rail and waterway networks

9.2.1 STRENGTHS

The Official Plan heavily promotes conserving and enhancing trail systems such as the Bruce Trail and makes note of the parklands and open space networks. The Town notes that the optimum trail for the Bruce Trail through Mono is mapped, although it cannot be included within the Official Plan at this time. The Recently approved Official Plan Amendment 36 specifically supports active forms of transportation,

such as cycling and horseback riding, and the connectivity of trails, although it is acknowledged that the County has prime responsibility for the linkage of trails. While the intent is set out in local planning policy, the development of bicycle lanes has to be carefully considered on a case-by-case basis along rural roads.

The Town also actively supports other transportation-related planning practices important in encouraging healthy communities. For example, it carefully controls drive-thrus in fast food restaurants with policies such as shortened drive-thru lanes to discourage idling and reduce fumes and air pollution.

Sidewalks are created through municipal standards at the subdivision level (rather than through the Official Plan). All streets have sidewalks in developments taking place since 1995; these are maintained by the Town.

9.2.2 AREAS OF OPPORTUNITY

Special consideration could be given to Official Plan policies promoting trails that connect residential and school and employment areas, including between communities / neighbourhoods, to promote active transportation for residents of the Town of Mono. There may be an opportunity for the Active and Safe Routes to Schools Committee to look at walking routes to schools to develop approaches for improving connectivity.

9.2.3 CONSIDERATIONS

The Town of Mono could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. The Town of Mono could consider developing policies that support the implementation of an accessible system of trails and walkways (see also Neighbourhood Design), which could connect to the Bruce Trail system, thereby encouraging active transportation for residents, supporting tourism and connecting to other local municipalities by way of the Bruce Trail. Safe, accessible trails between residential and school and employment areas could be specifically encouraged.²⁰</p>	<p>Oxford County (ON) Summary of Background Policies and Plans</p> <ul style="list-style-type: none"> Section A.4.2 Oxford County Trails Guide: The Oxford County Trails Guide outlines designated trail options for users of different ages and abilities. The intent of the trail guide is to identify and promote recreational trail opportunities County-wide and for residents to discover the unique rural and cultural heritage found within the local municipalities and distinct communities. The guide was established as an incentive to connect existing trail networks within and between the local municipalities.

²⁰ Resources available through Active & Safe Routes to School: <http://www.saferoutestoschool.ca/>

Also see the Ontario Healthy Communities Coalition's suggested actions to advance active transportation here: http://www.ohcc-ccso.ca/en/webfm_send/582

See also page 76 of the Township of Minden Hills Official Plan, available at: <http://mindenhills.ca/assets/Official-Plan1.pdf>

	<p>City of Thunder Bay (ON) Official Plan</p> <ul style="list-style-type: none"> Section 4.5.5 Other Strategies and Actions Outside of the OP Review Process: <ul style="list-style-type: none"> b) Further collaboration can be undertaken between the Municipality, the School Boards, and the Thunder Bay District Health Unit to identify and establish safe routes to school. d) Assess pedestrian routes and active transportation routes commonly used by children in existing neighbourhoods to identify improvements to design and connectivity. As part of this assessment, identify destinations frequented by children to understand children’s travel patterns and ensure that sidewalks, bike routes, and multi-use trails are developed to destinations where children travel. Considerations could designate “active and safe routes” for existing and/or future schools.
<p>2. The Town of Mono could consider developing policies to support appropriate infrastructure to promote safe walking and cycling. Incorporating principles associated with accessibility (inclusive, universal design) and age-friendly community planning, as well as foundational elements of Crime Prevention through Environmental Design (see also Neighbourhood Design), the Town could ensure that local infrastructure supporting active transportation, recreation and tourism is not only accessible, but deliberately designed to promote safety. Such infrastructure could include: bike parking, bicycle activated street lights, enhanced street crossings, and rest areas.</p>	<p>Simcoe Muskoka (ON) - Healthy Community Design Official Plan Policy Statements</p> <ul style="list-style-type: none"> Section 1.2 Injury and Safety: Streets shall include well maintained infrastructure (i.e. sidewalks, extra wide road shoulders for walking and cycling, and/or pedestrian trails and walkways) for all users, particularly the most vulnerable users: children, youth, the elderly and those with special needs. Section 2: Promote the use of active transportation through the construction of proper infrastructure as a way to get the community active and healthy. The built environment plays a critical role in creating active transportation corridors/networks for cycling, pedestrian and trails. <p>City of Thunder Bay (ON) Official Plan</p> <ul style="list-style-type: none"> Section 4.5.5 Other Strategies and Actions Outside of the OP Review Process:

	c) Continue or enhance the process for reviewing parking provisions, locations of active transportation routes (e.g., onstreet bike lanes, shared lanes, paved shoulders), and enhanced urban design strategies as part of the development approval process that would further minimize competing interests between automobiles and cyclists.
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9.2.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- The Town of Mono could work in close collaboration with the County of Dufferin to support the implementation of the County's Active Transportation Plan²¹. For example:
 - Develop a bicycle education program and to educate residents
 - Develop a network signing strategy
 - Produce a user-friendly active transportation trails map
 - Collaborate on planning trail networks within the County and providing connections to other municipalities, counties
 - Endorse walking and cycling as part of a healthy lifestyle in promotional material and market active transportation trails in the County to both residents and visitors
 - Provide information on proper trail use and etiquette
 - Pursue funding opportunities for active transportation and recreation
 - Consider a walking and cycling review (recommended for all municipalities in County)
- The Town of Mono could expand its work with community partners to identify accessibility issues across the Town and explore potential solutions. This would include addressing issues associated with access to transportation, and both traditional and active modes.

9.3 Healthy Natural Environments

The following Healthy Natural Environments planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xxxxvi} and used as the criteria for reviewing municipal planning documents:

1. Preserve and connect open space and environmentally sensitive areas
2. Maximize opportunities to access and engage with the natural environment
3. Reduce urban air pollution
4. Mitigate urban heat island effect
5. Expand natural elements across the landscape

²¹ Of note: Dufferin Active Transportation Plan (Recommendation 5k) states that the County could partner with WDGP to help achieve the outreach plan identified in the plan.

9.3.1 STRENGTHS

As mentioned above, there are a number of policies in the Town's Official Plan that direct development away from parkland, natural resources, and ecologically significant or sensitive lands. The Town promotes "environment first" principles when considering development within the municipality. Policies strive to conserve, protect and enhance natural heritage features and open spaces and the Official Plan contains a number of policies relating to preserving agricultural land within the Town.

Some examples of policies include:

- Environmental Framework - As a result of the Town's unique location and related environmental attributes, the Town shall promote "environment first" principles when considering development within the municipality. Such considerations will include the preservation of significant natural features, such as significant wetlands, ground and surface water features, hydrological functions, endangered/threatened species habitat, valleylands, wildlife habitat, and significant woodlands. (4.3)
- Growth Projections - In order to protect groundwater resources within the headwater areas, maintain prime agricultural lands and respond to the Provincial Niagara Escarpment, Oak Ridges Moraine Conservation and Greenbelt Plans, the Town will accommodate this growth primarily through development within existing or planned settlement areas, subject to the availability of suitable servicing. (4.2)
- Major Open Space Areas - The basic objectives which led to the designation of lands as Major Open Space on Schedule "A" are as follows:
 - (a) to reserve for present and future generations a reasonable number of sites which reflect the Planning Area's inherent natural beauties, its conservation requirements and its wide-ranging capabilities for outdoor recreation;
 - (b) to reserve for public parks, conservation areas, or reforestation, all publicly owned lands which at present are used, or intended to be used, for such purposes;
 - (c) to reserve for non-profit camping, or other similar outdoor recreation activities, all privately-owned lands which at present are used, or intended to be used for such purposes. (13.1)

There are sections of the Official Plan dedicated to recognizing the importance of provincially significant features and land forms located within the Niagara Escarpment, the Oak Ridges Moraine, and the Greenbelt Plan Area. Preserving viable agricultural lands in the long-term is a focus as well. Some examples of policies include:

- Goals - (b) to recognize the area's significant natural resources and optimize their use by preserving:
 - (i) prime agricultural lands for farming, with compatible uses allowed where necessary to make them viable;
 - (ii) non-renewable mineral deposits of high potential for future extraction in appropriate locations, subject to strict rehabilitation requirements;
 - (iii) lands uniquely suited for recreational enjoyment by present and future generations;
- (c) to recognize the area's environmental sensitivities by:
 - (i) conserving significant forests, fish and wildlife habitats;
 - (ii) avoiding development on lands which are environmentally unstable or hazardous;
 - (iii) ensuring that all new development for human habitation has safe and adequate water supply and sewage disposal facilities and is compatible with adjoining land uses;

(iv) ensuring that the Town has a sufficiently large capacity in non-utilized landfill site(s) for the disposal of waste. (5.1)

Official Plan policies also offer protection of natural water resources and promotion of water stewardship and conservation education. The Town's Strategic Plan also considers climate trends as follows:

- One of the priorities of the strategic plan is to Enhance Official Plan policies to protect the environment and adapt to future climate trends and pressures for development including:
1.1.3. Draw upon the resources of the Federal and Provincial governments to access data on impacts of climate change on local governments in southern Ontario, i.e. impacts on snow clearing, gravel road maintenance after severe rain storms, home heating, transportation and water supply.

The Town also maintains a policy to require shortened drive-thru lanes in fast food restaurants to reduce the impact of idling on air quality.

9.3.2 AREAS OF OPPORTUNITY

There is an opportunity to increase awareness of the trail system, promote active and passive parks, and incorporate other relevant policies relating to trails from the Dufferin County Active Transportation and Trails Master Plan.

It is recognized that the Town has an extremely small population and rural nature; therefore, many of the built form issues arising in larger communities are not currently applicable. As the Town grows, policies, by-laws and programs that minimize air pollution could be explored, such as an anti-idling by-law customized for a rural setting, such as idle-free zones around schools, community centres and other sensitive land uses. The City of Edmonton, for example, passed a bylaw in 2013 (Bylaw 15982) that prohibits vehicles from idling in designated areas outside of schools and hospitals. The purpose of the bylaw is to create a healthier environment for school students, staff and hospital patients, staff and visitors.

9.3.3 CONSIDERATIONS

The Town of Mono could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Building on Official Plan Policy 13.1, the Town of Mono could continue to encourage the development of policies that preserve and connect open space.	<p>City of Toronto (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 3.2.3 Parks and Open Spaces, Policy 1c: Protecting access to existing publicly accessible open spaces, as well as expanding the system of open spaces and developing open space linkages <p>City of Peterborough (ON) Official Plan</p> <ul style="list-style-type: none"> • Section 5.7.3: Off-road pedestrian trails will be constructed to link major open space areas and may be extended through

	<p>them to improve public accessibility and mobility in areas of new development.</p> <ul style="list-style-type: none"> • Section 6.3.2: Maximum effort will be made to consolidate parkland and to provide a continuous linked system of open space using linear parks to connect larger blocks of parkland. Council will promote where ever practical, opportunities to link parks and open space by development of pedestrian pathways, sidewalks and bicycle routes
2. The Town of Mono could consider supporting the development of a Parks and Open Space/Natural Heritage plan.	<p>Simcoe Muskoka (ON) – Healthy Community Design Official Plan Policy Statements</p> <ul style="list-style-type: none"> • Physical Activity & Sun Safety 2.2: The municipality shall develop (or revise) a Parks and Recreation Master Plan to ensure safe and accessible parks and recreation facilities, including natural areas and trails, are available to all residents regardless of age, physical ability and financial means
3. The Town of Mono could consider an anti-idling bylaw that includes idle-free zones around schools, community centres and other sensitive land uses.	<p>City of Edmonton – Bylaw 15982</p> <ul style="list-style-type: none"> • Vehicles are prohibited from idling in designated areas outside of schools and hospitals.

9.3.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- The Town of Mono could consider supporting the implementation of the County of Dufferin Active Transportation and Trails Master Plan (see also Transportation Networks).
- The Town of Mono could consider posting signage and otherwise promoting the local trail system in order to increase public awareness and, therefore, improve and maximize use (see Transportation Networks).

9.4 Healthy Food Systems

The following Healthy Food Systems planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xxxvii} and used as the criteria for reviewing municipal planning documents:

1. Enhance agricultural capacity
2. Increase access to healthy foods in all neighbourhoods
3. Improve community-scale food infrastructure

9.4.1 STRENGTHS

The Town's Official Plan, including recently-approved Official Plan Amendments, strongly emphasizes protecting agricultural land as non-urban areas are predominantly agricultural and rural and are not deemed necessary for urban development, and as such any new development is focused on infill. The Town has designated prime agricultural land as farmland in the Official Plan. Further, home grown food for both local consumption and sale to visitors is permitted as-of-right across the area.

9.4.2 AREAS OF OPPORTUNITY

As noted earlier, policies permit home-grown food to be sold across the municipality. There may be some opportunities for promoting agriculture within the Town through local farmer's markets, encouraging 'buy-local' initiatives, and healthy food education within schools and community centres. It has been found, however, that there are numerous "roadside" locations selling fresh local produce and there is little demand for farmer's markets. There is one local farmer's market run by Hockley Valley Resort, but this is generally aimed at their clientele and tied into their brunch menu. Identifying opportunities for greater accessibility of existing grocery stores and markets would also help promote access to healthy foods in particular for people with disabilities and seniors.

9.4.3 CONSIDERATIONS

The Town of Mono could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. The Town of Mono could consider adding support for a healthy food system as an objective of the Official Plan and encourage the development of policies that direct retail of healthy foods near residences, workplaces, commercial and industrial areas, educational institutions, places of worship, and places of recreation.	Simcoe Muskoka (ON) - Healthy Community Design Official Plan Policy Statements <ul style="list-style-type: none"> Section 2.7: Encourage accessibility to healthy food through the promotion of locally grown food.

9.4.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Promote 'buy local' initiatives and healthy food education within private (local businesses and restaurants) and public sectors (schools and community centres).
- Partner with Dufferin Farm Fresh to promote local farmers and local food production.

9.5 Healthy Housing

The following Healthy Housing planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xxxviii} and used as the criteria for reviewing municipal planning documents:

- Increase access to affordable housing through provision of diverse housing forms and tenure types

2. Ensure adequate housing quality for all segments of society
3. Prioritize housing for the homeless, elderly, low income groups and people with disabilities
4. Site and zone housing developments to minimize exposure to environmental hazards

9.5.1 STRENGTHS

Buffering residential areas from sensitive land uses/noise/pollution is mentioned in the Official Plan.

9.5.2 AREAS OF OPPORTUNITY

The Town of Mono is constrained from supporting a range of housing types due to servicing constraints which require more costly forms of development. The Town's Official Plan could support the County's Official Plan and 10 Year Housing and Homelessness Plan, although it is recognized that the Town may be restricted by current servicing constraints..

9.5.3 CONSIDERATIONS

The Town could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. The Town of Mono could consider adopting Official Plan amendments that support in principle the County's Housing and Homelessness Plan where possible.	Dufferin County (ON) 10 Year Housing and Homelessness Plan <ul style="list-style-type: none">• Goals:<ul style="list-style-type: none">○ Assist Low to Moderate Income Households○ Increase supply of affordable housing in Dufferin

9.5.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Given the attraction of seniors to the area, the Town of Mono could consider assessing the potential to expand opportunities for various forms of seniors housing.
- Work with partners to identify housing needs of seniors across the Town.

10.0 REVIEW OF THE TOWNSHIP OF MULMUR OFFICIAL PLAN AND RELATED POLICIES

Below we provide a summary of the strengths and areas of opportunity identified through a review of key planning documents for the Township of Mulmur. Documents have been summarized according to areas of public health interest, denoted by the 5 identified domains: **Neighbourhood Design, Transportation Networks, Natural Environments, Food System, and Healthy Housing**. Please refer to sections 1.5 & 1.6 in the Introduction of this report for more details regarding the impact these five planning policy domains have on public health. Suggestions are offered for Official Plan policy considerations and a list of other suggested strategies and actions to advance each of the five domains is also provided.

Documents reviewed include the Township's Official Plan (2012), Township of Mulmur Strategic Plan (2015-2018), County of Dufferin Active Transportation Plan (2010), and the County of Dufferin 10 Year Housing and Homelessness Plan (2013).

10.1 Healthy Neighbourhood Design

The following Healthy Neighbourhood Design planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xxxix} and used as the criteria for reviewing municipal planning documents:

1. Enhance neighbourhood walkability
2. Create mixed land use
3. Build complete and compact neighbourhoods
4. Enhance connectivity with efficient and safe networks
5. Prioritize new developments within or beside existing communities
6. Create infrastructure resilient to climate change (addition to original toolkit referenced above)

10.1.1 STRENGTHS

The Township has policies to support the provision of a range and mix of housing including affordable housing and secondary suites within the settlement areas (Mansfield and Terra Nova) (5.4). The Township is largely rural; however, the Official Plan outlines several policies aimed at encouraging infill and intensification within residential areas including encouraging development which minimizes the cost of housing and facilitates compact form. Other policies to encourage infill and intensification include the redevelopment of existing sites and the development of vacant areas already designated Residential in Secondary Plans (7.1.1).

In addition, the Secondary Plan for the Hamlet of Mansfield provides for the development of a small compact community with a range of services necessary to serve the day-to-day needs of its residents, including a school site, parks and commercial facilities, all within walking distance of the majority of the development. Policies also identify improving the mix of employment and housing to shorten commute journeys and decrease transportation congestion.

Given the landscape of the Township there are a number of recreational activities and developments throughout the entire area (grouped as passive, active and intensive). New intensive recreational developments are encouraged within settlement areas as well as the Mansfield North Recreation Area.

Policies also support and encourage a close relationship with the Niagara Escarpment Commission to further the objectives of the Niagara Escarpment Plan (6.4.4).

10.1.2 AREAS OF OPPORTUNITY

There may be an opportunity, especially within settlement areas, to encourage accessibility of community spaces – both facilities as well as natural areas such as parklands and recreational areas. The Township may wish to consider developing a Recreation Master Plan to encourage the development of recreational facilities and connection to open space areas.

The Township could consider adding new policies within Official Plan Section 5.15 Energy and Air Quality related to the development of infrastructure that is resilient to climate change and which promotes green design (i.e. green space, increasing tree canopy, green roofs).

In addition, there may be an opportunity to strengthen existing policies and add new policies which specifically address linkages and connectivity of street networks, trails and different land uses.

There may also be an opportunity to consider adding a new section within Growth Management policies to promote inclusiveness and support the development of an age-friendly community, including policies and guidelines / standards that encourage the development of accessible neighbourhoods and community spaces, as per the Accessibility Standards for the Built Environment and Policy Guidelines for the Design of Public Spaces that accompany the *Accessibility for Ontarians with Disabilities Act*²².

10.1.3 CONSIDERATIONS

The Township could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Add new Growth Management policies (Section 5.5) to support greater connectivity between communities. For example:</p> <ul style="list-style-type: none"> Require new street networks to have high connectivity for walking, cycling Encourage linkages between trails, sidewalks, bike lanes 	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> 5.9.5.5 Transportation System Management and Demand Management (TSM/TDM) <ul style="list-style-type: none"> 4. In new developments in the designated greenfield areas, the Town shall endeavour to create street configurations, densities and urban form that support walking, cycling and the early integration and sustained viability of transit services. 5.9.5.9 Active Transportation <ul style="list-style-type: none"> 1. The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that

²² More information and examples available at:
http://www.mcass.gov.on.ca/en/mcass/programs/accessibility/built_environment/

	<p>enhances the quality of life for residents, businesses and visitors.</p> <p>3. Consideration will be given in all new subdivision and development proposals to provisions for multi-use links with transportation networks.</p>
<p>2. Further to Growth Management Policies (Section 5.5), the Township may wish to consider developing a Recreation Master Plan to encourage the development of recreational facilities and connection to open space areas. (may be opportunities to work with WDGPH and other community partners to identify potential funding sources)</p>	<p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> 6.4.3 Parks and Recreation Master Plan (1) Council shall prepare a Parks and Recreation Master Plan to implement the parkland and open space policies and provisions of this Plan. Other special studies, special purpose committees, and other programs may also be considered to address the parks and recreation needs of the municipality, including heritage resources and any trails strategy identified under Section 6.2(7). <p>Simcoe Muskoka (ON) - Healthy Community Design Official Plan Policy Statements</p> <p>Physical Activity & Sun Safety</p> <ul style="list-style-type: none"> 2.2 The municipality shall develop (or revise) a Parks and Recreation Master Plan to ensure safe and accessible parks and recreation facilities, including natural areas and trails, are available to all residents regardless of age, physical ability and financial means.
<p>3. Add new policies within Official Plan Section 5.15 Energy and Air Quality related to the development of infrastructure that is resilient to climate change and which promotes green design (i.e. green space, increasing tree canopy, green roofs).</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> 3.1.3.7 Sustainable Development Patterns and Community Design 1: The Town shall ensure that appropriate design guidelines are developed and implemented to assist in achieving sustainable development patterns and high quality design. Such guidelines may include, but are not necessarily limited to, the following considerations: <ul style="list-style-type: none"> ○ Preservation of existing trees and other significant vegetation; ○ Planting of native species on lands adjacent to the Town's natural heritage and ecosystem components and other appropriate natural system enhancements;

	<ul style="list-style-type: none"> ○ Energy and water efficiency and conservation techniques; ○ Integration of renewable energy and locally produced or district energy, where appropriate; ○ Innovative design techniques promoted through various programs, such as Leadership in Energy and Environmental Design (LEED), Low Impact Development (LID) and Energy Star; and, ○ Alternatives to hard surfacing, where technically feasible and appropriate.
<p>4. Consider adding new section within Growth Management policies to promote inclusiveness and support the development of an age-friendly community, including policies and guidelines / standards that encourage the development of accessible neighbourhoods and community spaces, as per the Accessibility Standards for the Built Environment and Policy Guidelines for the Design of Public Spaces that accompany the <i>Accessibility for Ontarians with Disabilities Act</i>²³.</p>	<p>Town of The Blue Mountains Official Plan Policies</p> <ul style="list-style-type: none"> • D5.8 Barrier-Free Access Town supports improving accessibility for all people and therefore, it is a policy of the Town to ensure through the review of development applications that: <ul style="list-style-type: none"> ○ Barrier-free access for persons using walking or mobility aids shall be provided in all public and publicly-accessible buildings and facilities and along major pedestrian routes. Such barrier-free access features may include level surfaces, ramps and curb cuts, railings, automatic door openers and rest areas; ○ Barrier free features shall be integrated with the functional and design components of the site and/or buildings; and, ○ The private sector be encouraged to be proactive in modifying existing private buildings and facilities to improve accessibility.

²³ More information and examples available at:
http://www.mcass.gov.on.ca/en/mcass/programs/accessibility/built_environment/

10.2 Healthy Transportation Networks

The following Healthy Transportation Networks planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xc} and used as the criteria for reviewing municipal planning documents:

1. Enable mobility for all ages and abilities
2. Make active transportation convenient and safe
3. Prioritize safety
4. Encourage use of public transit
5. Enable attractive road, rail and waterway networks

10.2.1 STRENGTHS

The County of Dufferin conducted an Active Transportation Master Plan in 2010 which put forward many recommendations including developing an active transportation network across the area. The Plan also highlights many principles for active transportation infrastructure such as bike lanes, signage, and sidewalks.

Official Plan policies do promote healthy and active communities through planning public streets, spaces and facilities that are safe and accessible, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to walking, cycling and wheelchair use (5.5). The Official Plan also supports energy efficiency through the promotion of public transportation and alternative transportation modes.

10.2.2 AREAS OF OPPORTUNITY

Given the work done as part of the County of Dufferin Active Transportation Plan, there are opportunities for the Township to build on the recommendations outlined, including supporting the development of an active transportation network. WDGPH could be an important partner in implementing this Plan in particular with regard to community education and outreach.

Official Plan policies do promote healthy and active communities through planning public streets, spaces and facilities that are safe and accessible, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to walking, cycling and wheelchair use (5.5). The Official Plan also supports energy efficiency through the promotion of public transportation and alternative transportation modes.

Moving forward, there may be opportunities to develop policies and strategies that encourage active transportation through the design of infrastructure and street networks as well as public awareness initiatives.

10.2.3 CONSIDERATIONS

The Township could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Include walkability, connectivity and accessibility as part of guiding principles in the Official Plan (Section 4.2).</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> 5.9.5.9 Active Transportation 1. The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors.
<p>2. Add policies within the Township's Official Plan, either in a new Active Transportation section or within the development criteria section, that encourage and describe an active transportation network, using the DCATT Master Plan as a guide:</p> <ul style="list-style-type: none"> Include policies that encourages safety and accessibility of the Township's active transportation network: <ul style="list-style-type: none"> Energy-efficient lighting included wherever possible for new street design or during street upgrades. Mobility-friendly curb cuts Wide sidewalks Signed walking & pedestrian routes Universal design Include suite of policies that ensures cycling is convenient and safe: <ul style="list-style-type: none"> Road signed routes for cyclists Bicycle parking at major destinations Bike lanes on all main arterial roads or on all County roads Include a section or sub-section that provides direction for the development of the Township's trail network, including: <ul style="list-style-type: none"> Trail signage Rest areas Clear connections to streets 	<p>Town of the Blue Mountains Official Plan</p> <ul style="list-style-type: none"> D2.5: Active transportation Active transportation (walking and cycling) is an important component of building active communities and reducing dependence on single occupant vehicles. In order to plan for and encourage walking and cycling, Council shall: <ol style="list-style-type: none"> promote a connected, safe and well designed active transportation network which can include exclusive facilities for pedestrians and cyclists (sidewalks, bicycle lanes, trails, etc.) that are connected to origins and destinations within and beyond the Town; support the provision of safe and convenient cycling and walking routes in the review of all development applications; require the provision of sidewalks in settlement areas and hamlets, where appropriate; encourage mixed-use and pedestrian-oriented neighbourhood design that supports connections between land use and transportation infrastructure; investigate and provide for bicycle lanes wherever possible in the construction or reconstruction of roads and bridges; encourage and support measures which will provide for barrier free design of pedestrian facilities; support an accessible network that allows for use by all members of the community, which includes barrier-free design of pedestrian facilities which considers the location and width of

	<p>sidewalks, use of curb cuts, pedestrian crosswalks and signals, etc.;</p> <p>j) ensure that lands for bicycle/pedestrian paths are included with the land requirements for roads;</p> <p>k) encourage pedestrian and cycling amenities, both on the active transportation network and at key destinations, and can include shower facilities and lockers at major employers, appropriate pedestrian and cyclist signaling, and water fountains and benches along trail networks;</p> <p>l) ensure that the rights and privacy of adjacent property owners are factored into the design process for pedestrian and cycling routes;</p> <p>m) ensure that all pedestrian and cycling routes are designed to be safe; and,</p> <p>n) consider implementation of these policies through community design guidelines, zoning, street design manuals, etc.</p>
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10.2.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Explore need and opportunity for public transportation services and options relevant to rural context.
- Advocate for trails and active transportation during the municipal budgeting process.
- Support the implementation of the County of Dufferin Active Transportation Plan. For example:
 - Develop a bicycle education program and partner with local community agencies to educate residents
 - Develop a network signing strategy
 - Produce a user-friendly active transportation trails map
 - Collaborate on planning trail networks and providing connections to other municipalities, counties
 - Endorse walking and cycling as part of a healthy lifestyle in promotional material and market active transportation trails to both residents and visitors
 - Provide information on proper trail use and etiquette
 - Pursue funding opportunities for active transportation and recreation
 - Consider a walking and cycling review

10.3 Healthy Natural Environments

The following Healthy Natural Environments planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xc} and used as the criteria for reviewing municipal planning documents:

1. Preserve and connect open space and environmentally sensitive areas
2. Maximize opportunities to access and engage with the natural environment
3. Reduce urban air pollution
4. Mitigate urban heat island effect
5. Expand natural elements across the landscape

10.3.1 STRENGTHS

The Township's Official Plan outlines many policies aimed at preserving and protecting the diverse range of natural areas and parklands within both its rural and settlement areas. Policies are aimed at protecting significant areas from development or site alteration and, where development may occur, that it is carried out in an environmentally sustainable way.

There is also a strong emphasis on preserving the diversity, connectivity and long-term ecological function within various natural systems such as:

- All wetlands and the significant habitat of endangered species and threatened species, and their ecological functions shall be protected for the long term. Other significant natural features and areas shall also be protected from developments and site alterations (5.18)

While preserving the areas natural sites and features, the Township also commits to providing a range and equitable distribution of recreational spaces including facilities, parklands, open spaces and trails.

There are also strong links and connections made to the Niagara Escarpment Commission, and the Nottawasaga Valley Conservation Authority. The Township's Official Plan policies also outline the desire to develop and implement a natural heritage system (5.18).

In addition, the Township identifies the importance of preserving the agricultural land base by discouraging any change in land use through the expansion of settlement areas. The Township's Strategic Plan also emphasizes the importance of celebrating and preserving Mulmur's social and agricultural heritage.

The Township's Official Plan includes policies to protect trees and urban forests:

- Tree planting and reforestation shall continue to be encouraged (5.20)
- Existing tree cover or other stabilizing vegetation shall generally be maintained (5.20)
- New development should preserve trees and wooded areas (5.20)

Several policies aimed at the protection, improvement and restoration of the quality and quantity of water resources including:

- Using the watershed as the ecologically meaningful scale for planning; minimizing negative impacts including cross-jurisdictional impacts;

- Identifying water and natural features which are necessary to support the watershed;
- Implementing where necessary restrictions on development; promoting efficient and sustainable use of water (5.19)
- Restrictions on ‘water taking’ – maximum permissions to take water on a lot involving 50,000 litres per day (5.19.1)

10.3.2 AREAS OF OPPORTUNITY

The Township identifies many strong policies for the protection of natural areas and features, as well as policies to support the protection of local wildlife and fish habitats. There may be opportunities for the Township to work with partners such as the Niagara Escarpment Commission, and the Nottawasaga Valley Conservation Authority to work on implementing some of the Township’s policies – in particular with regard to creating a natural heritage system to assist further in the identification and preservation of natural heritage features, functions and linkages. There may also be opportunities to address greater community awareness of water and air quality.

In addition, there may be an opportunity to strengthen policies related to conservation, particularly for public facilities (link with Neighbourhood Design policies).

In addition, bylaws and programs that minimize air pollution could be explored, such as an anti-idling by-law customized for a rural setting, such as idle-free zones around schools, community centres and other sensitive land uses. The City of Edmonton, for example, passed a bylaw in 2013 (Bylaw 15982) that prohibits vehicles from idling in designated areas outside of schools and hospitals. The purpose of the bylaw is to create a healthier environment for school students, staff and hospital patients, staff and visitors.

10.3.3 CONSIDERATIONS

The Township could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Following the completion of the County’s Natural Heritage System plan, to be completed as part of the 5-Year review process, the Township of Mulmur could consider updating its Official Plan policies and mapping to assist with the identification and refinement of natural heritage features, functions and linkages within the Town.	See Town of Richmond Hill Natural Heritage Strategy ²⁴ .
2. Strengthen policies within OP Section 5.20 to protect trees and wooded areas, and encourage urban forest cover, such as developing a tree-by-law to protect trees from being removed during the development process.	Town of Caledon Official Plan <ul style="list-style-type: none"> • Site Alteration and Tree By-laws The Town shall adopt site alteration by-laws and tree by-laws in conformity with Sections 135 and 142 of the Municipal Act, 2001, in accordance with the

²⁴ http://www.richmondhill.ca/documents/heritage_natural_strategy.pdf

	<p>provisions of the Oak Ridges Moraine Conservation Act, 2001.</p> <p>Healthy Community Design – Policy Statements for Official Plans:</p> <ul style="list-style-type: none"> • <i>Environment</i> EN 4.4: Develop an urban forestry plan and associated implementation program to increase the health of the urban forest and expand the tree canopy throughout the community. EN 4.3: Incorporate vegetation and tree planting in new, existing, and future developments to increase areas for shade and assist with dissipation of heat.
3. The Township could consider an anti-idling bylaw that includes idle-free zones around schools, community centres and other sensitive land uses.	<p>City of Edmonton – Bylaw 15982</p> <ul style="list-style-type: none"> • Vehicles are prohibited from idling in designated areas outside of schools and hospitals.

10.4 Healthy Food Systems

The following Healthy Food Systems planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health^{xci}* and used as the criteria for reviewing municipal planning documents:

1. Enhance agricultural capacity
2. Increase access to healthy foods in all neighbourhoods
3. Improve community-scale food infrastructure

10.4.1 STRENGTHS

Given the largely rural Township, policies are not aimed at targeting more urban/semi-urban farming (i.e. roof top gardens, community gardens), but rather the Township puts a strong emphasis on protecting existing agricultural lands and encouraging the continuation of local farming operations and the establishment of new farming operations for the long-term. Policies include:

- Protection of Agricultural Areas shall be protected for long-term use for agricultural (5.9)
- Discouragement of lot creation in prime agricultural areas (5.9)
- Recreational uses shall not be permitted in prime agricultural areas (5.39)
- To preserve and protect agricultural lands, and encourage the continuation of farming operations and the establishment of new farming operations for the long term (6.0.2)

10.4.2 AREAS OF OPPORTUNITY

The Township places a strong emphasis within its strategic policies to protect agricultural lands as well as support existing and new farming operations. There may be opportunities for WDGPH to work with the

Township to support local agricultural operations throughout the Township and the County as a whole. Partnering with Dufferin Farm Fresh to promote local food and farmers may also be a good opportunity for pursuing initiatives such as ‘buying local’ for both residents and local business (i.e. restaurants, food retailers, schools).

10.4.3 CONSIDERATIONS

The Township could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Consider “foster sustainable local food system” as a guiding principle in the Official Plan (Section 4.2).	City of Guelph Official Plan <ul style="list-style-type: none"> 2.2 Strategic Goals of the Plan <ol style="list-style-type: none"> 1. Planning a Complete and Healthy Community: <ol style="list-style-type: none"> g) Foster sustainable local food systems.
2. Considering upcoming Provincial direction for agricultural diversification ²⁵ , add additional policies, where appropriate, that promote accessory farm businesses such as pick-your-own farms, produce stands and roadside markets – either as a new section or a sub-section under Agriculture (Section 5.9).	Town of Caledon Official Plan <ul style="list-style-type: none"> 5.1.1.8 On-Farm Diversified Uses <p>In order to help ensure compatibility and no Adverse Effects, On-farm Diversified Uses shall:</p> <ul style="list-style-type: none"> ○ Ensure that the proposed use can be serviced with an appropriate water supply and means of sewage disposal; ○ Ensure that the proposed use will not have an Adverse Effect on neighbouring wells; ○ Ensure that the proposed use has adequate on-site parking facilities, in addition to the parking required for the principal use on the property, and such parking is provided in locations compatible with surrounding land uses; ○ Ensure that the proposed use provides adequate setbacks and landscaping.
3. As part of Zoning By-law review, consider adding farmers markets as a permitted use within appropriate areas such as Rural Countryside and Environmental Lands, Hamlets, Commercial, and Tourism and Recreation.	Town of the Blue Mountains Official Plan <ul style="list-style-type: none"> D8.3 Urban Agriculture <ol style="list-style-type: none"> d) support the establishment of seasonal or year-round marketplaces in key locations where locally grown and preserved foods can be sold, and function as places of social interaction.

²⁵ The Ontario Ministry of Agriculture, Food and Rural Affairs released Draft Guidelines on Permitted Uses in Ontario’s Prime Agricultural Areas. OMAFRA is currently seeking feedback on the guidelines. Guidelines include criteria for on-farm diversified uses.

<p>4. Update Official Plan to permit community gardens in community, institutional, and recreation and open space areas.</p>	<p>Town of the Blue Mountains Official Plan</p> <ul style="list-style-type: none"> • D8.3 Urban Agriculture <ul style="list-style-type: none"> b) encourage the establishment of community gardens in any land use designation with the exception of lands designated Wetlands or Hazard Lands. Community gardens and associated accessory structures, such as garden sheds, shall be minor in scale and secondary to the primary permitted land use(s).
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10.4.4 OTHER STRATEGIES AND ACTIONS

- Promote and encourage hobby farms, home gardening and community gardens throughout the Township.
- Partner with other community food organizations (i.e. community kitchens and school gardens) to support the development of a healthy food system.
- Promote ‘buy local’ initiatives and healthy food education within private (local businesses and restaurants) and public sectors (schools and community centres).

10.5 Healthy Housing

The following Healthy Housing planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health^{xviii}* and used as the criteria for reviewing municipal planning documents:

1. Increase access to affordable housing through provision of diverse housing forms and tenure types
2. Ensure adequate housing quality for all segments of society
3. Prioritize housing for the homeless, elderly, low income groups and people with disabilities
4. Site and zone housing developments to minimize exposure to environmental hazards

10.5.1 STRENGTHS

As noted, the Township has policies which encourage a range and mix of housing including affordable housing and secondary suites. The Township also makes a connection to the County’s affordable housing target of 25% of residential housing within settlement areas is to be affordable to low and moderate income households. Additional policies within the County’s 10 Year Housing and Homelessness plan aimed at meeting the housing needs of vulnerable populations include:

- Offer safe and secure housing for victims of abuse (3.2)
- Collaborate on housing and support services to help those most at risk (2.6)
- Provision of the Homelessness Prevention Program (HPP) to help people maintain or obtain housing (3.3)

In addition, the Township supports housing to meet the social, health and well-being needs of current and future residents including special needs requirements and through residential intensification and redevelopment.

10.5.2 AREAS OF OPPORTUNITY

Importantly, the Township's Official Plan makes a commitment to provide a range and mix of housing including support of the County-wide affordable housing target of 25% of housing be affordable to low and moderate incomes. To further support this, there may be opportunities to also support more affordable housing options for more vulnerable populations such as seniors as well as persons with disabilities. The Township may want to reference the County's 10 Year Housing and Homelessness and the County's Ontario Renovates program within its strategic policies. Likewise, there may be opportunities to coordinate community education and awareness initiatives with the County of Dufferin Homelessness Task Force.

10.5.3 CONSIDERATIONS

The Township could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<ol style="list-style-type: none"> 1. Add a section or sub-section to the Official Plan Guiding Principles (Section 4.2) (possibly under Strong Communities) that affirms the Township's commitment to encouraging a range of housing options including affordable housing. 	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> • 3.5.3.5 Diverse Housing Types and Tenure • 3.5.3.5.1: A full range of housing types and densities will be planned as an integral part of each Rural Service Centre. • 3.5.3.5.2: Within the context of the other objectives and policies of this Plan, the Town will support alternative kinds of private market, rental and special needs housing to meet the demands of the Town's changing demographics by: facilitating applications that would provide housing for moderate and lower income households; encouraging life-cycle housing and encouraging the work of the Peel Non-Profit Housing Corporation and any community based groups in the provision of special needs housing.
<ol style="list-style-type: none"> 2. Update the Housing policies of Official Plan Section 5.4 referencing the County's 10 Year Housing and Homelessness Plan as a guide to support an adequate supply of housing for vulnerable populations (i.e. seniors, persons with disabilities and low income individuals and families). 	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> • 7.7.5.3.7 Caledon East Secondary Plan An Official Plan Amendment to designate additional medium density sites to accommodate special housing needs, such as seniors' housing, cohousing, co-operatives and condominiums will be considered, subject to site-specific considerations such as compatibility with

	<p>adjacent uses and maintenance of community character.</p> <p>Dufferin County (ON) 10 Year Housing and Homelessness Plan</p> <ul style="list-style-type: none"> Goals: <ul style="list-style-type: none"> Assist Low to Moderate Income Households Increase supply of affordable housing in Dufferin
<p>3. Add secondary suites as permitted use within Section 7.1 Hamlets subject to local regulations (i.e. Fire Code, Building Code, Zoning By-laws) and servicing feasibility</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> 6.2.13.3.1 Criteria for Garden Suites <ul style="list-style-type: none"> a) Garden Suites shall be permitted on lands identified as Prime Agricultural Area and General Agricultural Area, Rural Lands, Rural Estate Residential Area, Policy Areas 1, 2 or 3 within the Palgrave Estate Residential Community, on residentially designated lands within the Rural Service Centres of Bolton, Mayfield West and Caledon East, on lands within Villages and Hamlets where the primary use is residential, and on Environmental Policy Area lands subject to the major expansion policies of this Plan, the Comprehensive Zoning Bylaw provisions, the approval of the Building Department and/or the appropriate conservation authority where required, and subject to the approval by the Council of the Corporation of the Town of Caledon of a Temporary Use By-law for the subject property, and the appropriate agreement registered on the title of the property.
<p>4. Consider adding policies to permit multi-dwelling units in certain areas (i.e. Hamlet and Community) subject to servicing feasibility</p>	<p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> 3.2.4 Village and Hamlet Areas <ul style="list-style-type: none"> (1) The village and hamlet areas of the Town serve as focal points for the more traditional forms of community settlement. The Plan provides for a range of uses appropriate for these settlement areas to permit them to function as community entities and neighbourhoods. These areas are also capable of providing more conventional housing at a reasonable cost, which is consistent with provincial objectives to provide affordable

	<p>housing based on normal community growth.</p> <p>(2) Only limited development shall be permitted within the village and hamlet areas, until such time as municipal services may be provided to permit more concentrated growth. Special priority is to be given to the Village of Clarksburg to expand needed municipal services in accordance with the municipal servicing strategy policies of this Plan.</p>
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10.5.4 OTHER STRATEGIES AND ACTIONS

- Consider amending policies permitting garden suites only on a temporary basis (Section 11.13 and definition).
- Work with partners to identify housing needs of seniors across the Township.

11.0 REVIEW OF THE TOWNSHIP OF AMARANTH OFFICIAL PLAN AND RELATED POLICIES

Below we provide a summary of the strengths and areas of opportunity identified through a review of key planning documents for the Township of Amaranth. Documents have been summarized according to areas of public health interest, denoted by the 5 identified domains: **Neighbourhood Design, Transportation Networks, Natural Environments, Food System, and Healthy Housing**. Please refer to sections 1.5 & 1.6 in the Introduction of this report for more details regarding the impact these five planning policy domains have on public health. Suggestions are offered for Official Plan policy considerations, which are compared to some similar official plan policies in place in other municipalities. A list of other suggested strategies and actions to advance each of the five domains is also provided.

Documents reviewed include the Official Plan (2004); Dufferin County Active Transportation and Trails Master Plan (2010); Township of Amaranth Zoning By-Law (2010); OPA Number 4 (2012); Economic Development Strategic Plan (2012-14).

11.1 Healthy Neighbourhood Design

The following Healthy Neighbourhood Design planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health^{xiv}* and used as the criteria for reviewing municipal planning documents:

1. Enhance neighbourhood walkability
2. Create mixed land use
3. Build complete and compact neighbourhoods
4. Enhance connectivity with efficient and safe networks
5. Prioritize new developments within or beside existing communities
6. Create infrastructure resilient to climate change (addition to original toolkit referenced above).

11.1.1 STRENGTHS

The Township of Amaranth is a small rural community. In general, the Township's planning policy and zoning by-laws separate commercial, residential and institutional uses in different (albeit adjacent) areas. However, there are number of policies that permit a mix of uses within the same area, which can have benefits in terms of walkability and livability. For example, home occupations are permitted in estate residential, community residential, agricultural, and rural areas. Residential uses are also permitted in commercial areas if they are accessory to commercial uses (3.4.4.2). Small scale public institutions (schools and community halls) and recreational and tourism uses are permitted throughout the Township (3.3.3, 3.2).

The Official Plan (OP) states that 80% of new residential growth in the Township will be constructed within the Community Areas of Laurel and Waldemar (4.2.2). Infilling (developing on vacant land within the built up area) and minor expansions of residential lots are also permitted in these areas subject to sewage and water requirements (3.4.4.1). Both policies allow for some increased density in the 'core' of the Township.

The Official Plan includes several policies that promote access to recreation opportunities and the development of public spaces for social interaction. These include:

- (Recreation Objective) Encourage the development of high quality recreational facilities (3.7.2)
- (General Recreation Policy) Encourage and permit parks and open spaces to be located adjacent to institutional uses. (3.4.4.3)
- (Recreational Development Criteria) Provide major recreational facilities through joint use agreements with other municipalities in the County. (4.2.8)
- (Recreational Development Criteria) Trails should to be designed and constructed to provide multi-use, multi-season activities and ensure the safety of trail users. (4.2.8)
- (Community Development Criteria) New development must provide continuous open space and parks systems within the community (3.4).

With regards to connectivity, safety and accessibility, the OP states that development in Laurel and Waldemar should include street lighting, sidewalks and curbs of a certain standard (3.4.5). The OP also states that new roads should be designed to eliminate cul-de-sacs and dead ends (3.9.6), which will help to achieve a more connected network of streets and sidewalks. All community facilities in the Township are to be designed with barrier free access (3.4.4.3).

No policies in the Official Plan or other key planning policy documents in the Township refer to climate change; however there are a number of environmental policies such as prohibiting development in flood plains that support climate change resilience. The OP also states that within Laurel and Waldemar all utilities must be located underground (3.4.5).

11.1.2 AREAS OF OPPORTUNITY

Amaranth's Official Plan requires that new development preserve the scenic attributes and cultural character of the Township. Similarly, new lots must satisfy design, size and density of the open rural landscape and protect natural features. The zoning by-law also requires that new lots within Rural, Rural Residential, Estate Residential and Community designated lands are of a minimum size. The desire to maintain the rural identity of the Township, although a reasonable objective, creates a barrier to increasing residential density and thus walkability of the Township.

There is an opportunity to increase walkability of new developments and connectivity between commercial, residential and institutional areas, by ensuring there are safe and comfortable routes for pedestrians and cyclists. There may be also be opportunities to encourage more mixed-use development in the core areas over the long-term.

The Official Plan gives Council the authority to establish detailed design criteria for use in the development review process (3.4.5.d). This could be a key tool for creating healthy neighbourhoods in Amaranth. Some municipalities are enshrining design guidelines in the Official Plan as policy as a way to give the guidelines better profile and a stronger rationale for supporting implementation in the case of disputes. The development criteria contained in the Official Plan could more explicitly state and promote connectivity and grid-based networks within new developments.

There is also an opportunity to further promote and encourage accessible design and development throughout the community – through the Town’s planning policy. For example, design criteria, other policies or guidelines that encourage the development of accessible buildings and community spaces.

11.1.3 CONSIDERATIONS

The Township of Amaranth could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Update the policy that requires that the “location, design, size and density of lots retain the open rural landscape” (4.2.3.c) to allow for denser forms of development and intensification in the Township in appropriate locations over the long term.</p>	<p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> • A3.3.2 Strategic Objectives <ul style="list-style-type: none"> ○ Encourage infilling, intensification and redevelopment in appropriate locations and with appropriate built form and design. ○ Ensure that all development is appropriately phased and in conjunction with required infrastructure improvements where appropriate. ○ To permit development within the Hamlets that maintains and enhances hamlet character and scale in accordance with the policies contained within this Plan. <p>The Blue Mountains Official Plan</p> <ul style="list-style-type: none"> • 4.27 Thornbury Community (2) The residential policies are intended to reflect the visual context of the historical low density residential development pattern while providing for a wider variety of development form.
<p>2. As per Official Plan policy statement 3.4.5.d, establish detailed design criteria for use in the development review process in order to ensure greater connectivity within and between neighbourhoods. Criteria could include:</p> <ul style="list-style-type: none"> • Requiring new street networks to have high connectivity for walking, cycling, and use of public transit • Ensuring linkages between trails, sidewalks, bike lanes 	<p>City of Guelph Official Plan</p> <ul style="list-style-type: none"> • 8.0 Urban Design The City of Guelph has developed detailed urban design guidelines and included them as official policy in their official plan. For example, guidelines for the public realm include: Development proposals shall extend, establish or reinforce a modified grid-like street network that: <ul style="list-style-type: none"> i) connects with the existing urban fabric of streets, open spaces and developed areas ii) is highly interconnected;

	<ul style="list-style-type: none"> iii) responds sensitively and creatively to natural and other established features iv) integrates with the pedestrian and bicycle networks;
<p>3. Add new Community Development Policies (Section 3.4.5) that encourage connectivity and walkability in Community Residential, Institutional and Commercial Areas.</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> • 3.1.3.7 Sustainable Development Patterns and Community Design: The Town shall ensure that appropriate design guidelines are developed and implemented to assist in achieving sustainable development patterns and high quality design. Such guidelines may include, but are not necessarily limited to, the following considerations: <ul style="list-style-type: none"> • Design opportunities to introduce links that connect different areas of the Town, parks, walkways and trails, for an integrated community.
<p>4. Add additional development policies to the Open Space – Recreation section of the OP describing desired design criteria for parks and public spaces, such as shading, opportunities for winter recreation and elements that encourage social interaction (i.e. picnic facilities, outdoor music facilities, benches, etc). Consider Universal Design standards when developing these policies.</p>	<p>City of Guelph Official Plan</p> <ul style="list-style-type: none"> • 7.3.2 Park Hierarchy: 7. The following criteria will be considered in the development of Community Parks: that the site has direct access to an arterial or collector road and is accessible by public transit; that the site contains sufficient parking to meet anticipated demand; that the site contains sufficient table land to accommodate the needs of the active recreation facilities proposed for development; that the site can be linked, where feasible, to the overall trail network; and that the site consists of between 10-20 hectares in size, depending upon the nature of the facilities proposed. However, a very specialized facility may be developed on a smaller site.
<p>5. In addition to Policy 3.4.4.3 which requires community facilities to be designed with barrier free access, introduce specific policies and guidelines that encourage the development of accessible buildings and community spaces, as per the Accessibility Standards for the Built Environment and Policy Guidelines for the Design of Public</p>	<p>Town of Collingwood Official Plan</p> <ul style="list-style-type: none"> • 3.14 Design Criteria for the Physically Challenged: Recognizing the unique concerns of the physically-challenged as they specifically pertain to building design, Council shall encourage the construction of new buildings, structures and facilities and the

<p>Spaces that accompany the Accessibility for Ontarians with Disabilities Act,²⁶ which is aimed at making Ontario accessible by 2025.</p>	<p>reconstruction of existing buildings, structures and facilities occurs in a manner that is consistent with the needs of the physically challenged. In pursuing this goal, the municipality shall:</p> <ol style="list-style-type: none"> 1. Require building construction to occur in accordance with the regulations of the Building Code Act. 2. Encourage any relevant construction or reconstruction on public lands to occur in a manner consistent with the needs of the physically-challenged. 3. Include requirements for handicapped parking spaces in an appropriate municipal by-law. <p>City of Guelph Official Plan</p> <p>8. To improve attractiveness, continuity, accessibility and utility the City will develop linkages between parks at different levels of the park hierarchy. Such linkages may consist of:</p> <ol style="list-style-type: none"> i) an environmental corridor, ecological linkage or open space area; ii) a walkway, right-of-way or easement; a defined route that makes use of the street system; iii) walkways/trails through existing or proposed parks; iv) abandoned, existing or proposed utility corridors; v) abandoned or underused railway lines; and vi) storm drainage channels or natural drainage systems
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²⁶ More information and examples available at:
http://www.mcass.gov.on.ca/en/mcass/programs/accessibility/built_environment/

<p>6. Encourage the use green building design such as green roofs, green space, permeable surface treatments.</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> 3.1.3.7 Sustainable Development Patterns and Community Design: The Town shall ensure that appropriate design guidelines are developed and implemented to assist in achieving sustainable development patterns and high quality design. Such guidelines may include, but are not necessarily limited to, the following considerations: <ul style="list-style-type: none"> Innovative design techniques promoted through various programs, such as Leadership in Energy and Environmental Design (LEED), Low Impact Development (LID) and Energy Star.
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11.1.4 OTHER STRATEGIES AND ACTIONS

- Conduct climate change assessment and planning to determine appropriate policies and programs for increasing the Township's resilience to climate change. Consider using a health lens for the analysis and subsequent programs.
- Conduct walkability and accessibility assessments to identify issues and priorities in the Township.

11.2 Healthy Transportation Networks

The following Healthy Transportation Networks planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health^{xcv}* and used as the criteria for reviewing municipal planning documents:

1. Enable mobility for all ages and abilities
2. Make active transportation convenient and safe
3. Prioritize safety
4. Encourage use of public transit
5. Enable attractive road, rail and waterway networks.

11.2.1 STRENGTHS

Trails are a primary component of Amaranth's active transportation network. Recreational trails are explicitly permitted in rural areas and lands classified as 'Open Space-Recreation'.

The Dufferin County Active Transportation and Trails (DCATT) Master Plan contains short and long-term recommendations that work to establish and support a desired level of active transportation for Dufferin County, by increasing trail and road connectivity. Sections of the proposed trail network go through Amaranth. The Study also promotes 4 types of trails (Multi-use Trails, Rails with Trails, On-road Routes and Pedestrian Facilities) which support both recreational and utilitarian transportation.

As noted above, the Official Plan states that new development in Laurel and Waldemar shall include asphalt roadways, sidewalks, street lighting, curbs and gutters and boulevard landscape treatment, which promote a comfortable pedestrian environment and walkability in the core areas.

11.2.2 AREAS OF OPPORTUNITY

Amaranth's OP does not appear to contain any policies that pertain to public transportation, active transportation or cycling. Given the size and density of the Township, it is unlikely that cycling and walking will be used as a primary means of commuting and it is recognized that the rural character of the area would not support a public transit system. The opportunities are likely more closely related to improving trail connectivity within the Township, and providing opportunities/promoting active recreation, such as hiking, walking and cycling.

Sidewalks are required as part of new developments within Laurel and Waldemar; however, they are not required as part of rural, estate residential, employment, or industrial areas. Policies, by-laws or programs that work to support safe walking and cycling within these area could be developed.

The Dufferin County Active Transportation and Trails (DCATT) Master Plan recommends various on-road and off-road trail improvements in order to develop a connected trail system in Dufferin County. The Plan also recommends that the Township's recreation facilities (i.e. parks, trails and other active facilities) should be developed to support sustainable future growth as well as achieve a multi-use and multi-season trail system to ensure the safety of all users. Implementing the various recommendations in the plan will be critical for improving Amaranth's transportation network.

Given Amaranth's size, it is unlikely that there will be the density required to support public transportation in the foreseeable future. There may, however, be alternative service delivery options that could be explored to meet Amaranth's rural specific context. For example, there are models for on-demand van service that could be targeted to seniors or youth (but open to anyone).

11.2.3 CONSIDERATIONS

The Township of Amaranth could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Include walkability, connectivity and accessibility as objectives in the Official Plan (Section 2.0).	<p>Prince Edward County Vision Statement</p> <ul style="list-style-type: none"> 2.10.3 The integrity of the existing Provincial and County Road networks shall be maintained and upgraded, and integrated with cycling and walking routes as much as possible. 2.10.7 Within built-up areas, emphasis will be placed on designing facilities that encourage walking and the use of public transportation. Walking trails that connect shoreline areas, valleys, existing parks or other important physical or man-made features will be developed wherever possible.

<p>2. Develop general policies that support the implementation of an accessible system of trails and walkways.</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> • 5.9.5.9 Active Transportation: The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors. • 5.9.5.9.2 Consideration will be given to multi-use paths as part of the transportation system in the implementation of the Parks and Recreation Master Plan. • 5.9.5.9.3 Consideration will be given in all new subdivision and development proposals to provisions for multi-use links with transportation networks. • 5.9.5.9.4 The Town will work with the Region and school boards to promote the use of active transportation by students and to support the safe and active routes to school sites. <p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> • 6.2 Public Walkway Policies (1) During the planning period, it is intended that the municipality will establish a system of public pathways designed to provide a practical recreational facility for walking, skiing and biking trails, and to facilitate pedestrian access between major recreational activities associated with the Niagara Escarpment and Nottawasaga Bay, and the major residential and commercial centres in the planning area.
<p>3. Develop policies that consider the needs of all users - pedestrians, bicyclists and motorists of all ages and abilities, and give priority to street connectivity and active transportation infrastructure. Consider developing a new section under Transportation and Utilities (3.9) that encourages, prioritizes and describes an active transportation network, using the DCATT Master Plan as a guide.</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> • 5.9.5.9 Active Transportation: The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors. • 7.12.16.7.1 Consistent with the objectives of Section 5.9.2 f) of the Town's Official Plan, a pedestrian and bicycle system shall

<ul style="list-style-type: none"> ○ Include a suite of policies that encourages safety and accessibility of the Township's active transportation network, such as: <ul style="list-style-type: none"> • Mobility-friendly curb cuts • Sidewalks maintained all year round • Traffic calming and target speed designs that reduce traffic speeds • Energy-efficient lighting included wherever possible for new street design or during street upgrades. • Wider sidewalks • Signed walking & pedestrian routes. ○ Include a suite of policies that ensures cycling is convenient and safe: <ul style="list-style-type: none"> • Road signed routes for cyclists • Bicycle parking at major destinations • Bike lanes on main arterial roads or on all County roads. ○ Include a section that provides direction for the development of the Township's trail network, including: <ul style="list-style-type: none"> • Trail signage • Rest areas • Clear connections to streets • Trail maintenance. 	<p>be integrated within the road network and provide appropriate linkages between the Village Centre Area, residential neighbourhoods, the open space system, potential transit stops and places of employment, as well as to areas outside of the Plan Area.</p> <ul style="list-style-type: none"> • 7.12.16.7.2 Pedestrian walkways and bicycle routes shall be required throughout the Plan Area, in accordance with the approved Community Design Plan, and shall utilize public streets and dedicated pathways established throughout the Plan Area. • 7.3.6 Vehicular and Pedestrian Accessibility <ul style="list-style-type: none"> e) Pedestrian movement shall be enhanced through the provision of sidewalks appurtenant to all development. f) Provision of sidewalks and street lighting on existing Right-of-Ways throughout the Core shall be a priority to the Town. • 7.3.6.2 Transit <ul style="list-style-type: none"> d) Sidewalks should be integrated along all streets with bus stops; and, e) Safe crosswalks should be provided near bus stops. <p>City of Guelph Official Plan</p> <ul style="list-style-type: none"> • 8.18 Safety <ol style="list-style-type: none"> 1. Sidewalks and community trails should be visible, accessible and aligned along well-used public spaces. 2. New development should be designed in a manner that: <ul style="list-style-type: none"> ○ provides opportunity for informal surveillance of outdoor spaces ("eyes on the street"), including public parks, streets and parking areas; ○ clearly marks the transition or boundary between public and private spaces; ○ includes materials that allow for the built environment to be effectively and efficiently maintained;
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	<ul style="list-style-type: none"> ○ provides adequate lighting in accordance with Sections 8.14, 8.15 and 8.16 of this Plan; and ○ provides for multiple walking routes, where appropriate.
4. Require sidewalks as part of new development.	<p>City of Peterborough Official Plan</p> <ul style="list-style-type: none"> • 5.7.2: Sidewalks shall be required in all new residential subdivisions as follows: <ul style="list-style-type: none"> ○ On both sides of Arterial and Collector streets; ○ On both sides of all Local streets, including cul-de-sacs with 30 or more residential units, and any cul-de-sac having a through pedestrian connection.
5. Encourage or require new road infrastructure projects to incorporate bikeability and walkability, such as paved shoulders. Note: Other jurisdictions have operational guidelines that mandate the inclusion of cycling lanes when arterial roads are rebuilt.	<p>Prince Edward County Official Plan</p> <ul style="list-style-type: none"> • 4.7.5 Proposed major bicycle trails along the County Roads and the Loyalist Parkway are shown on Schedule 'D'. When the County or Province improves these road surfaces, they will endeavour to add a paved bicycle path along the shoulders in order to provide increased traffic safety. Trailside resting stops and small picnic parkettes may also be provided on suitable sites along the trails.
6. Explicitly permit recreational trails in all land-use designations (subject to certain requirements).	<p>Town of Collingwood Official Plan</p> <ul style="list-style-type: none"> • 3.2.3 It is the intent of this Official Plan that utility, communication and publicly-owned transportation, park and playground facilities, including pedestrian trails, and other uses deemed to serve a similar public function be permitted in all land use designations.

11.2.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Work with community partners to promote safe, active transportation especially between residential and school and employment areas.
- Work with community partners to identify accessibility issues in the public realm and explore potential solutions (see also Neighbourhood Design Consideration #5).
- Encourage municipal staff to use active transportation for commuting.
- Explore/encourage the provision of alternative service delivery options, such as on demand van service targeted at seniors or youth.
- Support the implementation of the County of Dufferin Active Transportation Plan. For example:

- Develop a bicycle education program and partner with local community agencies to educate residents
- Develop a network signing strategy
- Produce a user-friendly active transportation trails map
- Collaborate on planning trail networks and providing connections to other municipalities, counties
- Endorse walking and cycling as part of a healthy lifestyle in promotional material and market active transportation trails to both residents and visitors
- Provide information on proper trail use and etiquette
- Pursue funding opportunities for active transportation and recreation
- Consider a walking and cycling review

11.3 Healthy Natural Environments

The following Healthy Natural Environments planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xvii} and incorporated into the criteria for reviewing municipal planning documents:

1. Preserve and connect open space and environmentally sensitive areas
2. Maximize opportunities to access and engage with the natural environment
3. Reduce urban air pollution
4. Mitigate the urban heat island effect
5. Expand natural elements across the landscape.

11.3.1 STRENGTHS

Amaranth's Official Plan states that the preservation of the quality of the environment is of utmost importance and that the natural features of the Township should remain largely unchanged over the next 20 years. The Town's environmental features are protected by an Environmental Protection designation. Permitted uses in these areas are limited in order to protect these areas and minimize negative impact on the functions, features or linkages. (3.8)

A key section of Amaranth's Official Plan is Development Criteria policies, which apply to all new development in the Township. Two general criteria that help to ensure a healthy environment include: (4.1.1)

- Sites must be able to support the use without a negative impact on environmental features, functions and attributes
- The cumulative impact of development will not have detrimental effects on the environment.

Specific development criteria are also included for the following areas/features:

- Stormwater management (4.1.2)
- Steep slopes and ravines (4.1.3)
- Water quality of surface and ground water resources (4.1.4)
- Quantity of water resources (4.1.5)

- Flood plains (4.1.6)
- Significant Forest Areas (4.1.7)
- Other forested areas (4.1.8)
- Fisheries (4.1.9)
- Significant habitat areas (4.1.10).

‘Estate residential’ development, which is expected to make up 10% of future growth in the Township, is development that is typically low-density and resource intensive. Several criteria for these areas are included in the Official Plan to minimize the impacts of such developments. For example, new estate residential development must: a) respect the existing landscape and vegetation qualities of the land b) minimize land consumption and c) reduce servicing costs, respecting the natural topography, and preserving mature trees wherever possible. (3.3.4)

The many trails and natural spaces in Amaranth provide opportunities to access and engage with the natural environment. For example, the Dufferin County Forest is made up of 13 tracts located throughout Dufferin County, one of them being in Amaranth. The Forest is managed by the County of Dufferin. The County has an Operating Plan and is currently developing a management plan that will guide the use and management of the forest over the next twenty years. The County of Dufferin also has a forest conservation bylaw which, generally, encourages sustainable forest management practices and discourages over-harvesting.

11.3.2 AREAS OF OPPORTUNITY

In terms of preserving and connecting natural areas, Amaranth’s policies are quite strong. There are opportunities, however, to improve the management and use of these areas through the development of operational plans such as parks and recreation or natural heritage plans. This would allow the Township to further enhance and protect its open space and park lands.

The Official Plan states that wherever possible, existing tree lines and hedge rows shall be preserved. Also in the Transportation and Utilities section of the Official Plan, it states that grading and tree removal should be minimized where possible. The County of Dufferin tree by-law is focused on encouraging sustainable forest management practices and discouraging over-harvesting. Stronger policies could be developed to protect trees and increase tree canopy in the Township.

Policies and programs that further promote or enhance opportunities to access and engage with the natural environment could be developed.

Local organizations, especially the two Conservation Authorities (i.e. the Grand and the Credit River authorities), are key partners in the development and implementation of policy for a healthy environment. Continued collaboration and partnership with such agencies is important for Amaranth’s natural environment.

Estate lots on septic systems require a minimum of 2 acres per lot. In addition to what is listed in the Official Plan, a way to minimize land consumption is to require site planning to group lots around a single point of access to facilitate efficient building orientation. This would also enhance opportunities to provide appropriate pathways between the properties (safety) and landscaping to provide shade.

In addition, bylaws and programs that minimize air pollution could be explored, such as an anti-idling by-law customized for a rural setting, such as idle-free zones around schools, community centres and other sensitive land uses. The City of Edmonton, for example, passed a bylaw in 2013 (Bylaw 15982) that prohibits vehicles from idling in designated areas outside of schools and hospitals. The purpose of the bylaw is to create a healthier environment for school students, staff and hospital patients, staff and visitors.

11.3.3 CONSIDERATIONS

The Township of Amaranth could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<ol style="list-style-type: none"> 1. Develop policies to maximize the environmental and community health benefits of having healthy trees, with particular attention to protecting the community's stock of existing trees, supporting the growth of new trees and expanding the tree canopy in the community. <ol style="list-style-type: none"> a. Develop an Urban Forestry Management Plan. b. Require a local landscaping plan c. Include general policy statements about tree protection/canopy 	<p>Healthy Community Design – Policy Statements for Official Plans:</p> <ul style="list-style-type: none"> • EN 4.4: Develop an urban forestry plan and associated implementation program to increase the health of the urban forest and expand the tree <p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> • D8.2 Tree Canopy: Supporting the protection and enhancement of tree canopies can contribute to improvements to air and water quality, reductions in greenhouse gases, the support of biodiversity, and enhancement of natural features and systems. It is a policy of the Town to: <ul style="list-style-type: none"> ○ encourage the planting of native or non-native non-invasive tree species and vegetation that are resilient to climate change and provide high levels of carbon sequestration, particularly through new development and on municipally-owned land; ○ implement measures to protect, enhance, and expand the tree canopy ○ consider the establishment of a forest resource stewardship strategy and plan; ○ require reimbursement, in the form of new trees or financial compensation, for all healthy trees proposed to be removed in development applications, based

	<p>on the findings of a Tree Inventory and Preservation Plan; and,</p> <ul style="list-style-type: none"> ○ encourage tree planting by local residents and organizations, and educate residents about the benefits of planting trees on their property and the environmental impact of removing trees.
<p>2. Develop policies that require vegetation and tree planting in new, existing, and future developments to increase areas for shade and assist with dissipation of heat.</p>	<p>Healthy Community Design – Policy Statements for Official Plans: Environment</p> <ul style="list-style-type: none"> • EN 4.3: Incorporate vegetation and tree planting in new, existing, and future developments to increase areas for shade and assist with dissipation of heat. <p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> • 7.7.7.7 c) All reasonable efforts shall be made to preserve existing vegetation and mature trees, and additional landscaping/buffering may be required; and, <p>Prince Edward County</p> <ul style="list-style-type: none"> • 6.4 Rural Planning Policies: Property owners are encouraged to incorporate the following design principles into the development of a residential property: <ul style="list-style-type: none"> i) maintain a treed buffer of diverse native species between the residence and the roadway.
<p>3. The Township could consider an anti-idling bylaw that includes idle-free zones around schools, community centres and other sensitive land uses.</p>	<p>City of Edmonton – Bylaw 15982</p> <ul style="list-style-type: none"> • Vehicles are prohibited from idling in designated areas outside of schools and hospitals.

11.3.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Post signage and otherwise promote the local trail system in order to increase public awareness and, therefore, improve and maximize use.
- Find ways of incentivizing green building features.
- Develop a program to increase tree canopy in the Township.

11.4 Healthy Food Systems

The following Healthy Food Systems planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xvii} and used as the criteria for reviewing municipal planning documents:

1. Enhance agricultural capacity
2. Increase access to healthy foods in all neighbourhoods
3. Improve community-scale food infrastructure.

11.4.1 STRENGTHS

The majority of land in Amaranth is designated as agricultural. Agriculture plays an important role in the economy of the Township, its natural and cultural heritage, as well as the Town's ability to support access and availability of healthy food. The Town's objectives with respect to agricultural land are:

- encourage all forms of agriculture and protect the long term ability of farming operations
- maintain scenic values and agricultural heritage of lands and buildings in the Township.
- maintain the open landscape character of the Township by preserving large parcel sizes and minimizing the intrusion of non-agricultural uses. (3.1.2)

Other uses that are permitted in agricultural areas include: (3.1.3)

- Home occupations and small scale, agricultural-related home industries
- Small scale agriculture-related commercial and industrial uses, such as a grain drying handling and storage facility;
- Farm oriented tourist business' and bed and breakfast
- Agriculture-related commercial and agriculture-related industrial uses.

These secondary uses provide opportunities for farmers to sell their produce thereby increasing local residents' access to healthy food, as well as improving the viability of local farming operations. Hobby farms are permitted in rural areas which allow residents to grow and produce their own food. (3.1.5) Hobby farms and home gardening are perhaps more relevant than community gardens in Amaranth, as a way to increase access to healthy food – given the size of most lots.

The Town's Official Plan includes policies that regulate the separation of lots within agricultural and rural areas. (3.1.4 and 3.2.4) Generally policies work to limit the development of agricultural and rural land. A small portion of Amaranth is also protected by the Greenbelt Plan, which provides additional protection of farmland.

11.4.2 AREAS OF OPPORTUNITY

Small-scale retail is permitted in the commercially zoned areas of Laurel and Waldemar while larger scale retail and outlet stores are directed towards the employment areas. There are currently no grocery stores in Amaranth. Given that the communities of Laurel and Waldemar are likely not large enough to support a grocery store in the near future, the Township must think creatively about how to increase access to healthy food, such as promoting accessory farm businesses. In the long-term, encouraging food-retailers to locate in areas that are accessible will be important for ensuring access to healthy food in the community.

Given the availability of land and low-density in Amaranth, another key opportunity is to encourage residents and business owners to grow/produce/sell their own food. The Township could also continue to work with food-related organizations to promote the consumption and purchasing of local food in the Township.

11.4.3 CONSIDERATIONS

The Township of Amaranth could consider adopting the following policy amendments or directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Add a healthy food system as an objective in the Official Plan (Section 2.0).	City of Guelph Official Plan <ul style="list-style-type: none"> 2.2 Strategic Goals of the Plan: <ol style="list-style-type: none"> 1. Planning a Complete and Healthy Community: <ol style="list-style-type: none"> g) Foster sustainable local food systems.
2. Add additional policies that promote accessory farm businesses such as pick-your-own farms, produce stands and roadside markets in rural (3.2) and agricultural areas (3.1). Include criteria such as parking requirements to ensure these accessory uses function well.	Town of Caledon Official Plan <ul style="list-style-type: none"> 5.1.1.8 On-Farm Diversified Uses <p>In order to help ensure compatibility and no Adverse Effects, On-farm Diversified Uses shall:</p> <ol style="list-style-type: none"> b) Ensure that the proposed use can be serviced with an appropriate water supply and means of sewage disposal; c) Ensure that the proposed use will not have an Adverse Effect on neighbouring wells; d) Ensure that the proposed use has adequate on-site parking facilities, in addition to the parking required for the principal use on the property, and such parking is provided in locations compatible with surrounding land uses; e) Ensure that the proposed use provides adequate setbacks and landscaping.

11.4.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Promote and encourage hobby farms, home gardening and community gardens throughout the Town.
- Partner with community food organizations (i.e. community kitchens and school gardens) to support the development of a healthy food system.

- Promote ‘buy local’ initiatives and healthy food education within private (local businesses and restaurants) and public sectors (schools and community centres). Consider a partnership with Dufferin Farm Fresh.

11.5 Healthy Housing

The following Healthy Housing planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xcviii} and used as the criteria for reviewing municipal planning documents:

1. Increase access to affordable housing through provision of diverse housing forms and tenure types
2. Ensure adequate housing quality for all segments of society
3. Prioritize housing for the homeless, elderly, low income groups and people with disabilities
4. Site and zone housing developments to minimize exposure to environmental hazards

11.5.1 STRENGTHS

Residential growth in the Township is expected to occur at a rate of approximately 25 - 30 units per year, with the majority of that happening in the community areas of Laurel and Waldemar. The Official Plan states that new developments (through a plan of subdivision) may be phased and that creation of lots may be withheld to ensure that this rate of growth is not exceeded and does not occur in one area of the Township. This can allow for greater degree of increased density and intensification within the core areas.

The Official Plan states that Council can allow the creation of garden suites, provided that a number of criteria are met (i.e. limited size, temporary, servicing capabilities). In the absence of more formal affordable housing units or senior’s homes, garden suites can help to ensure the availability of affordable housing, as well as housing for seniors and vulnerable populations.

11.5.2 AREAS OF OPPORTUNITY

The Official Plan predicts that new residential growth will occur at a rate of approximately 30 new dwellings per year, while the land-use policies in Amaranth encourage single-detached residences on large lots or at low density. The low-growth predictions and policy context do not allow for a mix of housing types, tenures and affordability levels in Amaranth.

There are currently no policies in Amaranth’s Official Plan related to housing mix, affordability or providing housing for seniors or other vulnerable populations.

Accessory Garden Suites can help to meet affordability and housing needs in the Township, especially in absence of the infrastructure needed for development. With careful consideration of the impacts, restrictions on these units could be lessened.

Emphasis could also be made within planning policy to support housing for vulnerable populations. A broad policy statement could help ensure housing options for seniors, low-income individuals and families, persons with disabilities etc. are prioritized.

There may also be opportunities to encourage green building features for residential developments, especially within affordable housing. Guidelines for green buildings could be included in the Official Plan, in Urban Design Guidelines, Property Services By-law or Development Control By-law. Green building features could also be encouraged as part of the Site Plan Control Agreement.

11.5.3 CONSIDERATIONS

The Township of Amaranth could consider adopting the following policy amendments or directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Add a general policy statement or sub-section in the Official Plan (possibly in the section 4.2 - Growth Management) that declares the Township's commitment to supporting affordable housing options.</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> 2.5 Recreation and Tourism: To provide a broad range of housing accommodation types, including affordable housing, in a variety of settings while directing major residential and recreational accommodation to locate in areas where a higher order of municipal services are available. <p>City of Peterborough Official Plan</p> <ul style="list-style-type: none"> 4.2.3.11: Efforts will be made to achieve the targets for the provision of affordable housing identified in the Housing Strategy, in particular, types of housing that are necessary to meet the City and County's needs for affordable housing for low and moderate income households, seniors, families and singles, and those requiring support services.
<p>2. Develop policies that support an adequate range of housing sizes, types, densities, tenure, and price level, including permissions for secondary suites (subject to the availability of suitable servicing infrastructure).</p>	<p>Town of Collingwood Official Plan</p> <ul style="list-style-type: none"> Garden Suites: The Council of the Corporation of the Town of Caledon recognizes the garden suite as a housing form which will assist in meeting the needs of current and future residents of the Town. Only one garden suite or apartment-in-house will be permitted per lot. <p>Town of Blue Mountains Official Plan</p>

	<ul style="list-style-type: none">• 3.6.1: Apartments in Houses Apartments in houses, or second dwelling units, may be permitted as an ancillary residential use within the principal residential dwelling house, subject to amendment to the implementing Zoning By-law. Such housing accommodation is intended to provide more affordable housing, and shall be encouraged in locations which are considered compatible with the surrounding neighbourhood. <p>City of Peterborough Official Plan</p> <ul style="list-style-type: none">• 2.4.3.4: The City will strive to provide a minimum of 10 percent of new housing as affordable housing units to accommodate both family and non-family housing suitable to a full range of age groups, within all areas of the City.
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11.5.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Work with community partners to identify specific housing needs of seniors in the Township and develop strategies to address these needs.
- Work with the County to support the implementation of the strategies and recommendations outlined within the County's 10 Year Housing and Homelessness Plan that support an adequate supply of housing for vulnerable populations (i.e. seniors, persons with disabilities and low income individuals and families).

12.0 REVIEW OF THE TOWNSHIP OF EAST GARAFRAXA OFFICIAL PLAN AND RELATED POLICIES

Below we provide a summary of the strengths and areas of opportunity identified through a review of key planning documents for the Township of East Garafraxa. Documents have been summarized according to areas of public health interest, denoted by the 5 identified domains: **Neighbourhood Design, Transportation Networks, Natural Environments, Food System, and Healthy Housing**. Please refer to sections 1.5 & 1.6 in the Introduction of this report for more details regarding the impact these five planning policy domains have on public health. Suggestions are offered for Official Plan policy considerations, which are compared to some similar official plan policies in place in other municipalities. A list of other suggested strategies and actions to advance each of the five domains is also provided.

Documents reviewed include the East Garafraxa Official Plan (2005); Schedule A (2005); Dufferin County Active Transportation and Trails Master Plan (2010); Township of Garafraxa Zoning By-Law (2011).

12.1 Healthy Neighbourhood Design

The following Healthy Neighbourhood Design planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{xcix} and used as the criteria for reviewing municipal planning documents:

1. Enhance neighbourhood walkability
2. Create mixed land use
3. Build complete and compact neighbourhoods
4. Enhance connectivity with efficient and safe networks
5. Prioritize new developments within or beside existing communities
6. Create infrastructure resilient to climate change (addition to original toolkit referenced above).

12.1.1 STRENGTHS

The Township of East Garafraxa is a small rural community in Dufferin County, with a population of approximately 2,500. The Official Plan states that the population of the Township will rise steadily over the next 20 years, increasing by approximately 600 to 880 persons (2.2). This works out to be approximately 12 -15 new residential units per year (8.1).

Most of the residential development (80%) will be located in the Community of Marsville with the rest being directed to the Community of Orton (8.2). The OP states that development in these areas should minimize land consumption (Section 5.3.6), which suggests that a certain level of density will be achieved. Infilling (developing on vacant land within the built up area) is also permitted subject the necessary approvals (5.4.4).

Within the Community Areas of Marsville and Orton, a mix of residential, commercial, open space, environmental protection and small scale institutional uses are encouraged. These areas are separated by their respective land-use designations; however, they are located close/adjacent to each other, and for the most part along major County roads (5.4.1). The permitted uses in each designation also allow for

a degree of mixed-use. For example, accessory residential units are permitted in commercial areas (5.4.2.) and home occupations are permitted in residential areas (5.4.2.1). Development criteria for the Community Areas require that greater attention be given to streetscape and landscape elements and that development is planned to provide a continuous open space and parks system within the community (5.4.5).

Employment Areas are the focus for larger scale industrial, commercial and institutional development, and can allow for a mix of non-residential uses. These areas are required to have sidewalks, walkways and street lighting (5.5.6).

The Official Plan's Open Space designation permits neighbourhood parks, parkettes and provides for open space linkages, as well as community recreation centres, public utilities and stormwater management facilities. The intent of this designation is to establish an identifiable and continuous open space network through the Township (see areas of opportunity - there is very little land designated Open Space). The Official Plan also states that parks should be located adjacent to schools and natural areas wherever possible, an effective means of developing an integrated greenspace and trails network (5.8.4).

Community uses are intended to provide the focus for social activities within the Township (5.4.2.3), and are located in the centre of town/along the main roads (Official Plan Schedule A1 and A2).

12.1.2 AREAS OF OPPORTUNITY

East Garafraxa is a small rural township that is not expected to grow significantly over the next 20 years. This planning context does not typically align with the principles of mixed use or increased density; however as the Township grows, having the right policies in place will be essential for creating healthy communities over the long-term. Two major limitations of the Township's Official Plan in terms of healthy neighbourhood design are: a) all residential zones in the Official Plan have a minimum lot area and yard size and b) only single family dwellings are permitted in residential areas. Both policies restrict increases in density. The Township's Official Plan also requires that the location, design, size and density of lots retain the open rural landscape of the Town. These policies work against promoting density and intensification, which are essential to creating healthy, complete communities. It is likely that many of these policies are a function of servicing constraints which require rural style septic and well systems and are unsuited for higher density development.

As the Township grows, having areas specifically designated for mixed-use could help to create healthy neighbourhoods. Another opportunity is to further promote connectivity, as well as safe and comfortable routes for pedestrians and cyclists, especially in the community areas. The development criteria for the community areas could be updated to more explicitly support these objectives.

There is no explicit mention of climate change in the Township's Official Plan. New policies could be developed that specifically encourage various forms of sustainable development in order to increase the Township's resilience to climate change. Studies or further research on climate change issues and opportunities may be needed before proceeding with this approach.

Similarly, green building design is not explicitly discussed in the Township's Official Plan. Policies that encourage or require new developments to incorporate green building standards could be included in the Official Plan, property standards by-law or design guidelines. A policy could be added to the Official Plan

and Zoning By-Law that requires new developments to be constructed with underground utilities and/or encourages the retrofitting of existing areas.

12.1.3 CONSIDERATIONS

The Township of East Garafraxa could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Update the policy that requires that the “location, design, size and density of lots retain the open rural landscape of the Town” (8.3) to allow for denser forms of development and intensification in appropriate areas of the Township over the long term. Subsequently update the zoning by-law Section 4.5 that sets the minimum lot area and yard size in the hamlet residential zone to allow for smaller lots/greater density in appropriate areas within the Township.</p>	<p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> • A3.3.2 Growth And Settlement Strategic Objectives: <ul style="list-style-type: none"> ○ Encourage infilling, intensification and redevelopment in appropriate locations and with appropriate built form and design. ○ Ensure that all development is appropriately phased and in conjunction with required infrastructure improvements where appropriate. ○ To permit development within the Hamlets that maintains and enhances hamlet character and scale in accordance with the policies contained within this Plan. <p>The Blue Mountains Official Plan</p> <ul style="list-style-type: none"> • 4.27: (2) The residential policies are intended to reflect the visual context of the historical low density residential development pattern while providing for a wider variety of development form.
<p>2. Consider adding additional development criteria to the Open Space section of the Official Plan describing design criteria for parks and public spaces, such as including shading, and opportunities for winter recreation and elements that encourage social interaction (i.e. picnic facilities, outdoor music facilities, benches, etc). Consider Universal Design standards when developing these policies.</p>	<p>City of Guelph Official Plan</p> <ul style="list-style-type: none"> • 7.3.2 Park Hierarchy: 7. The following criteria will be considered in the development of Community Parks: <ul style="list-style-type: none"> ○ that the site has direct access to an arterial or collector road and is accessible by public transit; ○ that the site contains sufficient parking to meet anticipated demand; ○ that the site contains sufficient table land to accommodate the needs of the active recreation facilities proposed for development;

	<ul style="list-style-type: none"> ○ that the site can be linked, where feasible, to the overall trail network; and ○ that the site consists of between 10-20 hectares in size, depending upon the nature of the facilities proposed. However, a very specialized facility may be developed on a smaller site.
<p>3. Add new Development Policies for Community Areas (Section 5.4.5) to ensure greater connectivity between areas. For example:</p> <ul style="list-style-type: none"> a. Require new street networks to have high connectivity for walking, cycling, and use of public transit b. Ensure linkages between trails, sidewalks, bike lanes 	<p>City of Guelph Official Plan</p> <ul style="list-style-type: none"> • 8.0 Urban Design: The City of Guelph has developed detailed urban design guidelines and included them as official planning policy in their official plan. For example, guidelines for the public realm include: Development proposals shall extend, establish or reinforce a modified grid-like street network that: <ul style="list-style-type: none"> ○ connects with the existing urban fabric of streets, open spaces and developed areas ○ is highly interconnected; ○ responds sensitively and creatively to natural and other established features ○ integrates with the pedestrian and bicycle networks;
<p>4. Encourage the use of green building design such as green roofs, green space, permeable surface treatments.</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> • 3.1.3.7 Sustainable Development Patterns and Community Design: The Town shall ensure that appropriate design guidelines are developed and implemented to assist in achieving sustainable development patterns and high quality design. Such guidelines may include, but are not necessarily limited to, the following considerations: Innovative design techniques promoted through various programs, such as Leadership in Energy and Environmental Design (LEED), Low Impact Development (LID) and Energy Star.
<p>5. Introduce specific policies and guidelines that encourage the development of accessible buildings and community spaces, as per the Accessibility Standards for the Built Environment and Policy Guidelines for</p>	<p>Town of Collingwood Official Plan</p> <ul style="list-style-type: none"> • 3.14 Design Criteria for the Physically Challenged: Recognizing the unique concerns of the physically-challenged as they specifically pertain to building design,

<p>the Design of Public Spaces that accompany the Accessibility for Ontarians with Disabilities Act,²⁷ which is aimed at making Ontario accessible by 2025.</p>	<p>Council shall encourage the construction of new buildings, structures and facilities and the reconstruction of existing buildings, structures and facilities occurs in a manner that is consistent with the needs of the physically challenged. In pursuing this goal, the municipality shall:</p> <ul style="list-style-type: none"> ○ Require building construction to occur in accordance with the regulations of the Building Code Act. ○ Encourage any relevant construction or reconstruction on public lands to occur in a manner consistent with the needs of the physically-challenged. ○ Include requirements for handicapped parking spaces in an appropriate municipal by-law. <p>City of Guelph Official Plan</p> <ul style="list-style-type: none"> • 8. To improve attractiveness, continuity, accessibility and utility the City will develop linkages between parks at different levels of the park hierarchy. Such linkages may consist of: <ul style="list-style-type: none"> ○ an environmental corridor, ecological linkage or open space area; ○ a walkway, right-of-way or easement; a defined route that makes use of the street system; ○ walkways/trails through existing or proposed parks; ○ abandoned, existing or proposed utility corridors; ○ abandoned or underused railway lines; and ○ storm drainage channels or natural drainage systems
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²⁷ More information and examples available at: http://www.mcass.gov.on.ca/en/mcass/programs/accessibility/built_environment/

12.1.4 OTHER STRATEGIES AND ACTIONS

- Conduct climate change assessment and planning to determine appropriate policies and programs for increasing the Township's reliance to climate change. Consider using a health lens for the analysis and subsequent programs.
- Conduct walkability and accessibility assessments to identify issues and priorities in the Township.

12.2 Healthy Transportation Networks

The following Healthy Transportation Networks planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^c and used as the criteria for reviewing municipal planning documents:

1. Enable mobility for all ages and abilities
2. Make active transportation convenient and safe
3. Prioritize safety
4. Encourage use of public transit
5. Enable attractive road, rail and waterway networks.

12.2.1 STRENGTHS

The Township's on and off-road trails are an essential component of its healthy transportation network. The Official Plan intends to 'integrate, and wherever possible, connect environmental features with parks to provide opportunities for active and passive recreation' (5.8.4).

The Dufferin County Active Transportation Plan provides important policy direction on how to improve trail and road connectivity within East Garafraxa. The Study promotes 4 types of trails (Multi-use Trails, Rails with Trails, On-road Routes and Pedestrian Facilities) which support both recreational and utilitarian transportation. Segments of the Plan's proposed trail network are located in East Garafraxa.

The Official Plan includes development standards for all transportation and utility facilities. One policy that promotes a healthy transportation network is that new road systems should be *through* roads, rather than cul de sacs. (6.6)

12.2.2 AREAS OF OPPORTUNITY

East Garafraxa's Official Plan does not contain policies that pertain to public transportation or active transportation. It is unlikely that the Township will reach the density required to support public transportation for many years; however, alternative service delivery options could be explored, such as on-demand van service targeted at seniors or youth.

There is no policy mandating that sidewalks be constructed as part of new residential developments. A policy requiring that new developments provide sidewalks, especially in the community areas, could be developed. General development criteria could also be developed to promote walkability, focused on improving linkages between community and institutional areas, especially schools, churches and community centres. The opportunity to provide sidewalks could also be included in new urban design guidelines.

The Dufferin County Active Transportation and Trails (DCATT) Master Plan makes a number of recommendations for improving the Township’s active transportation network and creating a continuous network of trails. Implementing the various recommendations in the plan through planning policy as well as through programming and the municipal budgeting process would be important for improving East Garafraxa’s transportation network.

There is also an opportunity of addressing accessibility standards for persons with disabilities within the public realm.

12.2.3 CONSIDERATIONS

The Township could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<ol style="list-style-type: none"> 1. Include walkability, connectivity and accessibility as objectives in the Official Plan (4.0) 	<p>Prince Edward County Official Plan</p> <ul style="list-style-type: none"> • 2.10.3 The integrity of the existing Provincial and County Road networks shall be maintained and upgraded, and integrated with cycling and walking routes as much as possible. • 2.10.7 Within built-up areas, emphasis will be placed on designing facilities that encourage walking and the use of public transportation. Walking trails that connect shoreline areas, valleys, existing parks or other important physical or man-made features will be developed wherever possible.
<ol style="list-style-type: none"> 2. Develop general policies that support the implementation of an accessible system of trails and walkways. 	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> • 5.9.5.9 Active Transportation: The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors. • 5.9.5.9.2 Consideration will be given to multi-use paths as part of the transportation system in the implementation of the Parks and Recreation Master Plan. • 5.9.5.9.3 Consideration will be given in all new subdivision and development proposals to provisions for multi-use links with transportation networks.

	<ul style="list-style-type: none"> 5.9.5.9.4 The Town will work with the Region and school boards to promote the use of active transportation by students and to support the safe and active routes to school sites. <p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> 6.2 Public Walkway Policies <ol style="list-style-type: none"> (1) During the planning period, it is intended that the municipality will establish a system of public pathways designed to provide a practical recreational facility for walking, skiing and biking trails, and to facilitate pedestrian access between major recreational activities associated with the Niagara Escarpment and Nottawasaga Bay, and the major residential and commercial centres in the planning area.
<p>3. Develop policies that consider the needs of all users - pedestrians, bicyclists and motorists of all ages and abilities, and give priority to street connectivity and active transportation infrastructure. Consider developing a new section under Transportation and Utilities that encourages and describes an active transportation network, using the DCATT Master Plan as a guide:</p> <ul style="list-style-type: none"> Include a suite of policies that encourages safety and accessibility of the Town's active transportation network, such as: <ul style="list-style-type: none"> Mobility-friendly curb cuts Sidewalks maintained all year round Traffic calming and target speed designs that reduce traffic speeds Energy-efficient lighting included wherever possible for new street design or during street upgrades. Wider sidewalks Signed walking & pedestrian routes. 	<p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> 5.2 Barrier Free Transportation <ol style="list-style-type: none"> 1. The City's transportation system shall be developed to be inclusive of the needs of persons with disabilities, seniors, children and those with reduced mobility by: <ul style="list-style-type: none"> ensuring that new transit facilities, transit stops and vehicles are accessible and use barrier free design principles in accordance with the Accessibility for Ontarians with Disabilities Act; ensuring that sidewalks are accessible and accommodate people with impaired or reduced mobility; encouraging the use of voice signals at crosswalks; modifying existing transportation facilities over time to enhance accessibility; v) requiring minimum off-street parking spaces for persons with disabilities through the Zoning By-law.

<ul style="list-style-type: none"> ○ Include a suite of policies that ensures cycling is convenient and safe: <ul style="list-style-type: none"> • Road signed routes for cyclists • Bicycle parking at major destinations • Bike lanes on main arterial roads or on all County roads. ○ Include a section or sub-section that provides direction for the development of the Town's trail network, including: <ul style="list-style-type: none"> • Trail signage • Rest areas • Clear connections to streets • Trail maintenance. 	<p>City of Guelph Official Plan</p> <ul style="list-style-type: none"> • 8.18 Safety <ol style="list-style-type: none"> 1. Sidewalks and community trails should be visible, accessible and aligned along well-used public spaces. 2. New development should be designed in a manner that: <ul style="list-style-type: none"> ○ provides opportunity for informal surveillance of outdoor spaces ("eyes on the street"), including public parks, streets and parking areas; ○ clearly marks the transition or boundary between public and private spaces; ○ includes materials that allow for the built environment to be effectively and efficiently maintained; ○ provides adequate lighting in accordance with Sections 8.14, 8.15 and 8.16 of this Plan; and ○ provides for multiple walking routes, where appropriate.
<p>4. Require sidewalks as part of new development.</p>	<p>City of Peterborough Official Plan</p> <ul style="list-style-type: none"> • 5.7.2: Sidewalks shall be required in all new residential subdivisions as follows: <ul style="list-style-type: none"> ○ On both sides of Arterial and Collector streets; ○ On both sides of all Local streets, including cul-de-sacs with 30 or more residential units, and any cul-de-sac having a through pedestrian connection.
<p>5. Encourage or require new road infrastructure projects to incorporate bikability and walkability, such as paved shoulders. Consider including as a Development Policy under Transportation and Utilities (6.0). Note: Other jurisdictions have operational guidelines that mandate the inclusion of cycling lanes when arterial roads are rebuilt.</p>	<p>Prince Edward County Official Plan</p> <ul style="list-style-type: none"> • 4.7.5 Proposed major bicycle trails along the County Roads and the Loyalist Parkway are shown on Schedule 'D'. When the County or Province improves these road surfaces, they will endeavour to add a paved bicycle path along the shoulders in order to provide increased traffic safety. Trailside resting stops and small picnic parkettes may also be

	provided on suitable sites along the trails.
6. Explicitly permit recreational trails in all land-use designations (subject to certain requirements).	Town of Collingwood Official Plan <ul style="list-style-type: none"> 3.2.3 It is the intent of this Official Plan that utility, communication and publicly-owned transportation, park and playground facilities, including pedestrian trails, and other uses deemed to serve a similar public function be permitted in all land use designations.

12.2.4 OTHER STRATEGIES AND ACTIONS

- Work with community partners to promote safe, active transportation between residential and school and employment areas.
- Work with community partners to identify accessibility issues in the public realm and explore potential solutions (see also Neighbourhood Design Consideration #8).
- Support/develop public awareness initiatives that encourage active transportation for utilitarian and leisure uses.
- Explore/encourage the provision of alternative service delivery options, such as on demand van service targeted at seniors or youth.
- Encourage municipal/County staff to use active transportation for commuting.
- Support the implementation of the County of Dufferin Active Transportation Plan. For example:
 - Develop a bicycle education program and partner with local municipalities and community agencies to educate residents
 - Develop a network signing strategy
 - Produce a user-friendly active transportation trails map
 - Collaborate with the County on planning trail networks and providing connections to other municipalities
 - Endorse walking and cycling as part of a healthy lifestyle in promotional material and market active transportation trails to both residents and visitors
 - Provide information on proper trail use and etiquette
 - Pursue funding opportunities for active transportation and recreation
 - Consider a walking and cycling review (recommended for all municipalities in County).

12.3 Healthy Natural Environments

The following Healthy Natural Environments planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health^{ci}* and incorporated into the criteria for reviewing municipal planning documents:

1. Preserve and connect open space and environmentally sensitive areas
2. Maximize opportunities to access and engage with the natural environment
3. Reduce urban air pollution
4. Mitigate the urban heat island effect
5. Expand natural elements across the landscape.

12.3.1 STRENGTHS

The preservation of the quality of the environment is one of three key principles on which the Township's Official Plan is based (3.2). The Environmental Protection designation limits what is permitted in environmentally sensitive areas in order to minimize the negative impact of development on the environment. Passive recreation uses such as nature viewing, trail activities and interpretative facilities are also permitted in Environmental Protection areas. This helps to maximize opportunities to access and engage with the natural environment, while ensuring that public safety remains a priority.

The Township's Official Plan includes Development Criteria which act as the guidelines for development proposals and public works projects. Development criteria are included for various environmental features, including water, fish habitat, and forested areas.

Ten percent (10%) of new residential development is expected to be 'estate residential' which is typically large lot, low-density, resource intensive. Several criteria for these areas are included in the OP to minimize the impacts of this type of development. For example, new estate residential development must minimize land consumption.

The Official Plan also states that for transportation and utility facilities, site rehabilitation should use native species of vegetation and blend into the surrounding landscape (6.6.a.iv).

The Township's Official Plan recognizes the important role of the Conservation Authority when dealing with environmentally sensitive areas and suggests instances where they should be consulted (i.e. developing stormwater management facilities (5.8.4), watershed management and flood and erosion control projects (7.9), determining appropriate setbacks from stream valleys (7.17).

The County of Dufferin also has a forest conservation bylaw, which encourages sustainable forest management practices that discourage over-harvesting within the County.

12.3.2 AREAS OF OPPORTUNITY

In terms of preserving and connecting open space and environmentally sensitive areas, East Garafraxa's policy framework is quite strong. However there are opportunities to improve the management of these areas through the development of operational plans and programs, such as parks and recreation or a natural heritage master plan.

There is also an opportunity to further protect trees and increase sustainable urban vegetative cover within the Township. The Official Plan discourages tree removal under some designations (6.6); however;

stronger policies or a separate tree by-law could be developed to protect trees during the development process. Native species and planting could be further encouraged as well.

Air pollution is likely not a major issue in East Garafraxa; however as the Township grows, bylaws and programs that minimize air pollution could be explored, such as an anti-idling by-law customized for a rural setting, such as idle-free zones around schools, community centres and other sensitive land uses. The City of Edmonton, for example, passed a bylaw in 2013 (Bylaw 15982) that prohibits vehicles from idling in designated areas outside of schools and hospitals. The purpose of the bylaw is to create a healthier environment for school students, staff and hospital patients, staff and visitors.

Continued collaboration and partnership with Conservation Authorities and other environmental organizations can help to ensure a healthy natural environment in East Garafraxa.

Estate lots on septic systems require a minimum of 2 acres a lot. In addition to what is listed in the Official Plan, a way to minimize land consumption is to require site planning to group lots around a single point of access to facilitate efficient building orientation. This would also enhance opportunities to provide appropriate pathways between the properties (safety) and landscaping to provide shade.

12.3.3 CONSIDERATIONS

The Township of East Garafraxa could consider adopting the following policy amendments or directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Develop policies to maximize the environmental and community health benefits of having healthy trees, with particular attention to protecting the community's stock of existing trees, supporting the growth of new trees and expanding the tree canopy in the community.</p> <ul style="list-style-type: none"> ○ Develop an Urban Forestry Management Plan. ○ Require a local landscaping plan ○ Include general policy statements about tree protection/canopy 	<p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> • D8.2 Tree Canopy : Supporting the protection and enhancement of tree canopies can contribute to improvements to air and water quality, reductions in greenhouse gases, the support of biodiversity, and enhancement of natural features and systems. It is a policy of the Town to: <ul style="list-style-type: none"> ○ encourage the planting of native or non-native non-invasive tree species and vegetation that are resilient to climate change and provide high levels of carbon sequestration, particularly through new development and on municipally-owned land; ○ implement measures to protect, enhance, and expand the tree canopy ○ consider the establishment of a forest resource stewardship strategy and plan; ○ require reimbursement, in the form of new trees or financial compensation, for all healthy trees proposed to be removed in development applications,

	<p>based on the findings of a Tree Inventory and Preservation Plan; and,</p> <ul style="list-style-type: none"> ○ encourage tree planting by local residents and organizations, and educate residents about the benefits of planting trees on their property and the environmental impact of removing trees.
2. Incorporate vegetation and tree planting in new, existing, and future developments to increase areas for shade and assist with dissipation of heat.	<p>Healthy Community Design – Policy Statements for Official Plans:</p> <ul style="list-style-type: none"> • EN 4.3: Incorporate vegetation and tree planting in new, existing, and future developments to increase areas for shade and assist with dissipation of heat
3. Encourage green building features through the Official Plan and/or newly develop Urban Design Guidelines (See Healthy Neighbourhoods Questions for Consideration #7).	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> • 3.1.3.7 Sustainable Development Patterns and Community Design: The Town shall ensure that appropriate design guidelines are developed and implemented to assist in achieving sustainable development patterns and high quality design. Such guidelines may include, but are not necessarily limited to, the following considerations: Innovative design techniques promoted through various programs, such as Leadership in Energy and Environmental Design (LEED), Low Impact Development (LID) and Energy Star.
4. The Township could consider an anti-idling bylaw that includes idle-free zones around schools, community centres and other sensitive land uses.	<p>City of Edmonton – Bylaw 15982</p> <ul style="list-style-type: none"> • Vehicles are prohibited from idling in designated areas outside of schools and hospitals.

12.3.4 OTHER STRATEGIES AND ACTIONS

- Post signage and otherwise promote the local trail system in order to increase public awareness and, therefore, improve and maximize use.
- Find ways of incentivizing green building features.
- Develop a program to increase tree canopy in the Township.

12.4 Healthy Food Systems

The following Healthy Food Systems planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health^{ci}* and used as the criteria for reviewing municipal planning documents:

1. Enhance agricultural capacity
2. Increase access to healthy foods in all neighbourhoods
3. Improve community-scale food infrastructure.

12.4.1 STRENGTHS

The large majority of land in East Garafraxa is designated agricultural. Agriculture plays an important role in the Township's economy, its natural and cultural heritage, as well as its ability to support access and availability of healthy food (2.5). The Township's planning policies work to protect prime agricultural areas. For example, severances of agricultural properties are minimized as much as possible (5.1.4).

In addition to agricultural uses, the OP permits the following accessory uses in agricultural areas:

- One single-detached residential dwelling per lot,
- Home occupations,
- Small scale agriculturally related home industries,
- Forest, wildlife and fisheries management
- Produce stands, accessory to an agricultural operation,
- Small-scale commercial and industrial operations servicing the agricultural community
- Farm oriented tourist businesses including bed and breakfast uses (5.1.3)

These secondary uses provide opportunities for farmers to expand their businesses and sell their produce, thereby increasing access to healthy food, as well as improving the viability of local farming operations. Farming as well as accessory uses are also permitted in rural areas, which allows individuals and families to grow and even sell local healthy food, even if farming is not their primary source of income (5.2.3).

Interestingly, while a number of farm operations within the Township have become larger, there have also been a significant number of small scale farms established (2.5).

12.4.2 AREAS OF OPPORTUNITY

There is an opportunity to add policies that specifically support access to healthy food and improving community-scale food infrastructure and services within future Official Plan reviews.

The community commercial area, located in Marsville, is the focus of small-scale retail within the Township, while larger scale retail and outlet stores are directed towards the employment areas. However, there are currently no grocery stores in East Garafraxa. Another issue is that only a small amount of land is designated as community commercial, which could limit the number of small-scale food retailers that eventually locate in the Township.

Lands being used for active farming are in abundance within the Township and are distributed throughout the area. As discussed earlier in this report, various types of accessory farm businesses are permitted in agricultural and rural residential areas. This provides an opportunity for produce stands local food business activity within the Township, which would allow for the sale of locally grown fresh foods as well

as support the local economy. These uses could be further supported by inclusion in the OP and/or additional direction on could be provided. The Township could also provide support for farmers markets selling local food by locating them on publicly owned lands or facilitating rezoning of privately held lands.

WDGPH could also continue to work with food-related organizations to promote the consumption and procurement of local food in the Township. For example, there may be some opportunities for promoting agriculture within the Township by encouraging ‘buy-local’ initiatives, and healthy food education within schools and community centres.

12.4.3 CONSIDERATIONS

The Township of East Garafraxa could consider adopting the following policy amendments or directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Add healthy food system as an objective in the Official Plan (Section 4.0).	City of Guelph Official Plan <ul style="list-style-type: none"> D2.2 Strategic Goals of the Plan <ol style="list-style-type: none"> Planning a Complete and Healthy Community: g) Foster sustainable local food systems.
2. Add additional policies that promote accessory farm businesses such as pick-your-own farms, produce stands and roadside markets in rural (5.2) and agricultural areas (5.1). Include criteria such as parking requirements to ensure these accessory uses function well.	Town of Caledon Official Plan <ul style="list-style-type: none"> D5.1.1.8 On-Farm Diversified Uses: In order to help ensure compatibility and no Adverse Effects, On-farm Diversified Uses shall: <ul style="list-style-type: none"> Ensure that the proposed use can be serviced with an appropriate water supply and means of sewage disposal; Ensure that the proposed use will not have an Adverse Effect on neighbouring wells; Ensure that the proposed use has adequate on-site parking facilities, in addition to the parking required for the principal use on the property, and such parking is provided in locations compatible with surrounding land uses; Ensure that the proposed use provides adequate setbacks and landscaping.

12.4.4 OTHER STRATEGIES AND ACTIONS

- Promote and encourage hobby farms, home gardening and community gardens throughout the Town.
- Partner with community food organizations (i.e. community kitchens and school gardens) to support the development of a healthy food system.
- Promote 'buy local' initiatives and healthy food education within private (local businesses and restaurants) and public sectors (schools and community centres). Consider a partnership with Dufferin Farm Fresh.

12.5 Healthy Housing

The following Healthy Housing planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health^{ciii}* and used as the criteria for reviewing municipal planning documents:

1. Increase access to affordable housing through provision of diverse housing forms and tenure types
2. Ensure adequate housing quality for all segments of society
3. Prioritize housing for the homeless, elderly, low income groups and people with disabilities
4. Site and zone housing developments to minimize exposure to environmental hazards

12.5.1 STRENGTHS

Residential growth in the Township is expected to occur at a rate of approximately 12-15 units per year (8.1), with the majority of that happening in the Community of Marsville and secondarily in the Community of Orton (8.2). Residential development by registered plan of subdivision is encouraged (5.4.2.1).

The Official Plan briefly states that Council can allow the creation of garden suites, provided that a number of criteria are met (i.e. limited size, temporary, servicing capabilities) (9.1.4.c). These garden suites can be a way to provide affordable housing options to accommodate senior and other vulnerable populations.

12.5.2 AREAS OF OPPORTUNITY

While the County's Official Plan and 10 Year Housing and Homelessness Plan outlines a number of policies aimed at providing an adequate supply of good quality housing with a range of sizes, types, densities, tenure, and price level, this Plan is not referenced in the Township's Official Plan.

There are currently no policies in East Garafraxa's Official Plan regarding housing affordability, housing for seniors or vulnerable populations. Housing policy and guidelines could be created to encourage a wide range of housing types, tenures and ensure affordable housing is built in the Township over the long-term, subject to servicing availability. Emphasis could also be made within planning policy to support housing for vulnerable populations.

The zoning by-laws that require a minimum lot size and only permit single family homes will need to be updated in order to achieve a mix of housing. Also, given the minimal growth expected for the next several years, density and walkability are unlikely to increase significantly in the short or medium term. This may

be limited by servicing constraints that do not support medium and higher density development in more rural areas.

There is an opportunity to work with community partners to identify housing issues and appropriate housing policies, especially for affordable housing. These could include affordable housing targets for the Township as well as incentives to build affordable housing and increase the diversity of housing types. There may be an opportunity to foster partnerships with private, public and non-profit sectors to provide affordable housing.

Accessory units can help to meet affordability and housing needs in the Township. Currently the Official Plan requires that Garden Suites are temporary and the person living there is a family member of the owner of the property. With adequate consideration of the impacts, such restrictions could be reduced.

12.5.3 CONSIDERATIONS

The Township of East Garafraxa could consider adopting the following policy amendments or directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<ol style="list-style-type: none"> 1. Develop policies that support an adequate range of housing sizes, types, densities, tenure, and price level, including permissions for secondary suites²⁸, subject to servicing feasibility. 	<p>Town of Collingwood Official Plan</p> <ul style="list-style-type: none"> • D1. Garden Suites: The Council of the Corporation of the Town of Caledon recognizes the garden suite as a housing form which will assist in meeting the needs of current and future residents of the Town. Only one garden suite or apartment-in-house will be permitted per lot. <p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> • D3.6.1 Apartments in Houses: Apartments in houses, or second dwelling units, may be permitted as an ancillary residential use within the principal residential dwelling house, subject to amendment to the implementing Zoning By-law. Such housing accommodation is intended to provide more affordable housing, and shall be encouraged in locations which are considered compatible with the surrounding neighbourhood. <p>City of Peterborough Official Plan</p>

²⁸ See City of Markham Official Plan (2014), page. 4-3:
http://www.markham.ca/wps/wcm/connect/markhampublic/00ad1cf0-2da1-4d64-be50-12d406a51df5/Official_Plan_Chapter_4.pdf?MOD=AJPERES&CACHEID=00ad1cf0-2da1-4d64-be50-12d406a51df5

	<ul style="list-style-type: none"> D2.4.3.4: The City will strive to provide a minimum of 10 percent of new housing as affordable housing units to accommodate both family and non-family housing suitable to a full range of age groups, within all areas of the City.
<p>2. Add a general policy statement or subsection in the Official Plan (possibly in the Development Criteria section) that declares the Township's commitment to supporting affordable housing options and supporting the County's 10 Year Housing and Homelessness Plan.</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> 2.5 Recreation and Tourism: To provide a broad range of housing accommodation types, including affordable housing, in a variety of settings while directing major residential and recreational accommodation to locate in areas where a higher order of municipal services are available. <p>City of Peterborough Official Plan</p> <ul style="list-style-type: none"> D4.2.3.11: Efforts will be made to achieve the targets for the provision of affordable housing identified in the Housing Strategy, in particular, types of housing that are necessary to meet the City and County's needs for affordable housing for low and moderate income households, seniors, families and singles, and those requiring support services.

12.5.4 OTHER STRATEGIES AND ACTIONS

- Work with community partners to identify specific housing needs of seniors in the Township and develop strategies to address these needs.
- Work with the County to support the implementation of the strategies and recommendations outlined within the County's 10 Year Housing and Homelessness Plan that support an adequate supply of housing for vulnerable populations (i.e. seniors, persons with disabilities and low income individuals and families).

13.0 REVIEW OF THE TOWN OF GRAND VALLEY OFFICIAL PLAN AND RELATED POLICIES

Below we provide a summary of the strengths and areas of opportunity identified through a review of key planning documents for the Town of Grand Valley. Documents have been summarized according to areas of public health interest, denoted by the 5 identified domains: **Neighbourhood Design, Transportation Networks, Natural Environments, Food System, and Healthy Housing**. Please refer to sections 1.5 & 1.6 in the Introduction of this report for more details regarding the impact these five planning policy domains have on public health. Suggestions are offered for Official Plan policy considerations, which are compared to some similar official plan policies in place in other municipalities. A list of other suggested strategies and actions to advance each of the five domains is also provided.

Documents reviewed include the Official Plan for the Town of Grand Valley (2014 Consolidation), Dufferin County Active Transportation and Trails Master Plan (2010), and the Dufferin County 10 Year Housing and Homelessness Plan (2013).

13.1 Healthy Neighbourhood Design

The following Healthy Neighbourhood Design planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health^{civ}* and used as the criteria for reviewing municipal planning documents:

1. Enhance neighbourhood walkability
2. Create mixed land use
3. Build complete and compact neighbourhoods
4. Enhance connectivity with efficient and safe networks
5. Prioritize new developments within or beside existing communities
6. Create infrastructure resilient to climate change (addition to original toolkit referenced above)

13.1.1 STRENGTHS

The Town's Official Plan includes a number of policies aimed at encourage greater mixed land use, complete communities, and intensification in particular within the Settlement Area and Downtown Commercial area. Policies provide for flexibility in order to encourage downtown commercial development and maintain the function of the downtown area (Section 5.4.5), as well as permit residential uses only above commercial or institutional uses, with the intent on maintaining the character of the Downtown Commercial core (Section 5.4.3). Non-residential development is directed to locate primarily in the settlement area within the Employment Designation and Downtown Commercial area on full services (Section 8.3).

There is an intensification target for the Town aimed at building up the Town's Built-Up area, and contributing to the County's overall intensification target:

- Growth Management - The intensification target is that by the year 2015, and for each year thereafter, a minimum of 12% of all residential development occurring annually within the Town will be within the Built-Up Area. The Town's 12% intensification target goes towards achieving the County's overall target of 40% (8.3)

Policies are also aimed at encouraging intensification and infilling of residential uses in the Built-Up Area.

Conserving and enhancing natural resources, community facilities, and recreation opportunities, such as major open spaces and parkland, as well as promoting healthy lifestyles, is a large focus of the Official Plan. The Town promotes working with the Conservation Authority and protecting the environment while adapting to future trends. Furthermore, walkable communities are promoted, as is a continuous trail and open space system. There is also a focus on high quality open spaces, safe environments, and communities that are walkable and support transit and cycling:

- Open Space and Recreation - The objectives of the Open Space and Recreation designation are:
 - a) to encourage an identifiable, continuous trail and integrated park system throughout the Town, with emphasis on the Grand River, and wherever possible, environmental features to provide opportunities for active and passive recreation;
 - b) to provide sufficient lands to meet the recreational needs of the population;(5.10.2)
- Growth Management - The objectives for the Settlement Area are: e) To encourage a walkable community; (8.5.1.1)
- Community Improvement - Community Improvement projects shall include but not be limited to:
 - b) Improvements to sidewalks and road surfaces to enable safe and comfortable travel by pedestrians, bicycles and vehicles; (9.6.2)
- Growth Management – The objectives of the Greenfield Area are to:
 - d) create high quality public open spaces with site design and urban design standards that support opportunities for public transit, walking and cycling; (8.5.1.3).

13.1.2 AREAS OF OPPORTUNITY

The Town's Official Plan outlines a strong focus on encouraging intensification and more compact, mixed use development in settlement areas. The Official Plan highlights the importance of being a complete community by providing a diverse mix of land uses and a range and mix of employment and housing types, including special needs housing, high quality public open space and convenient access to local services. However, the Official Plan does not appear to include policies directly related to increased neighbourhood connectivity, nor does it include policies providing for accessible community / public spaces. The Town could use this opportunity to link neighbourhood design with the cultural and heritage of the area in ways which foster social interaction and community/neighbourhood connection. There is also an opportunity to promote all season recreational opportunities.

Furthermore, the Official Plan does not currently reference active transportation in general, or the Dufferin County Active Transportation and Trails Master Plan specifically. The Official Plan does not explicitly permit recreational trails in all land use designations, although there are several policies in place relating to trail networks more generally.

From a sustainability perspective, the Official Plan does not provide climate change maps which show, for example, areas of potential flooding, and can help inform zoning decisions, nor does it promote building green. The Town could use this opportunity to work with other stakeholders, such as the WDGPH, to promote current research on healthy community design as well as conservation in building.

The Official Plan should also incorporate policies to encourage the creation of a barrier-free environment, including referring to the Accessibility for Ontarians with Disabilities Act and looking for opportunities to

identify potential design guidelines/requirements. Understanding barriers experienced by persons with disabilities within public spaces (indoor and outdoor) and working with the public and private sectors to address these needs would also help improve the level of accessibility within the Town.

13.1.3 CONSIDERATIONS

The Town of Grand Valley could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Link safe neighbourhood design with the culture and heritage, including natural heritage, of the area in ways that foster social interaction and increase neighbourhood connectivity (including walking, and cycling);</p>	<p>Prince Edward County Official Plan</p> <ul style="list-style-type: none"> 2.10.4 Linkages: The County will provide an attractive environment for cyclists because of its well-planned trails, facilities, attractions and suitable terrain. The beautification of tourist roads, including the Loyalist Parkway, will be undertaken and more picnic and viewing areas provided. <p>Town of Ajax Official Plan</p> <ul style="list-style-type: none"> 4.1.2e Transportation: Protect for the needs of vulnerable road users such as children, youth, persons with disabilities and seniors as part of the development review process and as part of the design of all facilities;
<p>2. Further to Official Plan Policy 9.6.2, the Town should seek funding from senior government sources and other partnerships to assist in community improvement programs, and further to article (f), the Town of Grand Valley could consider developing tree planting and street beautification programs to help improve private buildings and properties</p>	<p>Town of Ajax Official Plan</p> <ul style="list-style-type: none"> 2.1.3d: Promote tree planting and innovative green spaces, such as green roofs in new and existing development, to reduce energy use through shading and sheltering; 2.1.4b: Encourage the planting of native or non-native non-invasive tree species and vegetation that are resilient to climate change and provide high levels of carbon sequestration, subject to the Town's approval, particularly through new development and on municipally-owned land;
<p>3. To promote inclusiveness and support the development of age-friendly communities, the Town of Grand Valley could consider introducing policies and guidelines / standards that encourage the development of accessible neighbourhoods and community spaces, as per the Accessibility</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> 3.5.3.8 Universal Design: When making planning decisions, the Town will encourage the use of universal design features for new residential development, redevelopment and intensification.

<p>Standards for the Built Environment and Policy Guidelines for the Design of Public Spaces that accompany the Accessibility for Ontarians with Disabilities Act,²⁹ which is aimed at making Ontario accessible by 2025. This would align well with the “Outdoor Spaces and Public Buildings” dimension of the World Health Organization’s eight dimensions that describe an age-friendly community³⁰. The Town could specifically consider adopting Universal Design standards for public space.</p>	<p>Town of Ajax Official Plan</p> <ul style="list-style-type: none"> 2.1.14 Health Impact Assessment: Encourage the Province and the Region to provide community-based total health facilities and programs that support both seniors aging in place and their caregivers; 2.5.2.5 Barrier-Free Design: a) During the review of development applications, ensure the design of all buildings, public spaces, and parks provide measures addressing barrier-free access, including but not limited to: i) ensuring publicly accessible spaces, such as parking spaces, public transport facilities, and transit stops, provide barrier-free paths of travel to public roads, buildings, recreational facilities, and other public spaces to enable ease of access for persons with disabilities; and, ii) sufficient access and vehicular circulation.
<p>4. The Town could consider introducing policies that specifically encourage the design and development of safe neighbourhoods, possibly through employing policies and principles associated with Crime Prevention through Environmental Design (CPTED).</p>	<p>City of Saskatoon (SK) Official Community Plan – Policies Supporting Safe Growth</p> <ul style="list-style-type: none"> Section 3.1.1: CPTED - The reduction of the opportunity for crime to occur and the increase in perceptions of safety in an area through the modification of the built environment and the management of space. <p>Simcoe Muskoka (ON) - Healthy Community Design Official Plan Policy Statements</p> <p>Section 2.3: Consider through the design review process, community security and safety features that impact social interaction and increase physical activity. Ensure policy includes Crime Prevention through Environmental Design principles.</p>

13.1.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Encourage the development of policies that consider climate change in neighbourhood design (i.e. maximizing opportunities for sun and shade in public buildings)

²⁹ More information and examples available at:

http://www.mcass.gov.on.ca/en/mcass/programs/accessibility/built_environment/

³⁰ The dimensions are described on pg. 7 of Finding the Right Fit: Age-Friendly Community Planning, which is available here: http://www.seniors.gov.on.ca/en/resources/AFCP_Eng.pdf

13.2 Healthy Transportation Networks

The following Healthy Transportation Networks planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{cv} and used as the criteria for reviewing municipal planning documents:

1. Enable mobility for all ages and abilities
2. Make active transportation convenient and safe
3. Prioritize safety
4. Encourage use of public transit
5. Enable attractive road, rail and waterway networks

13.2.1 STRENGTHS

The County of Dufferin has an Active Transportation Plan with many recommendations on achieving a network of trails and walkways across the County and local municipalities. As mentioned under Neighbourhood Design, the Town's Official Plan also encourages a continuous trail and integrated park system, as well as communities that are walkable and support transit and cycling:

- Open Space and Recreation - The objectives of the Open Space and Recreation designation are:
 - a) to encourage an identifiable, continuous trail and integrated park system throughout the Town, with emphasis on the Grand River, and wherever possible, environmental features to provide opportunities for active and passive recreation;
 - b) to provide sufficient lands to meet the recreational needs of the population; (5.10.2)
- Growth Management - The objectives for the Built-Up Area are to:
 - b) encourage the redevelopment of the downtown area, a pedestrian and bicycle friendly area and provide adequate transportation infrastructure; (8.5.1.2)

There are also community improvement policies in the Official Plan that include improvements to sidewalks and road surfaces to enable safe and comfortable travel by pedestrians, bicycles and vehicles (Section 9.6.2), and road improvements:

- Road Improvements - The Town shall assess existing roads and intersections with a view to improving such aspects as grade, alignment, sight distance, access and traffic flow (7.6)
- Environmental Protection - New development and improvements to the trail and passive recreational uses shall be in harmony with the open landscape character and shall be sensitive to the natural environment (5.11.4.a and 5.12.4.a)

13.2.2 AREAS OF OPPORTUNITY

The Official Plan does not currently appear to make mention of active transportation policies, which presents an opportunity for community partners and other stakeholders to assist in defining and implementing these policies. During the same exercise, the Town could also incorporate relevant policies and recommendations contained within the Dufferin County Active Transportation and Trails Master Plan. Special consideration could be given to promoting trails that connect residential and school and

employment areas, including between communities / neighbourhoods, to promote active transportation for residents of the Town of Grand Valley. The Town could also focus on strengthening existing policies related to making active transportation convenient and safe.

There is an opportunity to strengthen existing policies related to making active transportation convenient and safe, and encouraging active transportation through the design of infrastructure, trails and street networks as well as public awareness initiatives.

The County could also consider adopting Universal Design standards for public spaces and enhance the accessibility guidelines.

13.2.3 CONSIDERATIONS

The Town of Grand Valley could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Add Official Plan policies, either within a new Active Transportation section or as part of development criteria section, that encourage and describe an active transportation network, using the DCATT Master Plan as a guide.</p> <ul style="list-style-type: none"> • Include policies that encourage safety and accessibility of the Town's active transportation network: <ul style="list-style-type: none"> ○ Energy-efficient lighting included wherever possible for new street design or during street upgrades. ○ Mobility-friendly curb cuts ○ Wide sidewalks ○ Signed walking & pedestrian routes ○ Universal design • Include policies that ensure cycling is convenient and safe: <ul style="list-style-type: none"> ○ Road signed routes for cyclists ○ Bicycle parking at major destinations ○ Bike lanes on all main arterial roads or on all County roads • Include a section or sub-section that provides direction for the development of the Township's trail network, including: <ul style="list-style-type: none"> ○ Trail signage ○ Clear connections to streets 	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> • 5.9.5.9 Active Transportation: The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors. • 7.12.16.7.1 Consistent with the objectives of Section 5.9.2 f) of the Town's Official Plan, a pedestrian and bicycle system shall be integrated within the road network and provide appropriate linkages between the Village Centre Area, residential neighbourhoods, the open space system, potential transit stops and places of employment, as well as to areas outside of the Plan Area. • 7.12.16.7.2 Pedestrian walkways and bicycle routes shall be required throughout the Plan Area, in accordance with the approved Community Design Plan, and shall utilize public streets and dedicated pathways established throughout the Plan Area. • 7.3.6 Vehicular and Pedestrian Accessibility: <ul style="list-style-type: none"> ○ Pedestrian movement shall be enhanced through the provision of sidewalks appurtenant to all development.

	<ul style="list-style-type: none"> ○ Provision of sidewalks and streetlighting on existing Right-of-Ways throughout the Core shall be a priority to the Town. • 7.3.6.2 Transit <ul style="list-style-type: none"> d) Sidewalks should be integrated along all streets with bus stops; and, e) Safe crosswalks should be provided near bus stops. <p>City of Guelph Official Plan</p> <ul style="list-style-type: none"> • 8.18 Safety: 1. Sidewalks and community trails should be visible, accessible and aligned along well-used public spaces. 2. New development should be designed in a manner that: <ul style="list-style-type: none"> ○ provides opportunity for informal surveillance of outdoor spaces (“eyes on the street”), including public parks, streets and parking areas; ○ clearly marks the transition or boundary between public and private spaces; ○ includes materials that allow for the built environment to be effectively and efficiently maintained; ○ provides adequate lighting in accordance with Sections 8.14, 8.15 and 8.16 of this Plan; and provides for multiple walking routes, where appropriate. <p>Town of Ajax Official Plan</p> <ul style="list-style-type: none"> • 2.1.1j Climate Change Context And General Environment Policies: Advance environmentally responsible outdoor lighting and retrofits that reduce light pollution, energy usage, and glare, to restore unobscured views of the night sky, while maintaining sufficient light levels for a safe built environment.
<p>2. The Town of Grand Valley should consider developing policies to support appropriate infrastructure to promote safe walking and cycling. By incorporating principles associated with accessibility (inclusive,</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> • 5.9.5.9 Active Transportation: The Town will encourage the development of a system of bicycle and pedestrian facilities

<p>universal design) and age-friendly community planning, the Town could ensure that local infrastructure supporting active transportation, recreation and tourism is not only accessible, but deliberately designed to promote safety. Such infrastructure could include: bike parking, bicycle activated street lights, enhanced street crossings, and rest areas.</p>	<p>to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors.</p> <ul style="list-style-type: none"> • 5.9.5.9.2 Consideration will be given to multi-use paths as part of the transportation system in the implementation of the Parks and Recreation Master Plan. • 5.9.5.9.3 Consideration will be given in all new subdivision and development proposals to provisions for multi-use links with transportation networks. • 5.9.5.9.4 The Town will work with the Region and school boards to promote the use of active transportation by students and to support the safe and active routes to school sites.
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13.2.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- The Town of Grand Valley could consider working with community partners to identify accessibility issues across the Town and explore potential solutions (also see Neighbourhood Design). This would include addressing issues associated with access to transportation, including accessible transit, and both traditional and active modes.
- Support the implementation of the County of Dufferin Active Transportation Plan. For example:
 - Develop a bicycle education program and partner with local community agencies to educate residents
 - Develop a network signing strategy
 - Produce a user-friendly active transportation trails map
 - Collaborate on planning trail networks and providing connections to other municipalities, counties
 - Endorse walking and cycling as part of a healthy lifestyle in promotional material and market active transportation trails to both residents and visitors
 - Provide information on proper trail use and etiquette
 - Pursue funding opportunities for active transportation and recreation
 - Consider a walking and cycling review

13.3 Healthy Natural Environments

The following Healthy Natural Environments planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health^{cvi}* and used as the criteria for reviewing municipal planning documents:

1. Preserve and connect open space and environmentally sensitive areas
2. Maximize opportunities to access and engage with the natural environment
3. Reduce urban air pollution
4. Mitigate urban heat island effect
5. Expand natural elements across the landscape

13.3.1 STRENGTHS

As mentioned above, there are a number of policies in the Town's Official Plan that direct development away from parkland, natural resources, and ecologically significant or sensitive lands. Official Plan policies include the protection and preservation of all natural features, and minimizing the impact of development on the environment. In addition, the Official Plan emphasizes the preservation of the agricultural land base. Examples of policies include:

- Environmental Protection - The objective of the Environmental Protection designation is to protect natural features for the long term. The diversity and connectivity of natural features in an area and the long term ecological function and bio-diversity of natural heritage systems should be maintained, restored or where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features. (5.11.2)
- Agricultural - The objectives of the agricultural designation are:
 - b) to maintain the open rural landscape and agricultural heritage of lands and buildings in the agricultural area;
 - c) to preserve the agricultural land base as a contiguous track of land, with limited fragmentation;(5.1.2)

An interconnected system of trails, parks and open spaces that provide variety of recreational uses is encouraged and promoted, and developers are encouraged to interconnect existing trails and paths to provide continuous trail system linkages. Example of such policies include:

- Open Space and Recreation - The objectives of the Open Space and Recreation designation are:
 - a) to encourage an identifiable, continuous trail and integrated park system throughout the Town, with emphasis on the Grand River, and wherever possible, environmental features to provide opportunities for active and passive recreation;
 - b) to provide sufficient lands to meet the recreational needs of the population;
 - d) to recognize recreational and resource based development within the Rural Areas of the Town.(5.10.2)
- Open Space and Recreation - Development shall be planned to provide a continuous open space and parks system within the community and adjacent to the Grand River. Open space linkages, will be acquired wherever possible to provide greater connection among parks, open space components and environmental protection areas. (5.10.4.d)
- Community Improvement - Community Improvement projects shall include but not be limited to:
 - a) The development of a municipal wide recreational trail and parks system; (9.6.2)

Another strength is that growth in urban areas is encouraged on full municipal systems:

- Basis for Plan - Council has made a commitment through this Plan to encourage growth within the Urban Area on full municipal water and wastewater systems. Growth outside of the settlement area and on individual on-site sewage services and individual on-site water services will be strongly discouraged, except as specifically noted within the Plan (2.5)

Official Plan policies also offer protection of natural water resources and promotion of water stewardship and conservation education as follows:

- Objectives - To protect the quality and quantity of groundwater and surface water systems throughout the Town (3.3.j)
- Municipal Services - The Town shall ensure that sewage and water services are provided in a manner that can be sustained by the water resources upon which they rely; is financially viable; complies with all regulatory requirements; and protect human health and the natural environment.
- The Town also encourages the conservation and efficient use of water resources and will ensure that servicing and land use considerations are integrated at all stages of planning processes. (6.0)

13.3.2 AREAS OF OPPORTUNITY

As noted, pursuing the promotion and implementation of the County's Active Transportation Plan Study will help preserve and connect open spaces and natural features. There is an opportunity to increase awareness of the trail system, promote active and passive parks, and incorporate other relevant policies relating to trails from the Dufferin County Active Transportation and Trails Master Plan.

As the Town grows, bylaws and programs that minimize air pollution could be explored, such as an anti-idling by-law customized for a rural setting, such as idle-free zones around schools, community centres and other sensitive land uses. The City of Edmonton, for example, passed a bylaw in 2013 (Bylaw 15982) that prohibits vehicles from idling in designated areas outside of schools and hospitals. The purpose of the bylaw is to create a healthier environment for school students, staff and hospital patients, staff and visitors. The Town could also explore methods of reducing the reliance on private septic and well systems for development.

13.3.3 CONSIDERATIONS

The Town of Grand Valley could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. The Town could consider permitting recreational trails in all land-use designations	Town of Collingwood Official Plan <ul style="list-style-type: none"> • 3.2.3 Community Services Policies: It is the intent of this Official Plan that utility, communication and publicly-owned transportation, park and playground facilities, including pedestrian trails, and other uses deemed to serve a similar public

	function be permitted in all land use designations.
2. Following the completion of the County's Natural Heritage System plan, to be completed as part of the 5-Year review process, the Town of Grand Valley could consider updating its Official Plan policies and mapping to assist with the identification and refinement of natural heritage features, functions and linkages within the Town.	<p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> • Parks and Recreation Master Plan: (1) Council shall prepare a Parks and Recreation Master Plan to implement the parkland and open space policies and provisions of this Plan. Other special studies, special purpose committees, and other programs may also be considered to address the parks and recreation needs of the municipality, including heritage resources and any trails strategy identified under Section 6.2(7). Priority shall be given to the establishment of an overall system of public parks connected by trails with linkages to the Niagara Escarpment, Nipissing Ridge and Nottawasaga Bay, as well as the Georgian Trail and the Bruce Trail. <p>Simcoe Muskoka (ON) - Healthy Community Design Official Plan Policy Statements</p> <ul style="list-style-type: none"> • 2.2: The municipality shall develop (or revise) a Parks and Recreation Master Plan to ensure safe and accessible parks and recreation facilities, including natural areas and trails, are available to all residents regardless of age, physical ability and financial means.
3. The Town could consider an anti-idling bylaw that includes idle-free zones around schools, community centres and other sensitive land uses.	<p>City of Edmonton – Bylaw 15982</p> <ul style="list-style-type: none"> • Vehicles are prohibited from idling in designated areas outside of schools and hospitals.

13.3.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Collaborate with conservation authorities and other environmental organizations to promote and enhance natural environment from a health perspective.
- Support the implementation of the County of Dufferin Active Transportation and Trails Master Plan (see also Transportation Networks).
- Consider posting signage and otherwise promoting the local trail system in order to increase public awareness and, therefore, improve and maximize use (see Transportation Networks).

- Consider the development of a Natural Heritage plan to assist with the identification and refinement of natural heritage features, functions and linkages within the Town.

13.4 Healthy Food Systems

The following Healthy Food Systems planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{cvi} and used as the criteria for reviewing municipal planning documents:

1. Enhance agricultural capacity
2. Increase access to healthy foods in all neighbourhoods
3. Improve community-scale food infrastructure

13.4.1 STRENGTHS

Given that the town is largely rural, policies are not aimed at targeting more urban/semi-urban farming (i.e. roof top gardens, community gardens), but rather the Town puts a strong emphasis on protecting existing agricultural lands and encouraging the continuation of local farming operations and the establishment of new farming operations for the long-term. Policies include:

- Agricultural - The objectives of the agricultural designation are:
d) to discourage the development of non-agricultural land uses and minimize land use conflict in the agricultural area; and,
(5.1.2) Policies focus on discouraging the development of non-agricultural land uses and minimize land use conflicts in the agricultural area.

13.4.2 AREAS OF OPPORTUNITY

While the Town does not appear to have specific policies to promote urban farming, these may not be applicable to the Town, and the Town's Official Plan policies do encourage preserving agricultural lands. There is an opportunity to add policies that specifically support access to healthy food and improving community-scale food infrastructure and services within future Official Plan reviews.

For example, there may be some opportunities for promoting agriculture within the Town through encouraging 'buy-local' initiatives, and healthy food education within schools and community centres. Identifying opportunities for greater accessibility of existing grocery stores and markets would also help promote access to healthy foods in particular for people with disabilities and seniors.

Partnering with Dufferin Farm Fresh to promote local food and farmers may also be a good opportunity for pursuing initiatives such as 'buying local' for both residents and local business (i.e. restaurants, food retailers, schools).

13.4.3 CONSIDERATIONS

The Town of Grand Valley could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
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<p>1. Considering upcoming Provincial direction for agricultural diversification³¹, add additional policies, where appropriate, that promote accessory farm businesses such as pick-your-own farms, produce stands and roadside markets – either as a new section or a sub-section under Agriculture (Section 5.9).</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> 5.1.1.8 On-Farm Diversified Uses: In order to help ensure compatibility and no Adverse Effects, On-farm Diversified Uses shall: <ul style="list-style-type: none"> Ensure that the proposed use can be serviced with an appropriate water supply and means of sewage disposal; Ensure that the proposed use will not have an Adverse Effect on neighbouring wells; Ensure that the proposed use has adequate on-site parking facilities, in addition to the parking required for the principal use on the property, and such parking is provided in locations compatible with surrounding land uses; Ensure that the proposed use provides adequate setbacks and landscaping.
<p>2. Consider adding “foster sustainable local food system” as an objective in the Official Plan (Section 3.3)</p>	<p>Town of Ajax Official Plan</p> <ul style="list-style-type: none"> 2.1.7 Urban Agriculture: Promote fruit and vegetable gardening in the yards of residential, “clean” commercial and “clean” industrial properties, greenhouses, and containers on balconies and porches, and on rooftops. <p>City of Guelph Official Plan</p> <ul style="list-style-type: none"> 2.2 Strategic Goals of the Plan: 1. Planning a Complete and Healthy Community: g) Foster sustainable local food systems.

13.4.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Promote ‘buy local’ initiatives and healthy food education within private (local businesses and restaurants) and public sectors (schools and community centres).
- Partner with Dufferin Farm Fresh to promote local farmers and local food production.

³¹ The Ontario Ministry of Agriculture, Food and Rural Affairs released Draft Guidelines on Permitted Uses in Ontario’s Prime Agricultural Areas. OMAFRA is currently seeking feedback on the guidelines. Guidelines include criteria for on-farm diversified uses.

13.5 Healthy Housing

The following Healthy Housing planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health^{cvi}* and used as the criteria for reviewing municipal planning documents:

1. Increase access to affordable housing through provision of diverse housing forms and tenure types
2. Ensure adequate housing quality for all segments of society
3. Prioritize housing for the homeless, elderly, low income groups and people with disabilities
4. Site and zone housing developments to minimize exposure to environmental hazards

13.5.1 STRENGTHS

Policies emphasize the need to ensure a variety of housing types to meet the varied needs of existing and future residents and to support the development of affordable housing through infill and intensification. There are also policies to ensure a minimum 10 year supply of residential land and at least a 3 year supply for land for residential units in draft approved and registered plans:

- Objectives - To support the development of affordable housing through infill and intensification and by incorporating development standards that will enable affordable housing to be constructed (3.3.k)
- Mixed Use - The objectives of the Mixed Use designation include: c) to encourage the provision of housing which is affordable to low and moderate income households, including social housing. (5.6.2)
- Growth Management - To provide for an appropriate range of housing types and densities the Town shall ensure that a minimum 10 year supply is maintained to accommodate residential growth through intensification and redevelopment, and lands which are designated and available for residential development. The Town will target to provide at least a 3 year supply of land with servicing capacity for residential units in draft approved and registered plans and through zoning to facilitate residential intensification and redevelopment (8.1).

Policies in the County of Dufferin's 10-Year Housing and Homelessness plan also encourage developments and programs designed to meet the needs of vulnerable populations including:

- Offer safe and secure housing for victims of abuse (3.2)
- Collaborate on housing and support services to help those most at risk (2.6)
- Provision of the Homelessness Prevention Program (HPP) to help people maintain or obtain housing (3.3)

13.5.2 AREAS OF OPPORTUNITY

While policies include encouraging a range of housing forms, there are no specific targets for types of housing or affordable housing. The Town may want to consider implementing a target for other forms of housing such as semis/towns and multiple residential, if applicable. The Town may also want to implement standards for affordable housing development.

Policies to support housing for vulnerable populations should also be added, such as a broad policy statement to help ensure housing options for seniors, low-income individuals and families, persons with disabilities etc. There is also an opportunity to add policies related to providing spaces for social interaction within neighbourhoods.

Furthermore, while the County's Official Plan and 10 Year Housing and Homelessness Plan outlines a number of policies aimed at providing an adequate supply of good quality housing with a range of sizes, types, densities, tenure, and price level, this Plan is not referenced in the Town's Official Plan. The Town may want to reference this Plan in their Official Plan and the County's Ontario Renovates program. Likewise, there may be opportunities to coordinate community education and awareness initiatives with the County of Dufferin Homelessness Task Force.

13.5.3 CONSIDERATIONS

The Town of Grand Valley could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<ol style="list-style-type: none"> 1. Consider enhancing policies in section 5.6 (Mixed Use) and 8.1 (Growth Management) to encourage an adequate range of housing sizes, types, densities, tenure, and price level, including permissions for secondary suites, subject to servicing feasibility. 	<p>Town of Caledon</p> <ul style="list-style-type: none"> • 3.5.3.5 Diverse Housing Types and Tenure: Within the context of the other objectives and policies of this Plan, the Town will support alternative kinds of private market, rental and special needs housing to meet the demands of the Town's changing demographics by: facilitating applications that would provide housing for moderate and lower income households; encouraging life-cycle housing and encouraging the work of the Peel Non-Profit Housing Corporation and any community based groups in the provision of special needs housing.
<ol style="list-style-type: none"> 2. Consider developing policies that encourage the development of affordable housing. 	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> • 3.5.3.6 Affordable Housing: The Town shall consider reviewing its development standards with the objective of identifying and implementing appropriate opportunities to support and facilitate affordable housing.
<ol style="list-style-type: none"> 3. Update the Housing policies of Official Plan Section 5.6 referencing the County's 10 Year Housing and Homelessness as a guide to support an adequate supply of housing for vulnerable populations (i.e. seniors, persons with disabilities and low income individuals and families). 	<p>Dufferin County (ON) 10 Year Housing and Homelessness Plan</p> <ul style="list-style-type: none"> • Goals: <ul style="list-style-type: none"> ○ Assist Low to Moderate Income Households ○ Increase supply of affordable housing in Dufferin

13.5.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Work with partners to identify housing needs of vulnerable population groups in the Town.

14.0 REVIEW OF THE TOWNSHIP OF MELANCTHON OFFICIAL PLAN AND RELATED POLICIES

Below we provide a summary of the strengths and areas of opportunity identified through a review of key planning documents for the Township of Melancthon. Documents have been summarized according to areas of public health interest, denoted by the 5 identified domains: **Neighbourhood Design, Transportation Networks, Natural Environments, Food System, and Healthy Housing**. Please refer to sections 1.5 & 1.6 in the Introduction of this report for more details regarding the impact these five planning policy domains have on public health. Suggestions are offered for Official Plan policy considerations, which are compared to some similar official plan policies in place in other municipalities. A list of other suggested strategies and actions to advance each of the five domains is also provided.

Documents reviewed include the Official Plan for the Township of Melancthon (2014), Dufferin County Active Transportation and Trails Master Plan (2010), and the Dufferin County 10 Year Housing and Homelessness Plan (2013).

14.1 Healthy Neighbourhood Design

The following Healthy Neighbourhood Design planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health^{cix}* and used as the criteria for reviewing municipal planning documents:

1. Enhance neighbourhood walkability
2. Create mixed land use
3. Build complete and compact neighbourhoods
4. Enhance connectivity with efficient and safe networks
5. Prioritize new developments within or beside existing communities
6. Create infrastructure resilient to climate change (addition to original toolkit referenced above)

14.1.1 STRENGTHS

The Township's Official Plan has policies related to growth management, including population forecasts. The Township is largely rural, and growth is directed to settlement areas such as the Village of Horning's Mills, or the Hamlets of Corbetton or Riverview, and residential intensification through infill is encouraged and permitted in Community zones. Official Plan policies also promote home occupations. Examples of policies include:

- Growth Management –b) The Province has established year 2031 population and employment forecasts for the Township through the process of implementing the Dufferin County portion of the Growth Plan for the Greater Golden Horseshoe. That population forecast is for a total of 3,410 Township residents in 2031. The employment forecast is addressed in section 3.2. (3.1.1)
- Growth Accommodation and Intensification – a) Limited residential growth in the Township's communities shall occur primarily in Horning's Mills, the largest community with the most appropriate areas for some additional greenfield and infill residential development. Riverview and Corbetton shall accommodate small amounts of new residential development in accordance with the applicable land use designations and policies of this Plan. (3.1.2)

- Consents to Convey Land or an Interest in Land – vi) Infilling is the preferred form of residential lot creation. (7.2.a)

There are also number of policies relating to the Niagara Escarpment Planning and Development Act with regards to land use planning for the portions of the Township that are covered under those policies. Policies also show a strong connection to the Provincial Policy Statement and Growth Plan. Conserving and enhancing natural resources, community facilities, and recreation opportunities, such as major open spaces and parkland, as well as promoting healthy lifestyles, is a large focus of the Official Plan. The Township promotes working with Conservation Authorities and protecting the environment:

- Conservation Authorities - (a) Conservation authorities have many important responsibilities including permit issuing authority in regulated areas under the Conservation Authorities Act, commenting authority with regard to planning and development matters, and the provision of technical advice to municipalities in areas relating to natural hazards, stormwater management and natural heritage.
(b) The Township is located within the jurisdiction of three conservation authorities. It will continue to work with those agencies to pursue the many common objectives. (3.4.4)

14.1.2 AREAS OF OPPORTUNITY

The Official Plan notes that the Township will accommodate a limited amount of population and employment growth consistent with past growth plans. Due to the small size of the Township's communities, the use of individual on-site sewage and water systems, the low rate of growth, and the directions from the Province, the Township has not identified a specific annual residential intensification. Council will attempt to achieve a limited increase in residential density within the Township's communities through appropriate residential intensification over the planning period.

The Township could use this as an opportunity to encourage some intensification and mixed-used development in the 'Community' designated areas. There is also the opportunity to highlight complete community principles by encouraging the provision of a diverse mix of land uses, and convenient access to local services. While important principles for healthy communities, these may be difficult policies to adopt due to servicing constraints.

The Official Plan also does not appear to include policies directly related to increased neighbourhood connectivity, nor does it include policies providing for accessible community / public spaces. The Township could use this opportunity to link neighbourhood design with the cultural and heritage of the area in ways which foster social interaction and community/neighbourhood connection.

Furthermore, the Official Plan does not currently reference active transportation in general, or the Dufferin County Active Transportation and Trails Master Plan specifically. The Official Plan does not explicitly permit recreational trails in all land use designations, although there are several policies in place relating to trail networks more generally.

Section 3.15 of this report notes the importance of the Accessibility for Ontarians with Disabilities Act in contributing to healthy communities. The Township should continue to ensure the requirements of the Act are enforced at the site plan or building permit stage. Understanding barriers experienced by persons with disabilities within public spaces (indoor and outdoor) and working with the public and private sectors to address these needs would continue to help improve the level of accessibility within the Township.

14.1.3 CONSIDERATIONS

The Township of Melancthon could consider adopting Official Plan amendments that reflect the following policy directions and best practices. It is acknowledged that some of these opportunities are limited due to the very rural and small scale nature of communities within the Township.

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Link safe neighbourhood design with the culture and heritage, including natural heritage, of the area in ways that foster social interaction and increase neighbourhood connectivity (including walking, and cycling). It is recognized that the small scale of settlements within the Township make this approach quite challenging and not applicable to most of this very rural community. We have included an example from the City of Guelph Official Plan as a guideline for those areas where such principles could be applied. It is also recognized that the Township's policies on commercial and industrial development and on the use of site plan control provide opportunities to address relevant aspects of the policy example from the City of Guelph.</p>	<p>City of Guelph Official Plan</p> <ul style="list-style-type: none"> 8.6 Built Form: All Built Forms other than Low Rise Residential Forms <ol style="list-style-type: none"> 1. New buildings shall address the street. Buildings shall have front façades with entrances and windows that face the street and that reflect and, where appropriate, enhance the rhythm and frequency of the immediate vicinity. 2. The principal entrances of commercial and mixed-use buildings shall be oriented toward the street and provide direct user entrances from adjacent streets and walkways. Blank facades facing a street, open space or park shall not be permitted.
<p>2. Consider including, as an Objective in the Official Plan (Section 2.2), the implementation of policies aimed at creating a system of trails and walkways for enjoyment and use by residents and tourists</p>	<p>City of Peterborough Official Plan</p> <ul style="list-style-type: none"> 5.7 Pedestrian Network Policies: 1. A network of trails and sidewalks for pedestrians shall be provided as part of or separate from the streets to minimize conflict with motorized or non-motorized vehicles.
<p>3. Add new Growth Management policies (Section 3.1) to support greater connectivity between communities. For example:</p> <ol style="list-style-type: none"> Require new street networks to have high connectivity for walking and cycling. Ensure linkages between trails, sidewalks, bike lanes 	<p>Ottawa Official Plan</p> <ul style="list-style-type: none"> Volume 2A. Richmond Secondary Plan 3.0 Land Use: 3.2b. Through the appropriate design analysis, development addresses the provisions of the Village Design Guidelines and Demonstration Plans as contained in the Community Design Plan.
<p>4. To promote inclusiveness and support the development of age-friendly communities, the Township of Melancthon could consider introducing policies and guidelines / standards that encourage the development of accessible neighbourhoods and community spaces, as per the Accessibility Standards for</p>	<p>Town of Collingwood Official Plan</p> <ul style="list-style-type: none"> 4.3.4.7.5 Special policy Areas - Mair Mills Estates 2. Neighbourhood/Subdivision Design 4.3.2d Ensure the proposed street network accommodates all intended users

<p>the Built Environment and Policy Guidelines for the Design of Public Spaces that accompany the <i>Accessibility for Ontarians with Disabilities Act</i>,³² which is aimed at making Ontario accessible by 2025. This would align well with the “Outdoor Spaces and Public Buildings” dimension of the World Health Organization’s eight dimensions that describe an age-friendly community³³. The Township could specifically consider adopting Universal Design standards for public space.</p>	<p>Town of Collingwood Official Plan</p> <ul style="list-style-type: none"> • 3.14 Design Criteria for the Physically Challenged: Recognizing the unique concerns of the physically-challenged as they specifically pertain to building design, Council shall encourage the construction of new buildings, structures and facilities and the reconstruction of existing buildings, structures and facilities occurs in a manner that is consistent with the needs of the physically challenged. In pursuing this goal, the municipality shall: <ul style="list-style-type: none"> ○ Require building construction to occur in accordance with the regulations of the Building Code Act. ○ Encourage any relevant construction or reconstruction on public lands to occur in a manner consistent with the needs of the physically-challenged. ○ Include requirements for handicapped parking spaces in an appropriate municipal by-law.
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14.1.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Encourage the development of policies that consider climate change in neighbourhood design (i.e. maximizing opportunities for sun and shade in public buildings)
- Establish working group/advisory committee to identify further opportunities to support health in municipal planning

14.2 Healthy Transportation Networks

The following Healthy Transportation Networks planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*³⁴ and used as the criteria for reviewing municipal planning documents:

1. Enable mobility for all ages and abilities
2. Make active transportation convenient and safe
3. Prioritize safety

³² More information and examples available at:

http://www.mcass.gov.on.ca/en/mcass/programs/accessibility/built_environment/

³³ The dimensions are described on pg. 7 of Finding the Right Fit: Age-Friendly Community Planning, which is available here: http://www.seniors.gov.on.ca/en/resources/AFCP_Eng.pdf

4. Encourage use of public transit
5. Enable attractive road, rail and waterway networks

14.2.1 STRENGTHS

Dufferin County conducted an Active Transportation and Trails Master Plan in 2010 which put forward many recommendations including developing an active transportation network across the area. The Plan also highlights many principles for active transportation infrastructure such as bike lanes, signage, and sidewalks.

There are also a number of policies relating to road networks in the Township of Melancthon's Official Plan.

14.2.2 AREAS OF OPPORTUNITY

The Official Plan does not currently appear to make mention of active transportation policies, which presents an opportunity for community partners and other stakeholders to assist in defining and implementing these policies. Given the work done as part of the County of Dufferin Active Transportation Plan, there are opportunities for the Township to build on the recommendations outlined, including supporting the development of an active transportation network. WDGPH could be an important partner in implementing this Plan in particular with regard to community education and outreach.

Special consideration could be given to promoting trails that connect residential and employment areas, including between communities / neighbourhoods; and encouraging walking and cycling to promote active transportation. It is recognized that there are no schools or significant urban type employment areas in the Township and limited areas of concentrated residential development, with the Township's transportation network consisting of the traditional pattern of widely spaced concession roads and sideroads found in rural municipalities.

There is also an opportunity to add policies related to making active transportation convenient and safe, and encouraging active transportation through the design of infrastructure, trails and street networks as well as public awareness initiatives.

The County could also consider adopting Universal Design standards for public spaces and enhance the accessibility guidelines.

14.2.3 CONSIDERATIONS

The Township of Melancthon could consider adopting Official Plan amendments that reflect the policy directions and best practices noted below. It is acknowledged that the very rural character of the Township and its transportation networks, which are characterized by substantial travel distances outside the small communities, a concern about safety for walking and cycling on highways and County roads and the lack of municipal trails, limits the opportunities to consider such policies and practices.

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Include walkability, connectivity and accessibility as part of the planning objectives in the Official Plan (Section 2.2).	Prince Edward County <ul style="list-style-type: none"> 2.10.3 The integrity of the existing Provincial and County Road networks shall

	<p>be maintained and upgraded, and integrated with cycling and walking routes as much as possible.</p> <ul style="list-style-type: none"> • 2.10.7 Within built-up areas, emphasis will be placed on designing facilities that encourage walking and the use of public transportation. Walking trails that connect shoreline areas, valleys, existing parks or other important physical or man-made features will be developed wherever possible.
<p>2. Develop a new section of the Official Plan that encourages and describes an active transportation network, using the DCATT Master Plan as a guide.</p> <ul style="list-style-type: none"> • Include a suite of policies that encourages safety and accessibility of the Township's active transportation network: <ul style="list-style-type: none"> ○ Energy-efficient lighting included wherever possible for new street design or during street upgrades. ○ Signed walking & pedestrian routes ○ Sidewalks maintained all year round ○ Universal design • Include suite of policies that ensures cycling is convenient and safe: <ul style="list-style-type: none"> ○ Road signed routes for cyclists ○ Bicycle parking at major destinations ○ Bike lanes on all main arterial roads or on all Township roads • Include a section or sub-section that provides direction for the development of the Township's trail network, including: <ul style="list-style-type: none"> ○ Trail signage ○ Clear connections to streets ○ Trail maintenance 	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> • 5.9.5.9 Active Transportation: The Town will encourage the development of a system of bicycle and pedestrian facilities to link major public open spaces, activity centres and the transportation network in a manner that enhances the quality of life for residents, businesses and visitors. • 7.12.16.7.1: Consistent with the objectives of Section 5.9.2 f) of the Town's Official Plan, a pedestrian and bicycle system shall be integrated within the road network and provide appropriate linkages between the Village Centre Area, residential neighbourhoods, the open space system, potential transit stops and places of employment, as well as to areas outside of the Plan Area. • 7.12.16.7.2: Pedestrian walkways and bicycle routes shall be required throughout the Plan Area, in accordance with the approved Community Design Plan, and shall utilize public streets and dedicated pathways established throughout the Plan Area. • 7.3.6 Vehicular and Pedestrian Accessibility <ul style="list-style-type: none"> ○ Pedestrian movement shall be enhanced through the provision of sidewalks appurtenant to all development. ○ Provision of sidewalks and streetlighting on existing Right-of-Ways throughout the Core shall be a priority to the Town.

	<ul style="list-style-type: none"> 7.3.6.2 Transit: d) Sidewalks should be integrated along all streets with bus stops; and, e) Safe crosswalks should be provided near bus stops. <p>City of Guelph Official Plan</p> <ul style="list-style-type: none"> 8.18 Safety: <ol style="list-style-type: none"> 1. Sidewalks and community trails should be visible, accessible and aligned along well-used public spaces. 2. New development should be designed in a manner that: <ul style="list-style-type: none"> ○ provides opportunity for informal surveillance of outdoor spaces (“eyes on the street”), including public parks, streets and parking areas; ○ clearly marks the transition or boundary between public and private spaces; ○ includes materials that allow for the built environment to be effectively and efficiently maintained; ○ provides adequate lighting in accordance with Sections 8.14, 8.15 and 8.16 of this Plan; and ○ provides for multiple walking routes, where appropriate.
<p>3. The Township of Melancthon should consider developing policies to support appropriate infrastructure to promote safe walking and cycling. By incorporating principles associated with accessibility (inclusive, universal design) and age-friendly community planning, the Township could ensure that local infrastructure supporting active transportation, recreation and tourism is not only accessible, but deliberately designed to promote safety. Such infrastructure could include: bike parking, bicycle activated street lights, enhanced street crossings, and rest areas.</p>	<p>City of Peterborough Official Plan</p> <ul style="list-style-type: none"> 5.7.2: Sidewalks shall be required in all new residential subdivisions as follows: <ul style="list-style-type: none"> ○ On both sides of Arterial and Collector streets; ○ On both sides of all Local streets, including cul-de-sacs with 30 or more residential units, and any cul-de-sac having a through pedestrian connection. <p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> 6.2 Public Walkway Policies: (1) During the planning period, it is intended that the municipality will establish a system of public pathways designed to provide a

	practical recreational facility for walking, skiing and biking trails, and to facilitate pedestrian access between major recreational activities associated with the Niagara Escarpment and Nottawasaga Bay, and the major residential and commercial centres in the planning area.
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14.2.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- The Township of Melancthon could consider working with community partners to identify accessibility issues across the Township and explore potential solutions (see also Neighbourhood Design).
- Advocate for trails and active transportation during the municipal budgeting process.
- Support the implementation of the County of Dufferin Active Transportation Plan. For example:
 - Develop a bicycle education program and partner with local community agencies to educate residents
 - Develop a network signing strategy
 - Produce a user-friendly active transportation trails map
 - Collaborate on planning trail networks and providing connections to other municipalities, counties
 - Endorse walking and cycling as part of a healthy lifestyle in promotional material and market active transportation trails to both residents and visitors
 - Provide information on proper trail use and etiquette
 - Pursue funding opportunities for active transportation and recreation
 - Consider a walking and cycling review

14.3 Healthy Natural Environments

The following Healthy Natural Environments planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health^{xi}* and used as the criteria for reviewing municipal planning documents:

1. Preserve and connect open space and environmentally sensitive areas
2. Maximize opportunities to access and engage with the natural environment
3. Reduce urban air pollution
4. Mitigate urban heat island effect
5. Expand natural elements across the landscape

14.3.1 STRENGTHS

There are a number of policies in the Township's Official Plan that aim to maintain natural areas, and protect parklands and water resources. Official Plan policies include the protection and preservation of all natural features, and minimizing the impact of development on the environment. Policies strive to conserve, protect and enhance natural heritage features:

- Our Commitment to the Future - Take reasonable actions to maintain clean water, clean air and healthy plant, fish and wildlife; Protect and where reasonable enhance features and functions within natural heritage areas such as wetlands, environmentally sensitive areas, streams and valley lands, woodlands, areas of natural and scientific interest, discharge and recharge areas and other open space areas; Protect Township resources such as farmland, minerals, mineral aggregates and forests, and provide for wise management practices. (2.1.1.a)
- Objectives Related to the Natural Environment– a) To protect significant natural heritage features and areas together with the associated functions.
(b) To maintain and, where possible, increase the area’s diversity of natural features.
(d) To ensure that the development review and evaluation process identifies, considers and addresses the potential effects on the natural environment. (2.2.2)

There are sections of the Official Plan dedicated to recognizing the importance of provincially significant features and land forms located within the Niagara Escarpment, the Oak Ridges Moraine, and the Greenbelt Plan Area. Preserving viable agricultural lands in the long-term are a focus as well, as is maintaining the rural landscape and amenities of the Township:

- Agricultural Resource Objectives - a) To protect prime agricultural areas for long term use for agriculture.
e) To limit residential lot creation in prime agricultural areas to lots for a residence surplus to a farming operation. (2.2.4)
- Rural - (a) The general planning objectives of the Rural designation are to protect the Township’s rural landscape and amenities, to protect and preserve agricultural uses where warranted on lands outside prime agricultural areas, and to provide for and encourage other land uses appropriate to a rural setting including those providing economic development in accordance with the Plan’s applicable policies and general planning objectives. Agricultural lands in the Rural designation are determined to be secondary agricultural areas. These are areas having agricultural capability but generally not containing predominantly prime agricultural soils. The policies of the Rural designation permit agriculture while also allowing a range of other rural uses. (5.3)

Official Plan policies also offer protection of natural water resources and promotion of water stewardship and conservation education as follows:

- Water Resource Objectives– a) To protect, improve or restore the quality and quantity of ground water and surface water and the function of sensitive ground water recharge/discharge areas, aquifers and headwaters.
l) To protect surface and groundwater quality through the use of regulatory and voluntary means of prohibiting, restricting or influencing land uses and, where possible under applicable legislation, activities within wellhead protection areas and in areas overlying vulnerable aquifers (2.2.3)
- Water Resources - (a) The Township, its residents and its businesses rely on its groundwater resources as their principal source of drinking water. There are no readily available alternatives. These resources include many vulnerable aquifers. Large areas of the province rely on the rivers and groundwater systems that originate in or near the Township for their water supplies and resources. Important features and functions of the natural environment are also sustained by these water resources.
(b) Protecting and sustaining such irreplaceable water resources for present and future generations is a fundamental objective and responsibility underlying the policies of this Plan. The

water resource implications will be a primary consideration in most planning and development related decisions in this Township. (4.1)

14.3.2 AREAS OF OPPORTUNITY

As noted, pursuing the promotion and implementation of the County's Active Transportation Plan Study will help preserve and connect open spaces and natural features. There is an opportunity to increase awareness of the trail system, promote active and passive parks, and incorporate other relevant policies relating to trails from the Dufferin County Active Transportation and Trails Master Plan. In terms of preservation of environmentally sensitive areas, it is acknowledged that great care must be taken to ensure access to the Township's significant wetlands or wildlife habitats does not threaten the condition of such areas. For areas of this nature, it is suggested that policies should be aimed at maintaining an environment that contributes to good health.

In addition, there may be an opportunity to strengthen policies related to conservation, particularly for public facilities (link with Neighbourhood Design policies). There may also be opportunities to address greater community awareness of water and air quality.

While healthy community principles promote reducing the reliance on private septic and well systems for development, such systems are unlikely to be viable in the Township of Melancthon due to the small size of the Township's communities and the low growth rate. The Township's Official Plan states municipal water and sewage services are not viable with the relatively low levels of population and growth in the Township. It is, therefore, a policy of the Plan that future development and construction on existing and new lots shall continue to be permitted on the basis of individual on-site water and sewage services, provided lot sizes and site conditions are suitable for the long term provision of such services (Section 6.3.1). If the Township grows larger in the future, looking into methods for providing full municipal services could be examined as part of Official Plan reviews.

In addition, bylaws and programs that minimize air pollution could be explored, such as an anti-idling by-law customized for a rural setting, such as idle-free zones around schools, community centres and other sensitive land uses. The City of Edmonton, for example, passed a bylaw in 2013 (Bylaw 15982) that prohibits vehicles from idling in designated areas outside of schools and hospitals. The purpose of the bylaw is to create a healthier environment for school students, staff and hospital patients, staff and visitors.

14.3.3 CONSIDERATIONS

The Township of Melancthon could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Consider permitting recreational trails in appropriate land-use designations, with the exception of environmentally sensitive areas such as wetlands or wildlife habitats where the activity taking place as a result of such trails may have a negative impact on the natural environment.	Town of Collingwood Official Plan <ul style="list-style-type: none"> 3.2.3 It is the intent of this Official Plan that utility, communication and publicly-owned transportation, park and playground facilities, including pedestrian trails, and other uses deemed to serve a similar public function be permitted in all land use designations.

<p>2. Look into developing green building criteria.</p>	<p>Town of Ajax Official Plan</p> <ul style="list-style-type: none"> 2.5.3 Green Building and Environmental Design: <ul style="list-style-type: none"> f. Support methods of energy self-sufficiency and energy sources that protect the environment; g. Support and promote green industries and green building technologies and construction practices including: <ul style="list-style-type: none"> ○ renewable energy systems ○ water efficient landscaping, using native or non-native non-invasive plants, and mulch to retain soil moisture, consideration should also be given to using drought tolerant varieties to minimize consumption of municipally-treated water; ○ green roofs; etc.
<p>3. Consider supporting the development of a Parks and Open Space/Natural Heritage plan to assist with the identification and refinement of natural heritage features, functions and linkages within the Township.</p>	<p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> 6.4.3 Parks and Recreation Master Plan (1) Council shall prepare a Parks and Recreation Master Plan to implement the parkland and open space policies and provisions of this Plan. Other special studies, special purpose committees, and other programs may also be considered to address the parks and recreation needs of the municipality, including heritage resources and any trails strategy identified under Section 6.2(7). Priority shall be given to the establishment of an overall system of public parks connected by trails with linkages to the Niagara Escarpment, Nipissing Ridge and Nottawasaga Bay, as well as the Georgian Trail and the Bruce Trail. <p>Simcoe Muskoka (ON) - Healthy Community Design Official Plan Policy Statements</p> <ul style="list-style-type: none"> 2.2 The municipality shall develop (or revise) a Parks and Recreation Master Plan to ensure safe and accessible parks and recreation facilities, including natural areas and trails, are available to all residents regardless of age, physical ability and financial means.

4. Seek input and/or partner with the Niagara Escarpment Commission and the Conservation Authorities that intersect with the Township in the development of a Natural Heritage Plan	Town of Richmond Hill <ul style="list-style-type: none"> 3.2.1 Greenway System: 4. The technical papers associated with the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan shall be consulted to provide clarification in implementing the policies related to key natural heritage features and key hydrological features within the areas subject to the Provincial Plans. In the event of a conflict in the interpretation of the Provincial technical papers and the policies of this Plan, the policy which is more protective of the feature or function shall apply.
5. The Township could consider an anti-idling bylaw that includes idle-free zones around schools, community centres and other sensitive land uses.	City of Edmonton – Bylaw 15982 <ul style="list-style-type: none"> Vehicles are prohibited from idling in designated areas outside of schools and hospitals.

14.3.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Support the implementation of the County of Dufferin Active Transportation and Trails Master Plan (see also Transportation Networks).
- Consider posting signage and otherwise promoting the local trail system in order to increase public awareness and, therefore, improve and maximize use (see Transportation Networks).

14.4 Healthy Food Systems

The following Healthy Food Systems planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health^{cxii}* and used as the criteria for reviewing municipal planning documents:

- Enhance agricultural capacity
- Increase access to healthy foods in all neighbourhoods
- Improve community-scale food infrastructure

14.4.1 STRENGTHS

Given that the Township is largely rural, policies are not aimed at targeting more urban/semi-urban farming (i.e. roof top gardens, community gardens), but rather the Township puts a strong emphasis on protecting existing agricultural lands and there is also a policy supporting local food. Policies include:

- Economic Development Objectives – d) To support local food, and promote the sustainability of agri-food and agri-product businesses by protecting agricultural resources, and minimizing land use conflicts. (2.2.7)

14.4.2 AREAS OF OPPORTUNITY

While the Township does not appear to have specific policies to promote urban farming, these may not be applicable to the Township, and the Township's Official Plan policies do encourage preserving agricultural lands. There is an opportunity to add policies that specifically support access to healthy food and improving community-scale food infrastructure and services within future Official Plan reviews however.

For example, there may be some opportunities for promoting agriculture within the Township through encouraging 'buy-local' initiatives, and healthy food education within schools and community centres. Identifying opportunities for greater accessibility of existing grocery stores and markets would also help promote access to healthy foods in particular for people with disabilities and seniors.

Partnering with Dufferin Farm Fresh to promote local food and farmers may also be a good opportunity for pursuing initiatives such as 'buying local' for both residents and local business (i.e. restaurants, food retailers, schools).

14.4.3 CONSIDERATIONS

The Township of Melancthon could consider adopting Official Plan amendments that reflect the following policy directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
1. Add additional policies that promote accessory farm businesses such as pick-your-own farms, produce stands and roadside markets – either as new section or a sub-section under Agriculture (Section 5.2). Include criteria such as parking requirements to ensure these accessory uses function well.	Town of Ajax Official Plan <ul style="list-style-type: none"> 2.1.7 Urban Agriculture: h) Support the establishment of seasonal or year-round marketplaces in key locations where locally grown and preserved foods can be sold, and function as places of social interaction
2. Consider adding a healthy food system as an objective in the Official Plan (Section 2.2)	City of Guelph Official Plan <ul style="list-style-type: none"> 2.2 Strategic Goals of the Plan: 1. Planning a Complete and Healthy Community: g) Foster sustainable local food systems.

14.4.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Promote 'buy local' initiatives and healthy food education within private (local businesses and restaurants) and public sectors (schools and community centres).
- Partner with Dufferin Farm Fresh to promote local farmers and local food production.

14.5 Healthy Housing

The following Healthy Housing planning principles were adapted from *Healthy Built Environment Linkages: A Toolkit for Design, Planning and Health*^{cxi} and used as the criteria for reviewing municipal planning documents:

1. Increase access to affordable housing through provision of diverse housing forms and tenure types
2. Ensure adequate housing quality for all segments of society
3. Prioritize housing for the homeless, elderly, low income groups and people with disabilities
4. Site and zone housing developments to minimize exposure to environmental hazards

14.5.1 STRENGTHS

The Township's Official Plan puts forth policies to support a wide range of housing types, including secondary suites; prevent the demolition of housing; and provide buffers between sensitive land uses and residential developments. It also contains dwelling need forecasts:

- Growth Management –c) At an average of 2.5 persons per dwelling unit there would be a need for approximately 1,364 dwelling units by 2031. This would be about 264 new units over the 1,100 units recorded in the 2011 census, an average of approximately 13 units annually. *Forecasts only
 - i) The majority of the Township's housing is affordable and it is anticipated this will continue to be a characteristic of the municipality's housing stock.
 - j) It is also anticipated that a limited expansion in the range of housing types may be achieved through the narrow range of residential intensification forms appropriate to a rural municipality without municipal water and sanitary sewer systems. (3.1.1)
- Growth Accommodation and Intensification – d) iii) Forms of residential intensification appropriate to the Township may include the creation of slightly smaller lots, the creation of second dwelling units within single detached dwellings, dwellings containing two or three units such as semi-detached dwellings and duplexes, infilling, redevelopment and the conversion or expansion of existing buildings. (3.1.2)
- Community – b) residential intensification is permitted in the Community designation. In addition to detached dwellings, residential intensification uses may include semidetached dwellings, duplex dwellings, triplexes, and second dwelling units in detached and semi-detached dwellings where there is compliance with the provisions of section 3.12 (5.7.1)

Additional policies within the County's 10 Year Housing and Homelessness plan aimed at meeting the housing needs of vulnerable populations include:

- Offer safe and secure housing for victims of abuse (3.2)
- Collaborate on housing and support services to help those most at risk (2.6)
- Provision of the Homelessness Prevention Program (HPP) to help people maintain or obtain housing (3.3)

14.5.2 AREAS OF OPPORTUNITY

The Township's Official Plan states that in view of the Township's rural landscape and character, its lack of municipal water and sewage systems, and the objective to retain the area's character and landscape to the extent possible, it is not a primary objective of the Official Plan to fully implement all of the Province's

housing density, intensification, diversity and affordability related policies. However, it could incorporate support in principle for affordable housing options. It could also consider adding Official Plan policies in support of the County's 10 Year Housing and Homelessness Plan.

14.5.3 CONSIDERATIONS

The Township could consider adopting the following policy amendments or directions and best practices:

Suggested Official Plan Policy Considerations	Practical Guidance and Examples
<p>1. Add a general policy statement or sub-section in the Official Plan that declares the Township's commitment to supporting affordable housing options.</p>	<p>Town of Caledon Official Plan</p> <ul style="list-style-type: none"> 2.5 Recreation and Tourism: To provide a broad range of housing accommodation types, including affordable housing, in a variety of settings while directing major residential and recreational accommodation to locate in areas where a higher order of municipal services are available. <p>City of Peterborough Official Plan</p> <ul style="list-style-type: none"> 4.2.3.11: Efforts will be made to achieve the targets for the provision of affordable housing identified in the Housing Strategy, in particular, types of housing that are necessary to meet the City and County's needs for affordable housing for low and moderate income households, seniors, families and singles, and those requiring support services.
<p>2. Develop policies that support the County's 10 Year Housing and Homelessness Plan</p>	<p>Town of Collingwood Official Plan</p> <ul style="list-style-type: none"> Garden Suites: The Council of the Corporation of the Town of Caledon recognizes the garden suite as a housing form which will assist in meeting the needs of current and future residents of the Town. Only one garden suite or apartment-in-house will be permitted per lot. <p>Town of Blue Mountains Official Plan</p> <ul style="list-style-type: none"> 3.6.1: Apartments in Houses Apartments in houses, or second dwelling units, may be permitted as an ancillary residential use within the principal residential dwelling house, subject to amendment to the implementing Zoning By-law. Such housing accommodation is intended to provide more affordable housing, and

	<p>shall be encouraged in locations which are considered compatible with the surrounding neighbourhood.</p> <p>City of Peterborough Official Plan</p> <ul style="list-style-type: none"> • 2.4.3.4: The City will strive to provide a minimum of 10 percent of new housing as affordable housing units to accommodate both family and non-family housing suitable to a full range of age groups, within all areas of the City.
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14.5.4 OTHER SUGGESTED STRATEGIES AND ACTIONS

- Work with the County to support the implementation of the strategies and recommendations outlined within the County's 10 Year Housing and Homelessness Plan that support an adequate supply of housing for vulnerable populations (i.e. seniors, persons with disabilities and low income individuals and families).

15.0 SUMMARY OF KEY FINDINGS

Dufferin County is diverse. As an upper tier recently required to prepare an Official Plan, the County's Plan is quite new. Along with its Active Transportation and Trails Master Plan and 10 Year Housing and Homelessness Plan, the County has a strong foundation upon which to plan for healthy communities.

Among the local municipalities, some Official Plans are newer than others. Some local Official Plans include many policies in support of healthy communities, while others provide strong high-level direction in some areas but could generally include more specific policies and objectives to support healthy communities. It should also be noted that in some domains, such as Food Systems, very few municipalities have introduced robust policies in their Official Plans and doing so would be forward-thinking. Similarly, in terms of some preventing and mitigating the impacts of climate change, and in providing the hard infrastructure required to support active transportation, some municipalities in Ontario are further ahead than others.

It should also be noted that there are differences between Dufferin's urban, suburban and rural areas, and also differences between municipalities of similar geographic character. For example, while Orangeville and Shelburne are in some ways similar, they differ in some quite fundamental ways. Public transit, for example, is available in Orangeville but not in Shelburne. Additionally, two of Dufferin's rural municipalities include parts of Ontario's Greenbelt and Oak Ridges Moraine, which requires their area planners to comply with the corresponding provincial plans. It is also more challenging for rural areas, with a dispersed population, to develop a robust active transportation plan or to contemplate intensification and mixed-use development outside of their downtown areas.

That said, there are many opportunities to leverage planning policies and practices to advance principles associated with healthy communities and, by working in partnership with other area and County planners, public health, community organizations like Headwaters Communities in Action and local citizens, Dufferin County can be a leader of the healthy communities movement in Ontario. We would also encourage stakeholders to continue their involvement in future initiatives like *Accelerating Rural Transportation Solutions* in order to gain, exchange and apply new knowledge and best practices to best support the achievement of positive health, social and economic outcomes for Dufferin communities.

16.0 NEXT STEPS

Below we articulate some next steps both for this study, in the immediate term, and for public health and planning stakeholders within Dufferin County going forward.

16.1 Establishing a Role for WDGP in Collaborating on Health Community Planning Policies in Dufferin County

The first Proposed Action articulated under the ‘Built Environment’ Collective Area of Focus in the Ontario Public Health Sector Strategic Plan (2013) is for public health units to “Define the scope and role for the public health sector in addressing and mitigating the health impact of the built environment.” Currently, WDGP enjoys positive working relationships with municipal planning officials at Dufferin County, and with several local planning officials in area municipalities. WDGP should focus on strengthening these relationships and, subsequently, on advocating for a public health lens to be used in making municipal policy and planning decisions, particularly in terms of land use planning and the built environment.

This review provides an excellent jumping off point for further conversation about how the County and each local municipality can best support the development and maintenance of healthy communities in Dufferin County. In that space, it will be possible for local planning and public health officials to share knowledge and expertise, thereby increasing the overall capacity for making healthy policy and planning decisions and fostering powerful synergies between disciplines and communities within Dufferin County for many years to come.

APPENDIX A: NOTES

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