



COMMUNITY DEVELOPMENT & TOURISM COMMITTEE

AGENDA

Thursday, September 28, 2023 at 3:00 p.m.

W & M Edelbrock Centre, Dufferin Room, 30 Centre Street, Orangeville ON L9W 2X1

The meeting will be live streamed on YouTube at the following link:

<https://www.youtube.com/@DufferinOne/streams>

Land Acknowledgement Statement

We would like to begin by respectfully acknowledging that Dufferin County resides within the traditional territory and ancestral lands of the Tionontati (Petun), Attawandaron (Neutral), Haudenosaunee (Six Nations), and Anishinaabe peoples.

We also acknowledge that various municipalities within the County of Dufferin reside within the treaty lands named under the Haldimand Deed of 1784 and two of the Williams Treaties of 1818: Treaty 18: the Nottawasaga Purchase, and Treaty 19: The Ajetance Treaty.

These traditional territories upon which we live and learn, are steeped in rich Indigenous history and traditions. It is with this statement that we declare to honour and respect the past and present connection of Indigenous peoples with this land, its waterways and resources.

Declarations of Pecuniary Interest by Members

PUBLIC QUESTION PERIOD

Members of the public in attendance are able to ask a question. If you unable to attend and would like to submit a question, please contact us at info@dufferincounty.ca or 519-941-2816 x2500 prior to 4:30 p.m. on September 27, 2023.

REPORTS

1. COMMUNITY DEVELOPMENT & TOURISM – September 28, 2023 – ITEM #1
Municipal Comprehensive Review Phase III Official Plan Amendment – Land Use Policy Framework & Transportation Master Plan

Presentations from Matt Alexander and Brett Sears, WSP, regarding the proposed Official Plan Amendment and the draft Transportation Master Plan.

A report from the Director of Development and Tourism, dated September 28, 2023, to present the proposed third Official Plan Amendment (OPA) related to the Municipal Comprehensive Review (MCR) for review, as well as present the Transportation Master Plan.

Recommendation:

THAT the report of the Director of Development and Tourism, "Municipal Comprehensive Review (MCR) Phase III Official Plan Amendment (OPA) – Land Use Policy Framework and Transportation Master Plan", dated September 28, 2023, be received;

AND THAT staff be directed to submit the draft Municipal Comprehensive Review (MCR) Phase III Official Plan Amendment (OPA) – Land Use Policy Framework and Dufferin County Transportation Master Plan to the Province for review.

NOTICE OF MOTIONS

Next Meeting

Thursday, October 26, 2023

W & M Edelbrock Centre, Dufferin Room, 30 Centre Street, Orangeville ON



Dufferin County Municipal Comprehensive Review Phase 3 – General Policy Updates



September 28, 2023



- **Purpose of this Presentation**
- **Overview of the Official Plan Amendment**
- **Key Details of the Amendment**
- **Next Steps**
- **Public Comments**
- **Council Comments and Questions**

Presentation Purpose:

- To present the proposed third phase Official Plan Amendment as a result of the County's Municipal Comprehensive Review under Section 26 of the Planning Act
- To give an opportunity for the committee to ask questions and provide input
- The draft amendment includes over 130 proposed changes to the Official Plan, key changes will be summarized, and specific policies may be discussed at the end

Official Plan Amendment Overview

Purpose and Effect of the Amendment:

- The purpose and effect of the Official Plan Amendment is to update the policies of the Official Plan to address general policy input received over the course of the Municipal Comprehensive Review, to respond to the changing needs of residents and businesses in the County, and to simplify and clarify the policies of the Official Plan.

The Basis of the Amendment:

- The County of Dufferin Official Plan was adopted in 2015.
- New Official Plans are required to be reviewed and updated within ten years of adoption, however the release of an updated Growth Plan in 2017 included a requirement for upper-tier municipalities to update their Official Plans to conform by July 2, 2022.
- The County undertook a comprehensive review to update population and employment growth forecasts and update mapping which were implemented through two previous Amendments.
- Over the course of preparing the previous amendments a number of general policy updates were recommended by County Staff, local municipalities and the general public. These include updates related to housing options, climate change, implementation and interpretation, among others.

Public Consultation:

- There have been multiple public open houses and public meetings regarding the Dufferin County Municipal Comprehensive Review since 2019.
- Residents and Stakeholders have submitted dozens of comments, some of which have been addressed through the two previous amendments, and some of which are addressed in this proposed amendment.

Staff Input:

- Feedback from various County departments have resulted in amendments related to climate change, implementation policies, definitions, transportation and other subject matter.

Key Details of the Amendment:

- Updates to terminology:
 - References to the “Provincial Policy Statement, 2014” are updated to “Provincial Policy Statement, 2020”
 - “Secondary Dwelling Units” are updated to “Additional Residential Units”
 - “Special needs housing” replaced with “supportive housing”
- Climate Change:
 - New goals and objectives to emphasize the need to plan with the impacts of climate change in mind
 - New policy stating the County or local municipalities may enact Green Development Standards
- Settlement Areas
 - Updates to expansion/adjustment policies to clarify process and requirements consistent with the PPS, 2020
 - New policy to require privately-initiated proposals for settlement area adjustments to identify lands to be added and removed.
- Housing
 - Replacing references to “character” with references to the height, density or massing of development
 - Updates to “Additional Residential Unit” policies to allow up to 3 units on a given property, subject to servicing requirements and other standards
 - Updates to strengthen “complete communities” policies to provide for a mix of compatible land uses within close proximity to each other

Provincial Review:

- Once endorsed by County Council, the draft amendment will be submitted to the Ministry of Municipal Affairs and Housing for comments.

Public Engagement:

- A statutory Public Open House will be held to provide members of the public an opportunity to review the draft amendment, ask questions and provide feedback
- Residents can submit written comments at any time prior to adoption of the amendment

Revisions:

- Based on the feedback received from the public and the province, a final draft will be prepared and presented at a Statutory Public Meeting

- Final revisions will be made as necessary prior to adoption by County Council

Council Comments and Questions



Dufferin County Transportation Master Plan



Thursday, September 28, 2023

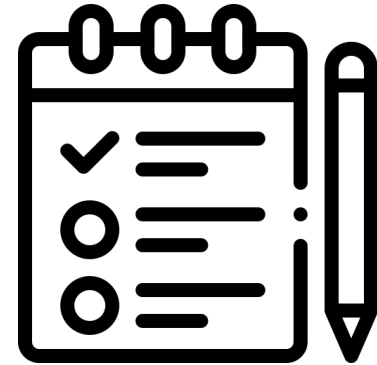


Community Development and Tourism Committee Meeting



Agenda

1. What is the TMP? – An Overview
 - Existing Travel Patterns
 - Working Vision Statement
 - TMP Objectives
2. What did We Hear? – Consultation
 - Key Themes from Engagement
3. What did We Do? – Recommendations
 - Recommendations by Various Modes of Travel
4. Next Steps & Contact Information





What is the TMP – an Overview



Thursday, September 28, 2023



Community Development and Tourism Committee Meeting



Overview of a TMP

What is a TMP?



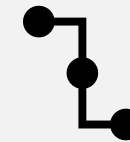
Why develop a TMP?



Growth in population/employment



Alignment with existing policies in Provincial & Federal level



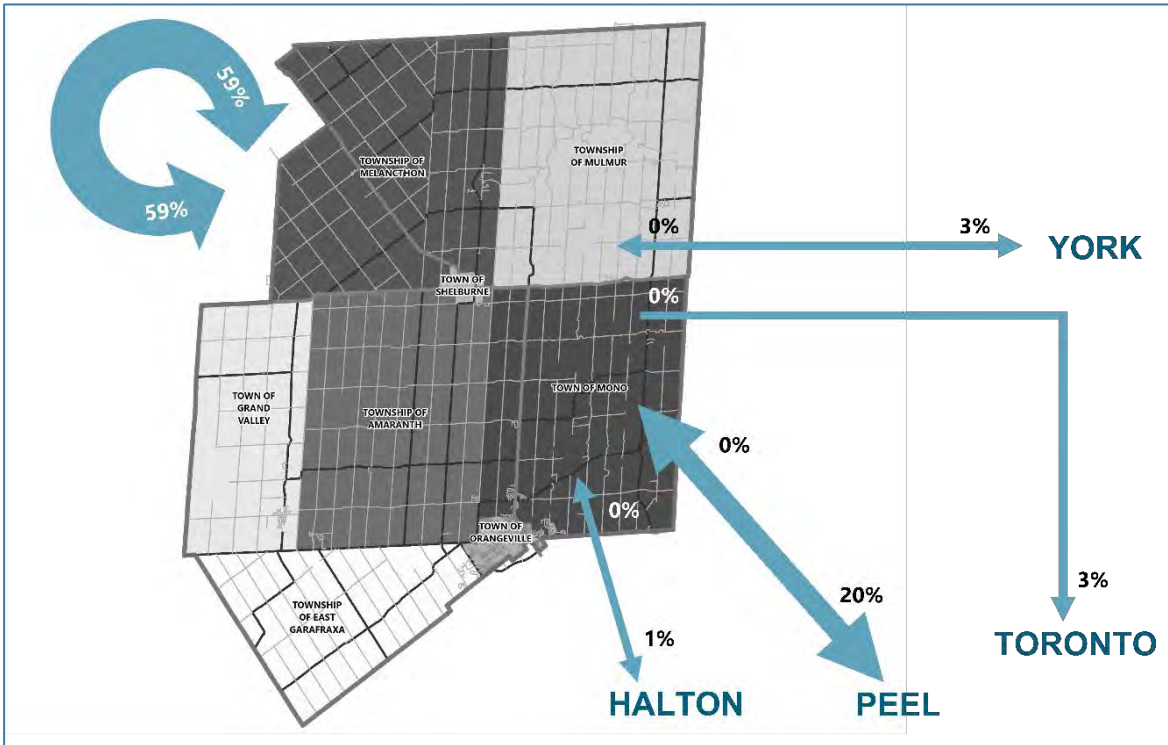
Enhanced Connectivity within County & surrounding municipalities



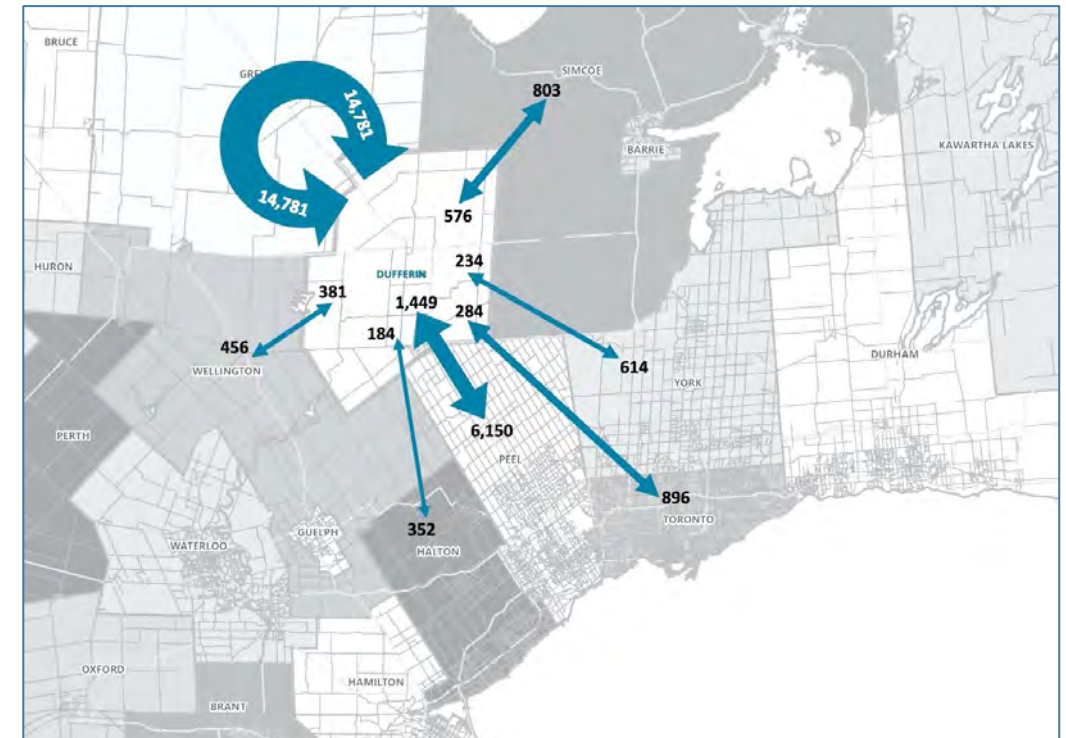
Emerging Trends and shift to sustainable transportation and Transportation Demand Management

Existing Travel Patterns

Existing Weekday AM Travel Patterns (Percentage)

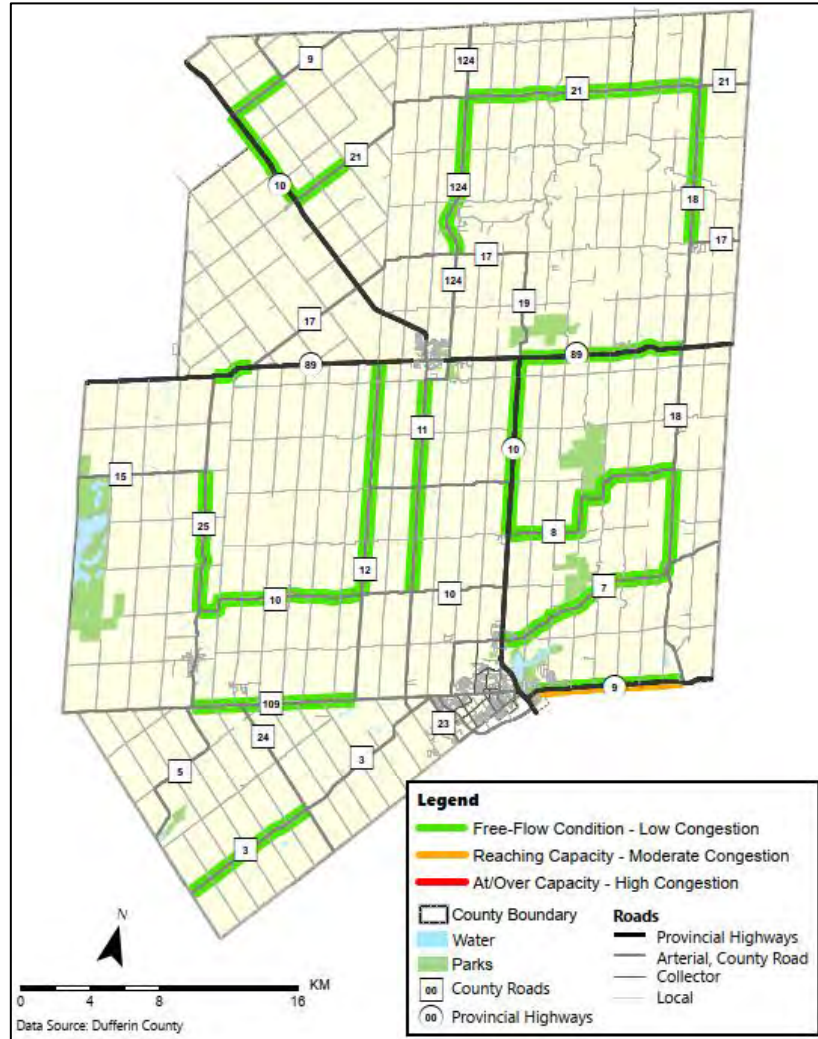


Existing Weekday AM Travel Patterns (Trips)

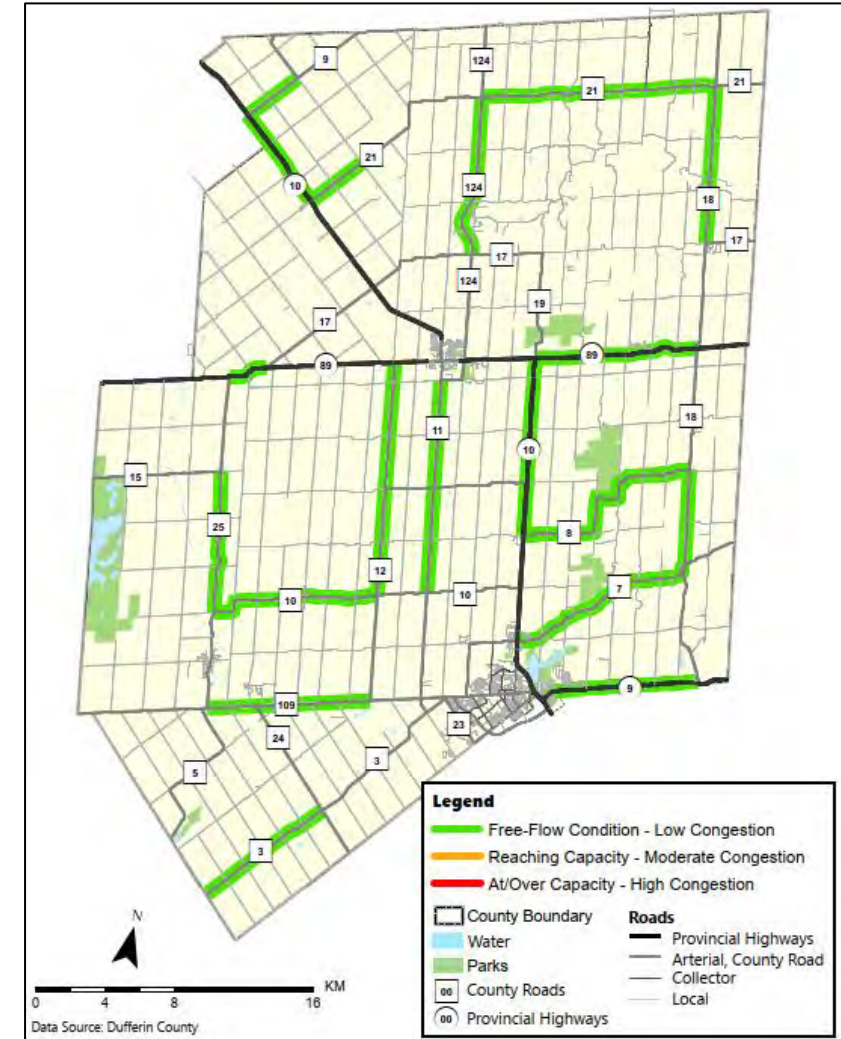


Existing Road Network Performance

Countywide AM Peak Hour

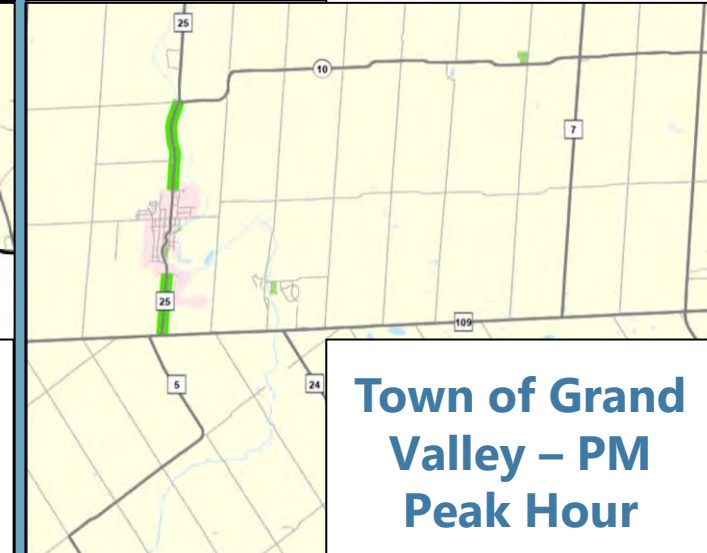
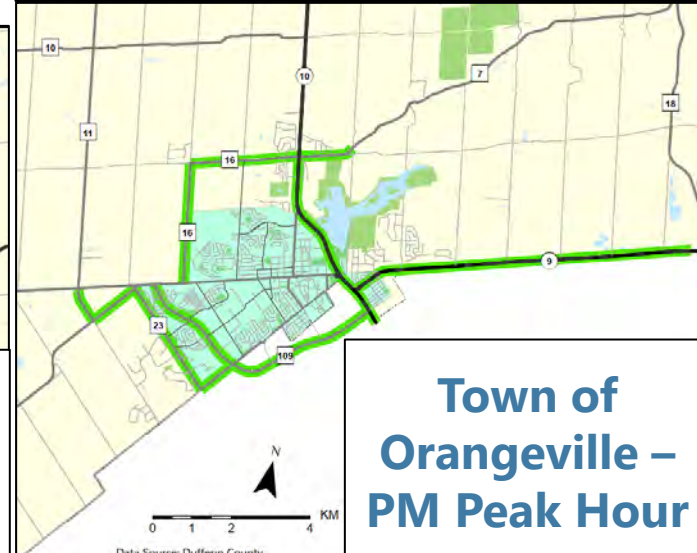
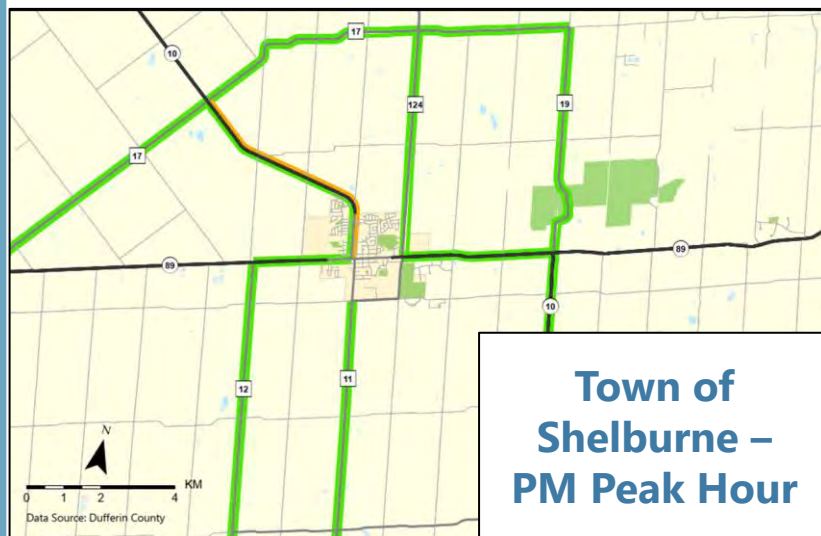
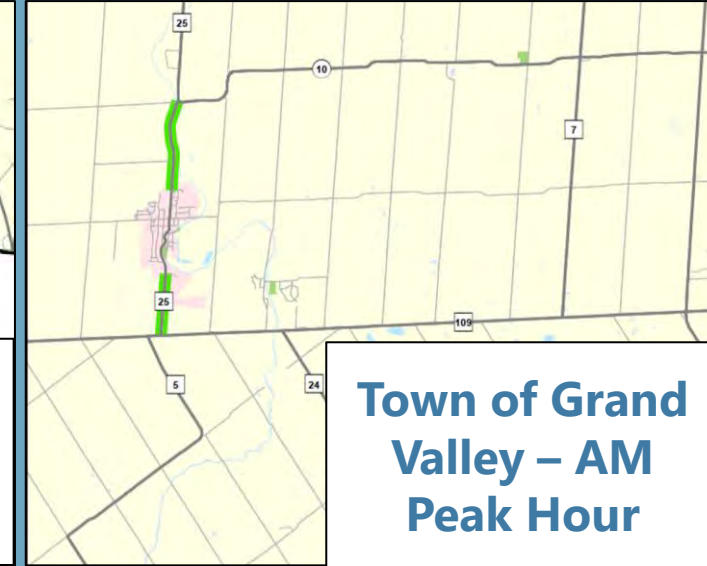
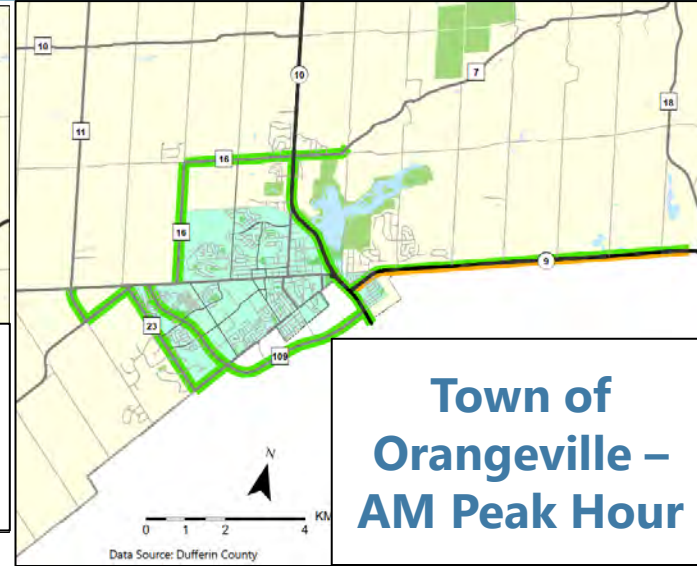
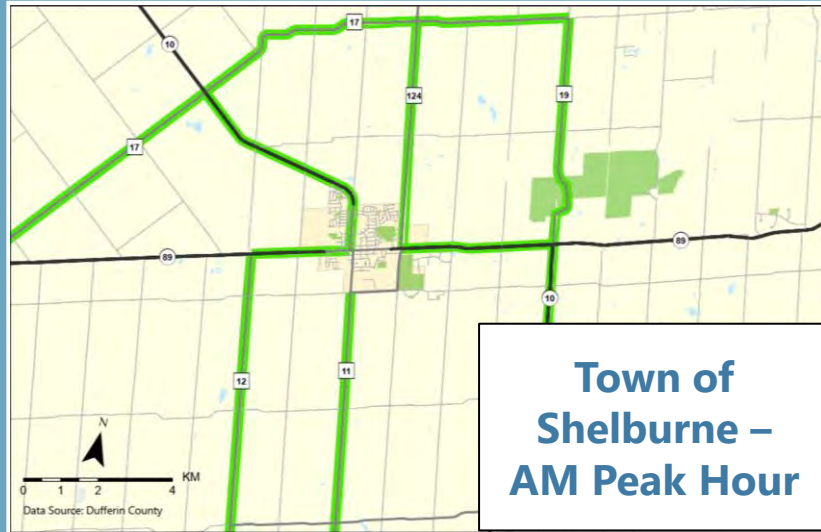


Countywide PM Peak Hour



Existing Road Network Performance

- Legend**
- Free-Flow Condition - Low Congestion
 - Reaching Capacity - Moderate Congestion
 - At/Over Capacity - High Congestion
 - County Boundary
 - Water
 - Parks
 - County Roads
 - Provincial Highways
- Roads**
- Provincial Highways
 - Arterial, County Road
 - Collector
 - Local



Working Vision Statement



The vision for mobility in Dufferin County is...

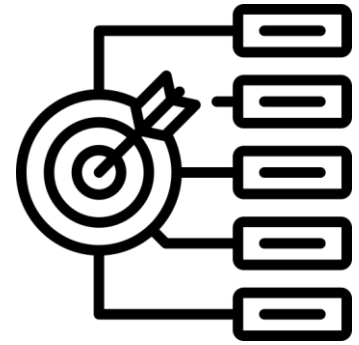


“a **vibrant and integrated community** that supports movement of users of all ages and abilities through active transportation facilities, transit routes and roads. The multi-modal transportation network should provide mobility and connectivity in an **accessible, equitable, environmentally and financially sustainable** manner. Viable transportation options should be provided to foster **healthier, more sustainable choices** for its residents and visitors.”

TMP Objectives



1. Promote the establishment of a comprehensive and **efficient transportation system** to move people and goods to support **economic development** objectives of the County.
2. Support and encourage **active transportation** to contribute to the development of healthy, safe and **complete communities** and **minimize auto-dependence**.
3. **Optimize** the use of **existing infrastructure** and public facilities prior to considering the development of new infrastructure.





What did We Hear? - Consultation



Thursday, September 28, 2023



Community Development and Tourism Committee Meeting



Who and When Did We Consult?

Who Did We Engage With?

- Public
- Local Municipal Staff
- County Staff
- Council

Public Sessions

Public Sessions	Dates
Public Open House	March 3, 2020
Public Information Centre	July 26, 2022
Joint MCR and TMP Public Information Centre	January 21, 2023
MCR Public Workshop	July 6, 2023

Local Municipal Staff Sessions

Local Municipal Staff Sessions	Dates
Grand Valley Municipal Staff	July 19, 2023
Local Municipal Planners of Dufferin County	July 20, 2023

What We Heard

Key Themes

- Plan for improved and expanded transportation networks to support anticipated areas of growth in the future.
- Consider bypasses of Shelburne and Grand Valley.
- Improve road safety and reduce vehicular-related accidents.
- Maintain and improve the local roads and arteries across the County.
- Support accessible transit and transportation options.
- Promote active transportation and healthy active living by improving access to trails and recreational uses.



What did We Do? - Recommendations



Thursday, September 28, 2023



Community Development and Tourism Committee Meeting



Proposed Cycling Network

- Integrating the existing and proposed AT routes with existing and planned transit development;
- Expanding AT facilities and infrastructure to improve the accessibility and connectivity of the network, such as bike parking and other supportive infrastructure; and
- Conducting outreach to promote AT routes and introducing benefits.

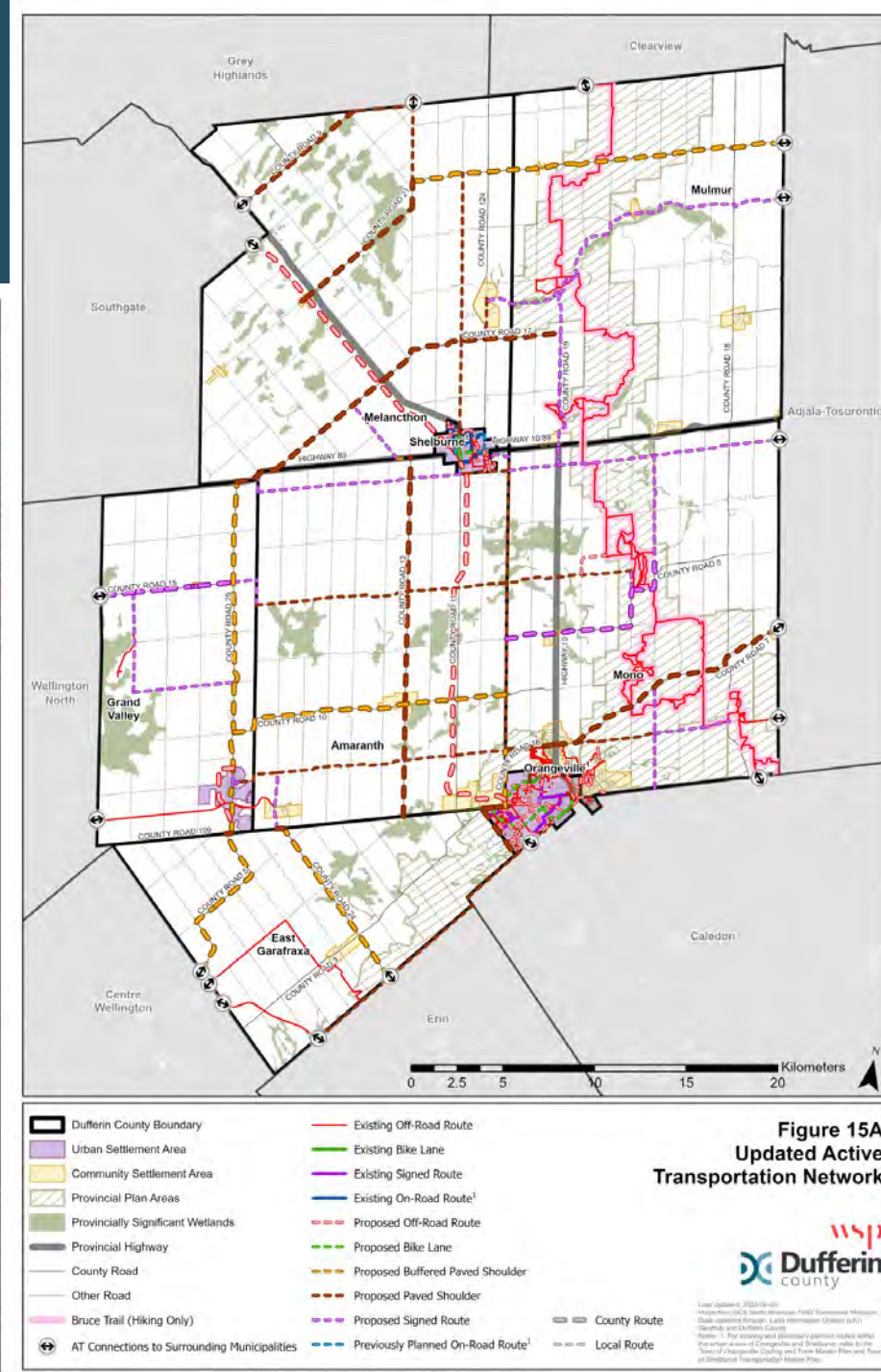
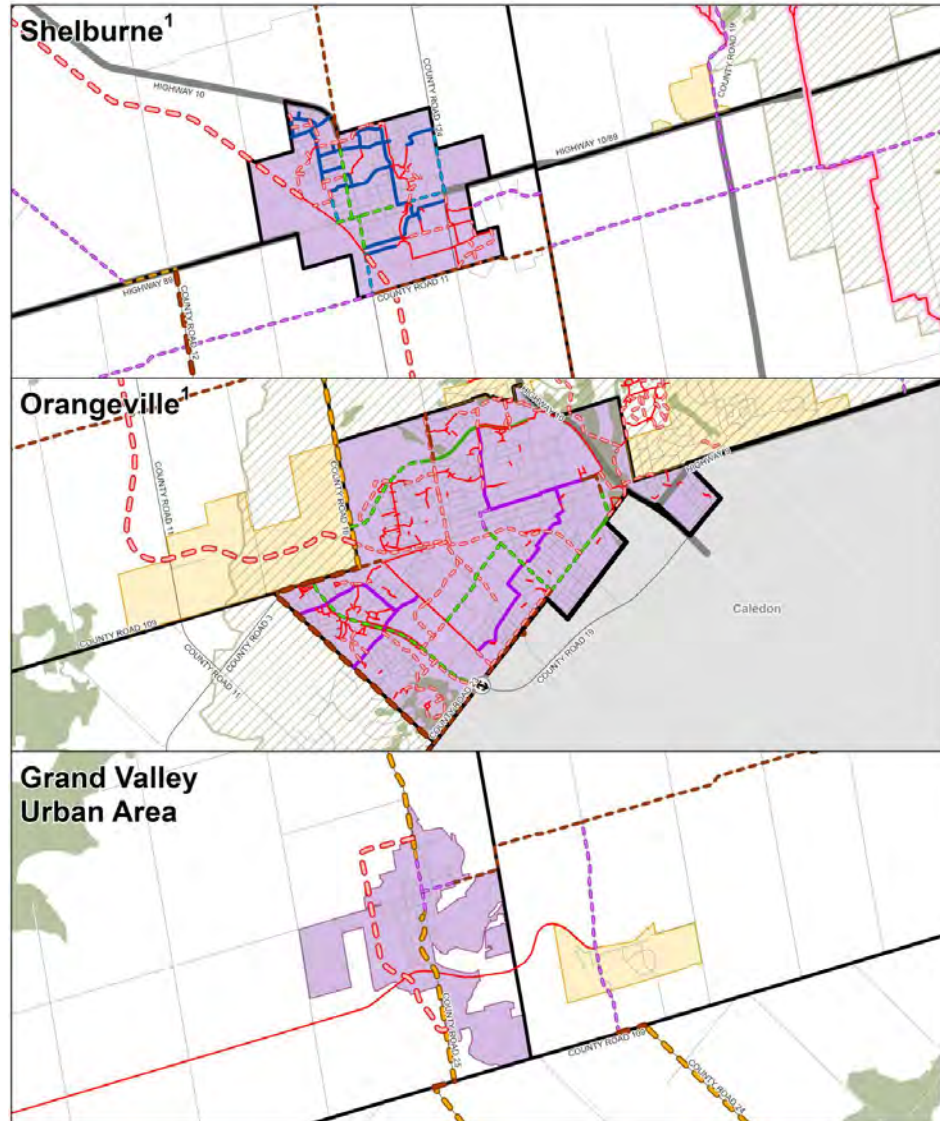


Figure 15A
Updated Active Transportation Network

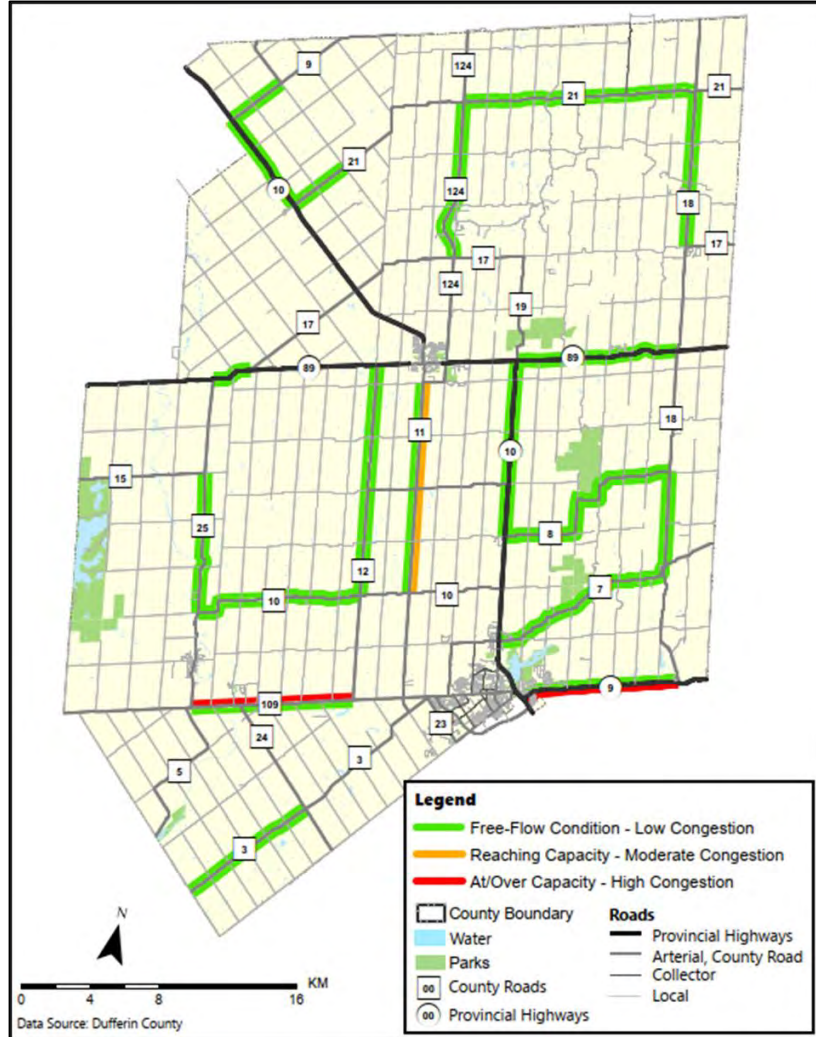
Proposed Transit Service

- Previously Proposed:
 - Possible alternative was an **On-Demand Curb-to-Curb** service.
 - The operating company would be a third party that will be retained via a competitive Request for Proposals process.
 - The process would be open to private transit operators, taxi companies, and technology companies.
 - Service would cover the entire County and would operate Monday to Friday between 8:00 am and 6:00 pm. The service area would exclude the Town of Orangeville, which has its own transit service.
- County should continue to consider external and internal opportunities for funding and when to introduce County-supported transit.

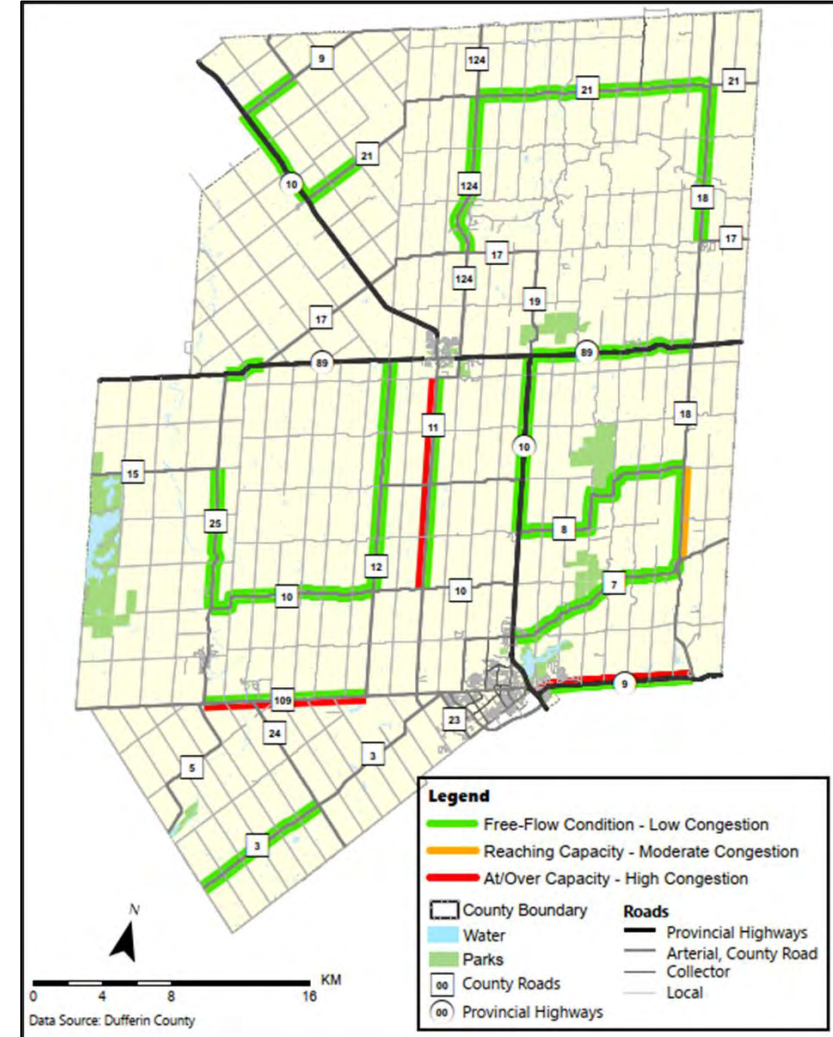


2051 Road Network Performance – Base Case

Countywide AM Peak Hour

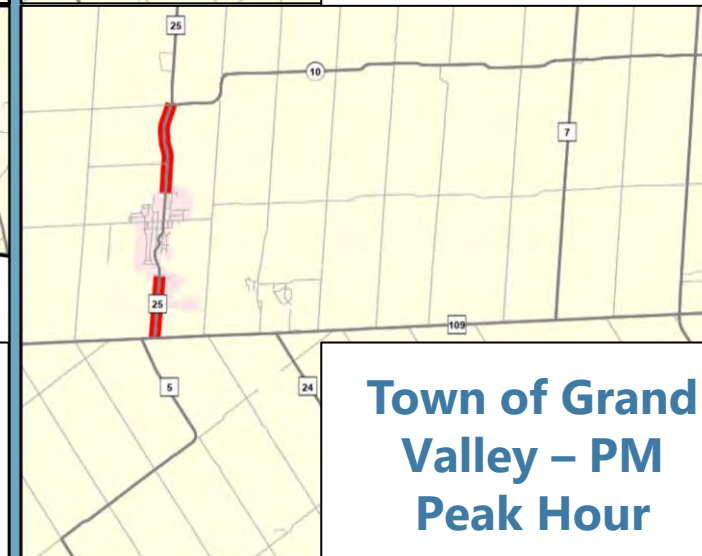
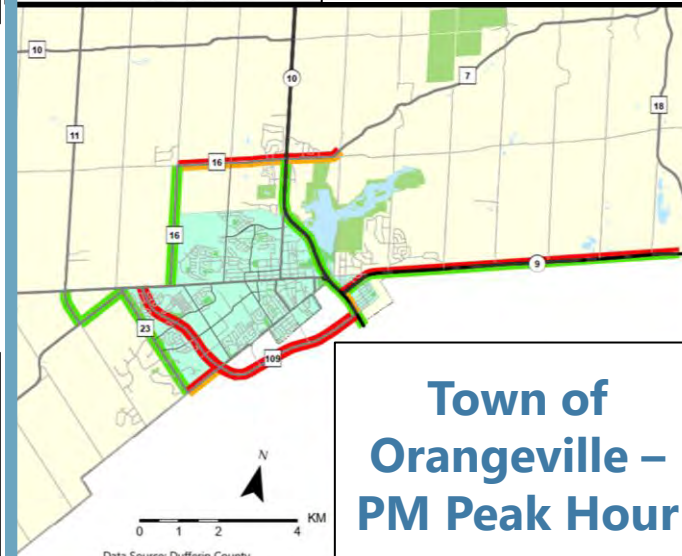
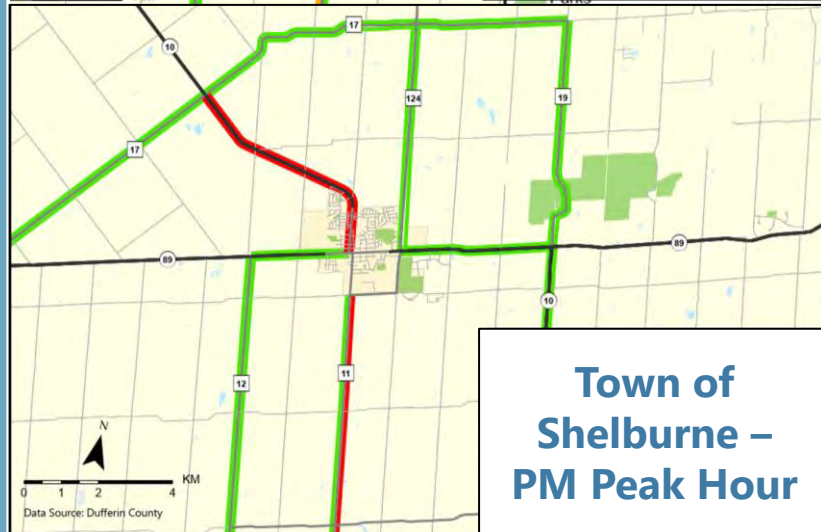
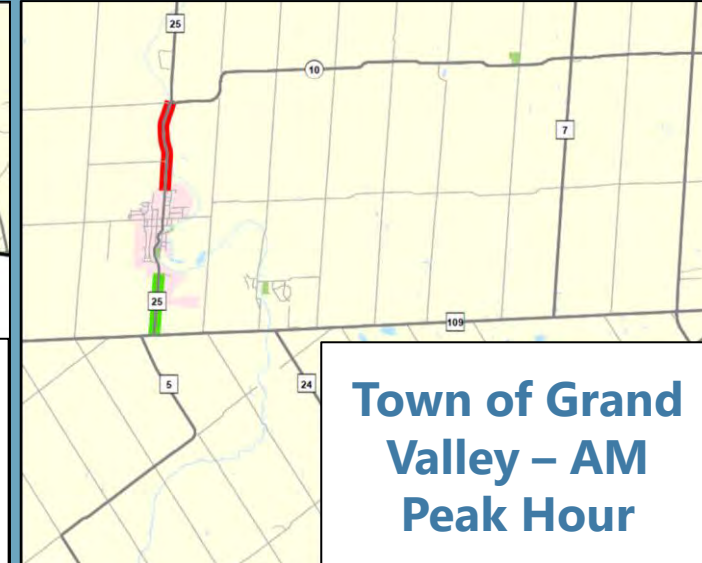
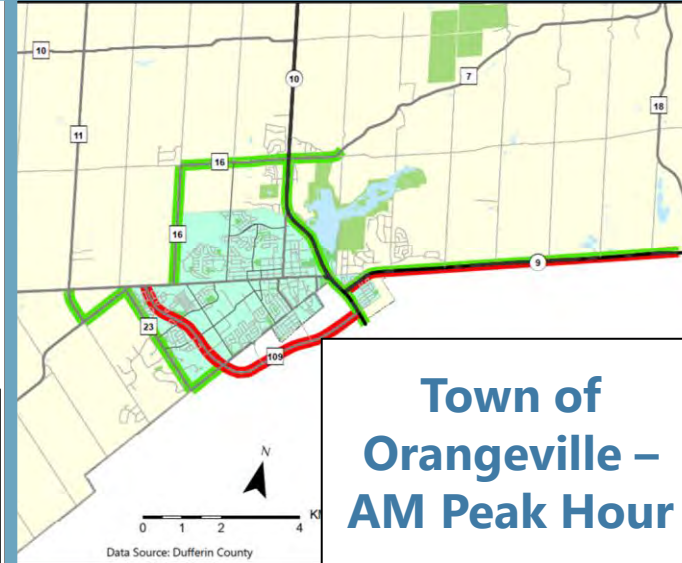
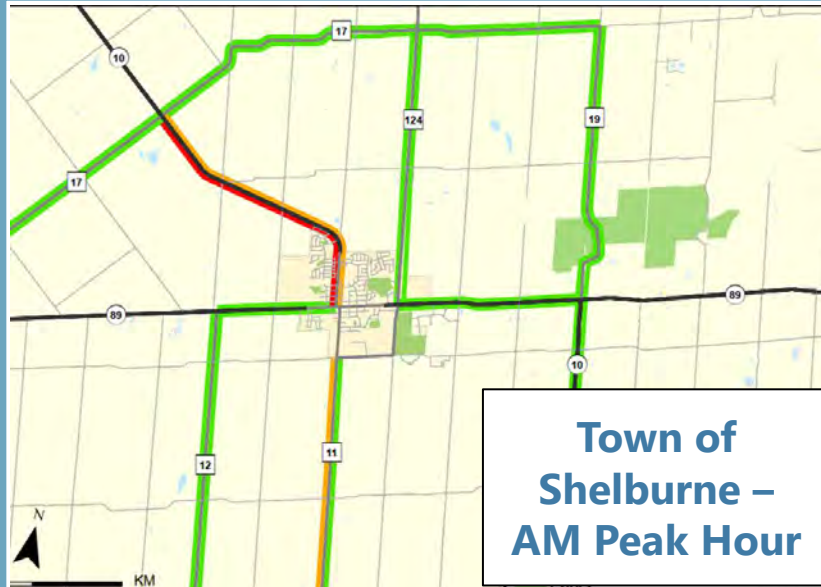


Countywide PM Peak Hour



2051 Road Network Performance – Base Case

- Legend**
- Free-Flow Condition - Low Congestion
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 - County Boundary
 - Water
 - Parks
 - County Roads
 - Provincial Highways
- Roads**
- Provincial Highways
 - Arterial, County Road
 - Collector
 - Local



Alternative 3 Road Improvements

County Improvements

1. Widening of Dufferin County Road 109 to 4-lane roadway between Dufferin County Road 25 & Highway 10.
2. Widening of Dufferin County Road 16 to 4-lane roadway between Highway 10 & Mono Amaranth Townline Road.
3. Widening of Dufferin County Road 7 to 4-lane roadway between Highway 10 & Side Road 5.
4. Construct a new two-lane road along Amaranth East Luther Townline to bypass Grand Valley, from Dufferin County Road 109 to Dufferin County Road 10.

Figure 37. Alternative 3 Roadway Improvements



Alternative 3 Road Improvements

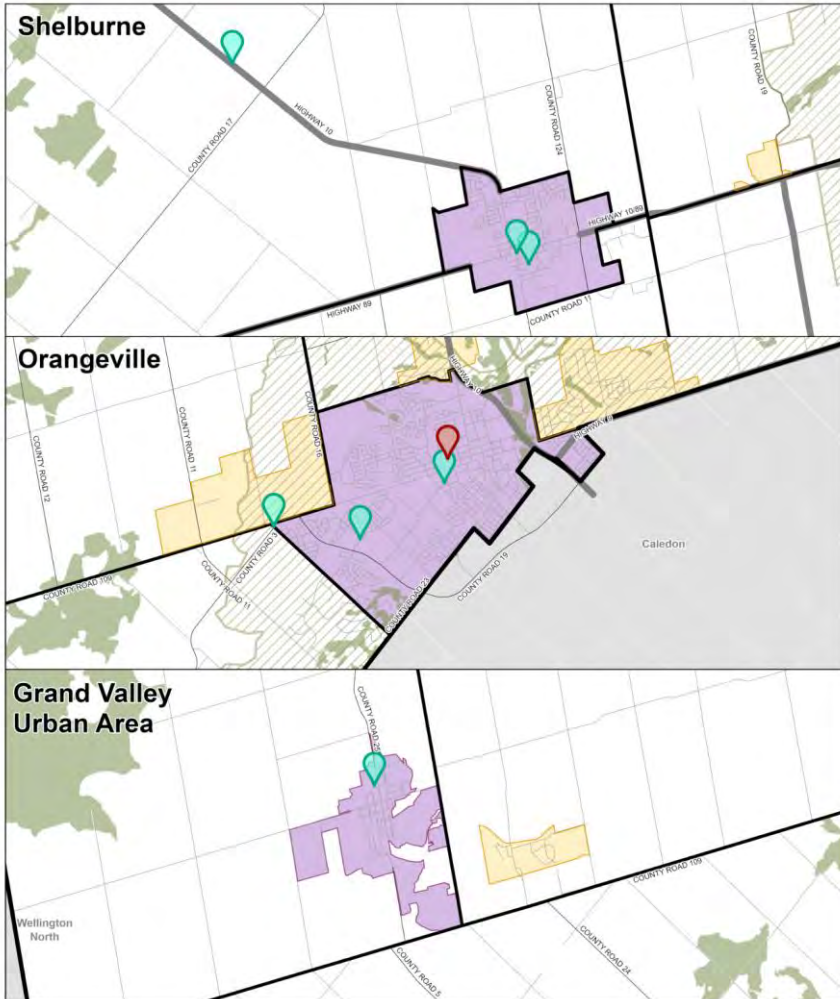
MTO Improvements

- A. Widening of Highway 9 to 4-lane roadway from Highway 10 to County Road 18; and,
- B. Widening of Highway 10 to 4-lane roadway between Side Road 15/Mono Center Road and Highway 89.
- C. Rehabilitate & upgrade 30 Side Road to arterial roadway standards between County Road 11 & 4 Line (Shelburne).
- D. Rehabilitate & upgrade 4 Line to arterial roadway standards between 30 Side Road & Highway 10 (Shelburne).
- E. Rehabilitate & upgrade County Road 11/2nd Line to arterial roadway standards between 30 Side Road & Highway 89 (Shelburne).
- F. Rehabilitate & upgrade County Road 11/30 Side Road to arterial roadway standards between Victoria Street & 2nd Line (Shelburne).



Electric Vehicles

Existing Charge-Up Dufferin Network



Recommendations

- Apply for funding to expand the existing charging station network.
- Work towards equipping all public facilities to have at least level-two fast chargers.
- Provide incentives for community partners and private businesses to provide charging stations.
- Acquire capital funds through governmental or developer partnerships.
- Raising public awareness through climate action initiatives.
- Review electric vehicle parking requirements for new residential or commercial property development.
- Continue maintaining and expanding the EV education program and events such as the Electric Vehicle Test Drive event.
- Consider electric vehicles for future County-owned transit vehicles, partner with transit providers such as Orangeville Transit and Grey Transit on electrification of transit fleets.

Complete Streets



Elements of Complete Street Policy

1. Embodies a Community Vision
2. Defines All Users and Modes
3. Applies to All Projects and Phases
4. Identifies Clear, Accountable Exceptions
5. Encourages Network Connectivity and Integration
6. Adoptable by All Agencies and Jurisdictions
7. Utilizes Latest Design Guidelines
8. Acknowledges Context Sensitive Solutions
9. Defines Performance Standards with Measurable Outcomes
10. Proposes Specific Implementation Steps

Proposed Goods Movement Network

Recommended Improvements

- Provide alternative routes for truck movement through the Town of Shelburne, and Grand Valley, which could be in the form of a bypass of any of these communities.
- Widen Dufferin County Road 109 south of Orangeville, to enhance the truck bypass route for the east-west truck traffic through Orangeville.
- The County Roads 10, 11 and 12 in the Township of Amaranth should be adequately strengthened to accommodate the heavy truck traffic.



Next Steps & Contact Information

- 1 Revisions to preliminary recommendations based on feedback from County Council and local municipalities.
- 2 Finalize TMP Report
- 3 Issue Notice of Study Completion
 - 30-day public review period
 - Address outstanding comments
 - Proceed to implementation

Contact information:

Silva Yousif, PMP, MCIP, RPP, EIT



syousif@dufferincounty.ca

Brett Sears, MCIP, RPP



brett.sears@wsp.com



A community that grows together

Report To: Chair Horner and Members of the Community Development & Tourism Committee

Meeting Date: September 28, 2023

Subject: Municipal Comprehensive Review (MCR) Phase III Official Plan Amendment (OPA) – Land Use Policy Framework & Transportation Master Plan

From: Cody Joudry, Director of Planning and Tourism

Recommendation

THAT the report of the Director of Development and Tourism, "Municipal Comprehensive Review (MCR) Phase III Official Plan Amendment (OPA) – Land Use Policy Framework and Transportation Master Plan", dated September 28, 2023, be received;

AND THAT staff be directed to submit the draft Municipal Comprehensive Review (MCR) Phase III Official Plan Amendment (OPA) – Land Use Policy Framework and Dufferin County Transportation Master Plan to the Province for review.

Executive Summary

The purpose of this report is to present the proposed third and last Official Plan Amendment (OPA) for the Dufferin County Municipal Comprehensive Review (MCR) to County Council for their review.

The purpose of the MCR is to ensure the Dufferin County Official Plan is consistent with Provincial Policies and conforms to Provincial Plans.

Background & Discussion

Land Use Policy Framework

The Dufferin County MCR Phase III OPA relates to the policies of the Official Plan that address general strategy to govern development growth throughout the County. This OPA is in accordance with the draft OPA No. 2 & 3 and responds to the changing needs of residents and businesses in the County, as well as simplifies and clarifies policies of the Official Plan.

Over the course of preparing the previous amendments (OPA No. 2 & 3), a number of general policy updates were recommended by staff, local municipalities and the general public. These include updates related to housing options, climate change, Employment Lands, implementation and interpretation.

The policy text amendment also includes updates to key policy definitions for the purpose of conformity and to simplify policy wording.

This is the third and last amendment, concluding the County's MCR process in its entirety.

Transportation Master Plan

The Dufferin County Transportation Master Plan (TMP) presents multi-modal transportation investments to accommodate the forecasted growth of population and employment as per OPA No. 2.

Guided by community and municipal goals, the TMP was prepared following the Municipal Class Environmental Assessment process for master plans. It addressed Phase 1 (problem/opportunity statement), and Phase 2 (assessment of alternatives), and included multiple opportunities for input in the MCR and TMP processes.

In addition to the County Road improvements, the TMP calls for Provincial improvements along highways, as well as municipal road improvements.

The TMP is a technical study under the MCR and aspires to address three key areas in the transportation network and supporting infrastructure. The key areas are: growth management, integrated planning, and environmental and sustainability.

Consultation

The County MCR team had frequent individual and joint consultation meetings with local municipalities, public, and stakeholders. The purpose of the meetings was to collect feedback on the policy and transportation master plan matters.

The following is a timeline of the public stakeholder consultation undertaken relating to the proposed amendment:

Date	Meeting	Topics
July 26, 2022	Public Information Center	County MCR - TMP
January 21, 2023	Public Information Center	County MCR - TMP
June 22, 2023	CDT Committee	Policy Framework
July 6, 2023	Public Workshop	Policy Framework & TMP
July 20, 2023	Planners of Dufferin Meeting	TMP

Several introductory videos were developed by the County MCR team in collaboration with senior staff to highlight the potential major policy amendments in Phase III OPA (Policy Framework and TMP). This was done to extend the workshop sessions and allow for online participation.

Housing-Focused Policy Amendments

Amending the Dufferin County Official Plan policies will play a critical role in addressing housing affordability over the long term. Land Use Planning Policy is an important tool that can over time influence new housing developments in a way that leads to more affordable housing stock. Although this is one of the most influential tools at the County's disposal, it takes time to create a substantial impact. It will also take time and research to understand what impacts potential new policies would have, with special attention needing to be taken to understand how to avoid potentially negative unintended consequences. This work will be incorporated into an overall housing strategy, which is a goal of the County's strategic plan.

As this work will take time to complete and with a new Provincial Policy Statement (PPS) about to be enacted, staff are recommending submitting the attached draft without further changes related to housing as the MCR is already overdue.

Financial, Staffing, Legal, or IT Considerations

None

In Support of Strategic Plan Priorities and Objectives

Governance –

Respectfully Submitted By:

Cody Joudry

Director of Planning and Tourism

Prepared by:

Silva Yousif, Senior Planner

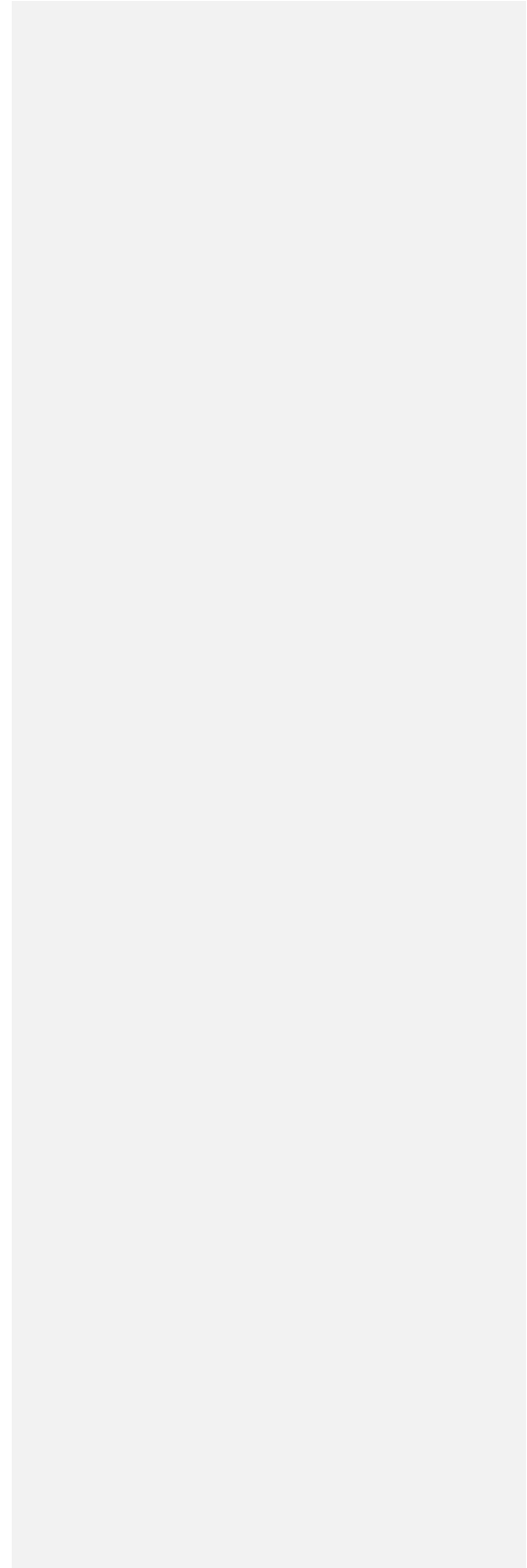
Attachments:

- DCOP Redline Working Copy
- Public Comments for Phase III
- Draft OPA No. 4
- TMP Draft

Reviewed by: Sonya Pritchard, Chief Administrative Officer

Dufferin County Official Plan

Redline Working Copy



1.0 Introduction

The Official Plan for the County of Dufferin (the “County Official Plan” or “Plan”) provides overarching policy direction on matters of County significance [and implements provincial policy](#). The County Official Plan directs County growth management and land use decisions by providing upper-tier land use planning guidance for the County’s eight local municipalities. Detailed land use planning and local decision making is managed and administered locally through the local municipal official plans which will conform to the policies of this Plan.

The Plan guides County Council and local municipal Councils in the consideration of their responsibilities, and provides direction and certainty to the ~~citizens~~ [residents](#) and businesses of the County on land use planning matters.

1.1 Basis and Context of the Plan

1.1.1 Dufferin County Context

The County of Dufferin is located in the north-western portion of the Greater Golden Horseshoe (GGH) Area, which is one of North America’s fastest growing regions. The County is recognized as a significant part of what is commonly known as the headwaters area of Ontario, since it offers the source of five major river systems in the Province: the Credit, Humber, Grand, Saugeen and Nottawasaga.

Dufferin County is an upper-tier municipality which is comprised of eight local municipalities which include the following:

- Township of Amaranth;
- Township of East Garafraxa;
- Town of Grand Valley;
- Township of Melancthon;
- Town of Mono;
- Township of Mulmur;
- Town of Orangeville; and
- Town of Shelburne.

1.1.2 Provincial Context

Planning at the official plan level is carried out within a framework primarily established through the *Planning Act*. The Provincial Policy Statement, [2020](#) is issued under Section 3 of the *Planning Act* which requires municipalities to be “consistent with” the provincial policy statements, and conform or not conflict with provincial plans, as the case may be, when exercising their authority on planning matters. This includes the Provincial Policy Statement, ~~2020~~ [2014](#), and in the case of Dufferin County, includes other applicable *Provincial Plans* and legislation that provide direction of key provincial land use planning matters such as: [A Place to Grow: Growth plan for the Greater Golden Horseshoe](#) ~~the Growth Plan for the Greater Golden Horseshoe~~, the Greenbelt Plan, 2005, the Oak Ridges Moraine Conservation Plan, 2001, and the Niagara Escarpment Plan, 2005. The Dufferin County Official Plan incorporates provincial policy and directions in a locally-appropriate manner, and considers the more detailed planning frameworks already established in the local municipal official plans.

The *Planning Act*, Provincial Policy Statements, and provincial plans, outlines upper-tier responsibilities in undertaking their planning functions, of which their primary role is to implement the *Provincial Plans* and policies at a County level, while ensuring a comprehensive

Commented [AM1]: OPA 1

and coordinated planning approach amongst the local municipalities. Upper-tier municipalities also have specific responsibilities in carrying out their planning duties, such as: identify, coordinate and allocate population, housing and employment projections for lower-tier municipalities; identify targets for *intensification* and *redevelopment* within the lower-tier municipalities; and identify and provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.

1.1.3 Basis

~~The Province amended Regulation 352/02 of the *Planning Act* which requires Dufferin County to adopt an Official Plan. Dufferin County has traditionally not conducted planning administration~~

The basis for the Official Plan is outlined as follows, which summarizes the planning and policy context upon which this Plan was prepared:

1) This Plan establishes the goals, objectives and policies to manage and direct physical change and the effects on the social, economic and *natural environments* of the County in accordance with the *Planning Act*.

2) This Plan implements the policies of the Provincial Policy Statement, 2014, and has been developed within the context of provincial policies to support the creation of strong communities, the wise use and management of resources and the protection of public health and safety. As required by the Provincial Policy Statement, 2014, this Plan is based on a planning horizon to the year 2036/2051.

3) This Plan conforms to [A Place to Grow: Growth plan for the Greater Golden Horseshoe](#) ~~the Growth Plan for the Greater Golden Horseshoe, 2006 (Office Consolidation, June 2013)~~ and considers the growth management objectives applicable to Dufferin County, ~~the County's Growth Management Strategy, 2009, and updated in the Background, Issues and Options Report, February 2014.~~

4) ~~This Plan is based on information and analysis presented in the Background, Issues and Options Report, February 2014, relating to growth management, community settlement structure, transportation, housing, infrastructure and servicing, land use, economic development, commercial and industrial activities, cultural heritage resources, and the natural environment.~~

5) This Plan is based on achieving orderly *development, redevelopment, infill and intensification*, and the optimized use of existing municipal services, and where necessary the efficient and economical expansion of urban settlement boundaries and extension of services where this is justified in accordance with the policies of this Plan.

Commented [AM2]: OPA 1

1.1.4 Purpose of the Plan

The Official Plan for Dufferin County provides upper-tier land use planning policies to manage growth and *development* within the County over the planning horizon. This Plan establishes the criteria for evaluating proposals for change and growth, based on a policy-led system that focuses on the County's long-term goals and objectives.

The purpose of this Official Plan is to:

1) Establish an upper-tier planning framework for all land within Dufferin County.

2) Set out a ~~20-year~~ Long Term planning horizon and growth management framework for the County to accommodate the anticipated population and employment forecasts over the planning horizon to ~~2036~~[2051](#).

3) Promote orderly growth and *development* in the County through the logical, efficient and cost effective distribution of land uses and deployment of *infrastructure*.

4) Set out policies to encourage economic development in the County, including policies for employment, agriculture, tourism and recreation based uses and natural resources.

5) Guide private investment through land use and *development* policies to ensure efficient *development* approvals and administrative processes consistent with the County's goals and objectives.

6) Provide policies to improve the quality of life, health, safety, and welfare for the present and future residents of the County.

7) Implement provincial policies, statements and guidelines that affect the County.

8) Define the measures and means of implementing, monitoring, reviewing and updating the policies and schedules of this Plan.

[9\) Integrate climate change considerations in planning and managing growth to effectively mitigate greenhouse gas emissions and strengthen the County's resilience in adapting to the evolving climate.](#)

1.1.5 Goals

The planning framework and policies of this Plan are based on a number of goals which have been derived based on a reflection and interpretation of provincial policy and its application to Dufferin County. The goals of the County Official Plan include:

a) Foster the creation of complete, healthy, and *sustainable* communities and enhance the quality of life for all residents.

b) Direct the majority of population and employment growth to the *settlement areas* to preserve and protect *agricultural areas* and the rural and natural *character* of the County and make efficient use of existing and planned *infrastructure*.

c) 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.

d) Protect, *mineral, aggregates, and petroleum resources* for their long-term use in a manner that is socially and environmentally responsible.

e) Protect, restore or, where possible, enhance natural resources, including surface and groundwater resources to provide safe drinking water, promote water conservation, and recognize the importance of the County as an important headwater area.

Commented [AM3]: OPA 2

- f) Protect natural heritage features and the environment and ~~foster the creation~~ ~~of~~ ~~implement~~ an enhanced and connected *natural heritage system*, and recognize the importance of provincially significant features and land forms located within the Niagara Escarpment, the Oak Ridges Moraine, and the Greenbelt Plan Area.
- g) Direct *development* away from human-made and natural hazards to avoid risks to human health and safety and avoid property damage.
- h) Protect *significant* cultural heritage and *archaeological resources* and the history ~~and~~ ~~defining character~~ of the County.
- i) Promote economic development and diversification by encouraging and accommodating a wide range of commercial and industrial development to increase local employment opportunities.
- j) Encourage the growth and vitality of the core commercial areas and historic downtowns through *infill*, *intensification* and *redevelopment* ~~which is appropriate to the local context and character~~.
- k) Encourage the provision of a range of housing ~~opportunities~~ ~~options~~ of varying densities and tenures, including the construction of *affordable* housing and ~~special~~ ~~needs~~ ~~supportive~~ housing.
- l) Maintain and enhance the County's *Countryside Areas* ~~and character~~ and *significant* environmental features and resources.
- m) Promote the County's natural heritage and recreational assets to support economic development and tourism.
- n) Promote healthy lifestyles by supporting *active transportation* through a variety of means, including an integrated and connected Active Transportation network of complete streets, trails, parks and open space system.
- o) Promote a safe, integrated *transportation system* which meets the needs of the residents and ~~tourists~~ ~~visitors~~ and fosters economic development opportunities.
- p) Promote modern and robust telecommunications and *utilities infrastructure* which meets the needs of the County and growing businesses.
- q) Ensure the coordination of planning and land use matters amongst the local municipalities and adjacent municipalities.

1.2 Organization and Structure of the Official Plan

This Plan includes several interrelated components, which must be read together in order to determine those policies that have an impact on any land within the County and to ensure that all relevant policies are applied when deciding on planning matters within the County.

The Official Plan is organized into seven sections:

1) **Section 1 – Introduction** provides the background and the basis for the preparation of the Plan. Within this section, important over-arching land use goals and objectives are provided which establish the framework within which the policies of the Plan have been prepared and should be read to understand the intent behind the policies.

2) **Section 2 – Implementation of Provincial Plans and Policies** – provides policies which support the implementation of the Provincial Plans for the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan. These Provincial Plans provide for the protection of natural and environmental features and the agricultural and rural landscapes within the County.

3) **Section 3 – Growth and Settlement Areas** provides policies related to growth management, the County's community settlement structure, housing and affordability, community design and revitalization, and protection of cultural heritage resources.

4) **Section 4 – Countryside Areas** provides policies related to uses with the County's [Prime Agricultural Areas](#) ~~agricultural areas~~ and *Rural Lands*, including mineral, aggregate and natural resources.

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5) **Section 5– Natural Heritage and Water Resources** provides policies related to natural heritage features, water resources, and *sourcewater protection*.

6) **Section 6 – Natural and Human Made Hazards** provides policies related to the protection of public health and safety associated with risks of flooding, steep slopes, waste disposal sites, contaminated lands and other potential hazards.

7) **Section 7 – Transportation, Infrastructure and Servicing** provides policies related to physical *infrastructure*, including water and wastewater systems, the *transportation systems*, as well as *active transportation*, *utilities* and telecommunication networks, energy efficiency and conservation, and the coordination of *infrastructure*.

8) **Section 8 – Implementation and Interpretation** provides policies which describe the mechanisms and processes to implement the policies of the Plan, and an understanding of how the Official Plan should be read including how certain words should be interpreted and how they are defined.

The Plan is supported by the following schedules and appendices, which are described in the policies in order to enhance the understanding of the Plan:

Schedules:

- Schedule A – Provincial Plan Areas
- Schedule B and B1 – Community Structure and Land Use
- Schedule C – [Prime Agricultural Areas](#) ~~Agricultural Area~~ and Rural Lands
- Schedule D – Mineral Aggregate Resource Areas
- Schedule E – Natural Heritage Features
- Schedule E1 – Natural Heritage System
- Schedule F – Human-Made Hazards
- Schedule G – Transportation
- Schedule H and H1 – Active Transportation (Trails and Cycling)

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Appendices:

- Appendix 1 – Conservation Authority Jurisdictions
- Appendix 2 – Source Water Protection
- Appendix 3 – Potential Forest Hazard Classifications for Wildland Fire

1.2.1 Relationship with Lower-tier Municipalities

The County Official Plan provides general County-level policy direction and a planning framework to guide the physical, social, economic, and environmental management of the County and address matters of County significance. The policies of this Plan are further implemented through more detailed land use and *development* policies in the local municipal official plans. All local municipal official plans and zoning by-laws are required to conform to the County Official Plan. [All planning decisions by local municipal Councils are also required to conform to the policies of the County Official Plan.](#)

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2.0 IMPLEMENTATION OF PROVINCIAL POLICY AND PLANS

The Province has established ~~three~~ *Provincial Plans* which provide for the protection of natural and environmental features and the agricultural and rural landscapes within the County, which include lands within the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan, as identified on **Schedule A**. The following sections provide policies which support the implementation of these *Provincial Plans*, which are implemented through the local municipal official plans. It is also recognized that [A Place to Grow: Growth Plan for the Greater Golden Horseshoe](#) ~~the Growth Plan for the Greater Golden Horseshoe~~ applies to the entire County of Dufferin, which is implemented throughout the policies of this Plan.

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2.1 Greenbelt Plan

The Greenbelt Plan was established under Section 3 of the *Greenbelt Act, 2005* and provides direction on where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological features and functions occurring in the landscape. The Greenbelt Plan includes lands within, and builds upon the ecological protections provided by the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan.

The Protected Countryside lands identified in the Greenbelt Plan are intended to enhance the extent of agriculturally and environmentally protected lands within the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan, while improving linkages between these areas and the surrounding lakes and *watersheds*.

The requirements of the Oak Ridges Moraine Conservation Plan (Ontario Regulation 140/02), made under the *Oak Ridges Moraine Conservation Act, 2001*, continue to apply and the Protected Countryside policies do not apply with the exception of Section 3.3 of the Greenbelt Plan. The requirements of the Niagara Escarpment Plan, established under the *Niagara Escarpment Planning and Development Act*, continue to apply and the Protected Countryside policies do not apply with the exception of Section 3.3 of the Greenbelt Plan.

It is the policy of the County that:

- a) Notwithstanding the policies of this Plan to the contrary, the Greenbelt Plan must be referred to for determination as to whether or not lands are affected by the various designations and policies within the Greenbelt Plan.
- b) The local municipal official plans will identify the Greenbelt Protected Countryside and the Natural Heritage System and provide detailed land use policies and *development* criteria for lands within the Greenbelt Plan area to meet the requirements of the Greenbelt Plan and this Plan.
- c) The boundaries and lands under the jurisdiction of the Greenbelt Plan are shown on **Schedule A** and include lands within the Niagara Escarpment Plan area and the Oak Ridges Moraine Conservation Plan area, which prevail in the area of their respective coverage. Amendments to those areas of the Plan designated as Protected Countryside can only be proposed by the Minister of Municipal Affairs and Housing. Amendments are subject to the approval of the Lieutenant Governor in Council, in accordance with Section 5.7 of the Greenbelt Plan.

d) Where there is a conflict between policies of this Plan, local municipal official plans and the Greenbelt Plan, the more restrictive policy will apply, with the exception of lot creation policies where the policies set out in the Greenbelt Plan will prevail. Local municipal official plans and zoning by-laws will not be more restrictive than the Greenbelt Plan as they apply to agricultural uses and mineral aggregate resources.

2.2 Oak Ridges Moraine Conservation Plan

The Oak Ridges Moraine Conservation Plan was established under the *Oak Ridges Moraine Conservation Act, 2001*, to provide resource management and land use planning direction on how to protect the Moraine's ecological and hydrological features and functions.

A portion of lands within the southeast corner of the Town of Mono are located within the Oak Ridges Moraine Conservation Plan, and are identified as Natural Core, Natural Linkages, and *Countryside Area*. The Natural Core Areas are designated to protect the lands with the greatest concentration of key natural heritage features. Only *existing uses* and very restricted new uses are allowed in these areas. Natural Linkage Areas protect critical natural and open space linkages between the Natural Core Areas and along *rivers and streams*. The uses allowed in these areas are the same as in the Natural Core Areas, plus some aggregate resource operations. *Countryside Areas* provide a transition and buffer between the Natural Core Areas and Natural Linkage Areas and the *settlement areas*.

The Town of Mono Official Plan will provide detailed policies to implement the policies of the Oak Ridges Moraine Conservation Plan.

It is the policy of the County that:

- a) Notwithstanding the policies of this Plan to the contrary, the Oak Ridges Moraine Conservation Plan must be referred to for determination as to whether or not lands are affected by the various designations and policies within the Oak Ridges Moraine Conservation Plan.
- b) The Town of Mono Official Plan will provide detailed land use policies and *development* criteria for lands within the Oak Ridges Moraine Conservation Plan area to meet the requirements of the Oak Ridges Moraine Conservation Plan and this Plan.
- c) The boundaries and lands under the jurisdiction of the Oak Ridges Moraine Conservation Plan are shown on **Schedule A**. No changes to the boundaries of the Oak Ridges Moraine Conservation Plan or land use designations can occur unless the Oak Ridges Moraine Conservation Plan has first been amended. Amendments to the Oak Ridges Moraine Conservation Plan remain governed by, and are to be dealt in accordance with, the *Oak Ridges Moraine Conservation Act, 2001*.
- d) Where there is a conflict between policies of this Plan, local municipal official plans and the Oak Ridges Moraine Conservation Plan, the more restrictive policy will apply, with the exception of *agricultural uses, mineral aggregate operations* and wayside pits as per Section 33 of the Oak Ridges Moraine Conservation Plan.

2.3 Niagara Escarpment Plan

The *Niagara Escarpment Planning and Development Act* and the Niagara Escarpment Plan, 2005 provides for the maintenance of the Niagara Escarpment and land in its vicinity as a continuous natural environment, and ensures that development is compatible with that natural environment. The Niagara Escarpment was named a World Biosphere Reserve by the United Nations Educational, Scientific and Cultural Organization (UNESCO). This designation recognizes the natural features and ecological importance of the Escarpment and endorses the Niagara Escarpment Plan since it protects these features.

The Niagara Escarpment Plan lands are included as part of the Greenbelt Plan 2005. The Niagara Escarpment Plan policies will continue to apply.

It is the policy of the County that:

- a) Notwithstanding the policies of this Plan to the contrary, the Niagara Escarpment Plan must be referred to for determination as to whether or not lands are affected by the various designations and policies within the Niagara Escarpment Plan. Pursuant to the *Niagara Escarpment Planning and Development Act*, the Niagara Escarpment Plan will prevail over any County or local municipal official plan or zoning by-law in the case of conflict. *Development* proposed on lands within the Niagara Escarpment Plan, and under Development Control, are required to meet the policies of the Niagara Escarpment Plan. It is recognized that the Niagara Escarpment Plan policies related to natural features may be more stringent than the Provincial Policy Statement or official plan policies. The Niagara Escarpment Commission is responsible for administering the Niagara Escarpment Plan and is the delegated approval authority for planning and *development* approvals within the Niagara Escarpment Plan area.
- b) The Niagara Escarpment Plan provides for designation objectives, development criteria and permitted uses for each land use designations in the Niagara Escarpment Plan Area. Local municipal official plans will incorporate the detailed land use policies and *development* criteria in a manner that meets the requirements of the Niagara Escarpment Plan and this Plan.
- c) The boundaries and lands under the jurisdiction of the Niagara Escarpment Commission are shown on **Schedule A**. No changes to the boundaries of the Niagara Escarpment Plan area or land use designations can occur unless the Niagara Escarpment Plan has first been amended. Amendments to the Niagara Escarpment Plan remain governed by, and are to be dealt in accordance with, the provisions of the *Niagara Escarpment Planning and Development Act*.
- d) The County will support the local municipalities, Niagara Escarpment Commission and Bruce Trail Conservancy in the establishment and promotion of the Bruce Trail and the parks and open space systems of the Niagara Escarpment Parks and Open Space System.

3.0 GROWTH AND SETTLEMENT AREAS

Growth in the County will be managed by focusing and promoting growth within *settlement areas*, thereby optimizing the use of existing *infrastructure*, developing *complete communities*, and protecting the *natural environment* and *agricultural areas*. The majority of future growth will be directed to the *urban settlement areas* ~~that are on~~ with full municipal services, and to a lesser extent to the *community settlement areas* which are able to accommodate additional growth on partial, or private individual servicing.

The County's *settlement areas* will be the focus of growth and accommodate a range of land uses and opportunities for *intensification*, *infill* and *redevelopment* that can accommodate the anticipated growth. The intent of this section is to establish the policy framework that will provide the basis for coordinating and managing growth in the County.

Schedule B and the related policies identify the fundamental community structure of the County and provide guidance for long-term growth over the planning horizon.

3.1 Objectives

The County's growth management objectives include:

- a) Foster the creation of complete, healthy, and vibrant communities and enhance the quality of life for all residents by directing the majority of growth and *development* to the *settlement areas* to conserve and protect natural heritage features and areas and *agricultural areas*.
- b) Provide a settlement structure for directing and managing growth and *development* in the County over ~~a 20-year planning horizon~~ the long-term.
- c) Promote a settlement structure which directs the majority of urban *development* on full municipal services to the County's three *urban settlement areas* which include the: Town of Orangeville, Town of Shelburne and Town of Grand Valley urban area, and to a lesser extent to the community settlement areas, which are able to accommodate additional growth.
- d) Promote *development* patterns in *settlement areas* that efficiently use land, resources, *infrastructure*, and *public service facilities*, through *compact urban forms*, a mix of land uses and appropriate densities.
- e) Encourage opportunities for *redevelopment*, revitalization and *intensification* in appropriate locations ~~and of a scale and character of development that is compatible with~~ to meet the future needs of the community.
- f) Encourage economic development opportunities through the protection of *employment areas* and providing an appropriate range and mix of uses to meet long-term needs and attract businesses to the County.
- g) Encourage the provisions of a broad range of housing types and affordability to meet the needs of the existing and future residents of the County.

3.2 Growth Projections

3.2.1 Growth Forecasts

The County's population and employment growth forecasts guide planning decisions over the planning horizon. In accordance with the Growth Plan for the Greater Golden Horseshoe, the County and local municipalities ~~should~~ shall plan to accommodate a population of 95,000 residents and 39,000 jobs to the year 2051 ~~81,000 persons and 31,000 jobs to 2036~~.

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It is the policy of the County that:

- a) The population and employment forecasts in Table 3.1 will form the basis for planning and growth management activities, in particular the establishment of land needs to accommodate growth over the planning horizon.
- b) The County and local municipalities will monitor population and employment growth in relation to the forecasts on an on-going basis in accordance with policies of Section 8.3 of this Plan, and no less than every 5 years.
- c) The majority of employment growth will be directed to designated employment areas within the *urban settlement areas*; *community settlement areas* and designated rural *employment areas* will continue to provide opportunities for a range of employment uses of a dry industrial nature.
- d) The County and local municipalities are encouraged to undertake long-range planning for *infrastructure* and *public service facilities* beyond the 20-year planning horizon established in this Plan.

County Population Distribution

Distribution of Population and Employment for the Greater Golden Horseshoe to 2051		
	Population	Employment
	2051	2051
County of Dufferin	99,000	40,700

* Note: Data is from Schedule 3 of a Place to Grow, Distribution of Population and Employment for the Greater Golden Horseshoe to 2051.

Table 3.1 – Dufferin County Population and Employment Forecasts

Population Employment

2031-2036 2041-2031 2036-2041

Dufferin County 80,000 81,000 85,000 29,000 31,000 32,000

Source: Growth Plan for the Greater Golden Horseshoe (Schedule 3), June 2013

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3.2.2 Growth Allocations

Dufferin County is responsible for the allocation of growth to the local municipalities. Based on the identified growth forecasts, this Plan allocates population and employment growth to each of the local municipalities based on the growth management framework and community structure policies of this Plan.

It is the policy of the County that:

- a) The population and employment forecasts and allocations provided in Table 3.2a and Table 3.2b, respectively, will be used to identify associated land needs in the local municipal official plans over the planning horizon.

b) The majority of future growth will be directed to the County's three *urban settlement areas* which include the: Town of Orangeville, Town of Shelburne and Town of Grand Valley urban area.

~~c) It is recognized that at the time this Official Plan was prepared, the County was unable to allocate the total population and employment growth forecasts identified in Table 3.1, which has resulted in a reserved future population allocation and a reserved future employment allocation to 2036 as identified in Table 3.2a and Table 3.2b, respectively.~~

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~~d) The allocation of the reserved future population growth is intended to be accommodated as a first priority within the *urban settlement areas* and is largely contingent upon the local municipalities demonstrating that *municipal water services* and *municipal sewage services* are available or planned to accommodate the additional growth. The allocation of the reserved future employment growth is intended to be accommodated within *urban settlement areas* and *community settlement areas*. Section 3.5 outlines the municipal comprehensive review requirements for considering the allocation of the reserved future population growth and the reserved future employment growth, where an associated *settlement area* boundary expansion is proposed. Section 3.5 further outlines the requirements for the allocation of the reserved future population growth and/or the reserved future employment growth, where a *settlement area* boundary expansion is not proposed.~~

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To help achieve an appropriate mix of land uses, contributing to complete communities and employment needs, local municipalities should plan to accommodate Commercial, Institutional or Mixed-Use land uses equivalent to the land areas provided in the table below by 2051:

Forecast Community Employment (Commercial, Institutional or Mixed-use lands) Land Needs by Municipality, to 2051.

	<u>Net Hectares (surplus)</u>	<u>Gross Hectares (surplus)</u>
<u>Amaranth</u>	<u>8.4</u>	<u>10.5</u>
<u>East Garafraxa</u>	<u>2.6</u>	<u>3.2</u>
<u>Grand Valley</u>	<u>61.5</u>	<u>77.1</u>
<u>Melancthon</u>	<u>2.0</u>	<u>2.4</u>
<u>Mono</u>	<u>(4.8)</u>	<u>(6.0)</u>
<u>Mulmur</u>	<u>1.5</u>	<u>1.9</u>
<u>Orangeville</u>	<u>59.8</u>	<u>74.7</u>
<u>Shelburne</u>	<u>(1.9)</u>	<u>(2.4)</u>

Population by Municipality (2021 estimate and forecasted allocations to 2051)

<u>Municipality</u>	<u>Population (Nearest 100)</u>		
	<u>2021 Estimate</u>	<u>2051 Allocated</u>	<u>2021-2051 Growth</u>
<u>Amaranth</u>	<u>4,500</u>	<u>8,300</u>	<u>3,800</u>
<u>East Garafraxa</u>	<u>2,900</u>	<u>3,900</u>	<u>1,000</u>

Grand Valley	4,000	14,800	10,800
Melancthon	3,200	4,300	1,100
Mono	9,700	9,600	-100
Mulmur	3,700	4,500	800
Orangeville	31,000	38,500	7,400
Shelburne	9,400	15,100	5,700

Number of Job by Municipality (2021 estimate and forecasted allocations to 2051)

Municipality	Employment (Nearest 100)		
	2021 Estimate	2051 Allocated	2021-2051 Growth
Amaranth	1,300	2,500	1,200
East Garafraxa	700	1,000	300
Grand Valley	900	4,400	3,500
Melancthon	600	900	200
Mono	2,800	3,300	500
Mulmur	900	1,200	400
Orangeville	14,700	21,700	7,100
Shelburne	3,100	5,700	2,600

Table 3.2a – Population Forecasts and Allocations to Local Municipalities

Population

2011 Stats

Canada

(excluding undercount)

Population

Forecast to

2031

Population

Forecast to

2036

Orangeville 27,975 36,490* 36,490*

Shelburne 5,846 10,000* 10,000*

Grand Valley 2,726 7,478* 7,503*

Grand Valley Urban 1,481 6,050* 6,050*

Grand Valley Rural 1,245 1,428 1,453

Amaranth 3,963 4,680 4,710

East Garafraxa 2,595 3,150 3,180

Melancthon 2,830 3,410 3,430

Mono 7,546 9,770 9,890

Mulmur 3,391 4,290 4,340

Sub-Total (Excluding

Future Reserved

Allocation)

-79,268 -79,543

Future Reserved

Allocation**

-732 -1,457

Total for the County of

Dufferin

56,881 80,000 81,000

Source: Statistics Canada National Household Survey 2011, MOI Letter, August 2010, MMM, C+SE
 *Population forecasts beyond that identified is constrained due to the lack of approved municipal water services and municipal sewage services.
 **Additional Future Reserved Allocation may be accommodated within Shelburne, subject to satisfying the Shelburne Urban Settlement Expansion policies of Section 3.5.1.2.

Table 3.2b—Employment Forecasts and Allocations to Local Municipalities

Employment

2011 Stats

Canada

Employment

Forecast to

2031

Employment

Forecast to

2036

Orangeville 14,681 14,740 14,740

Shelburne 2,866 3,760 3,760

Grand Valley 634 1,190 1,190

Amaranth 701 810 810

East Garafraxa 295 570 570

Melancthon 332 380 380

Mono 1,851 2,020 2,020

Mulmur 640 820 820

No Fixed Place of
Work Employment

-

2,910 2,910

Future Reserved

Allocation*

-

1,800 3,800

Total for the

County of Dufferin

22,000 29,000 31,000

Source: Statistics Canada National Household Survey 2011, MOI Letter, August 2010, MMM, C+SE.

*The Future Reserved Allocation is directed to Urban Settlement Areas and Community Settlement Areas.

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3.3 Settlement Structure

The settlement structure for the County promotes the *development of complete communities*, which meet immediate and future needs by providing access to a full range and mix of housing, employment and shopping opportunities, a range of local community services and facilities, recreational and open space opportunities, convenient transportation choices, and the protection and enhancement of *agricultural areas, rural lands* and natural resources.

3.3.1 General Settlement Area Policies

It is the policy of the County that:

- 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.

b) *Settlement areas* will provide for *development* patterns that efficiently use land, resources, *infrastructure*, and *public service facilities*. *Settlement areas* promote the *development* of healthy and *sustainable* communities through *compact urban forms*, efficient use of *infrastructure*, and the provision of a range of land uses.

c) The County supports and promotes healthy, diverse and vibrant *settlement areas* within each of the local municipalities where all County residents can live, work and enjoy recreational opportunities.

d) **Schedule B** illustrates the planned settlement structure for the County over the planning horizon. Table 3.3 identifies the County's *settlement areas* which are categorized as *urban settlement areas* and *community settlement areas*, and are subject to the General Settlement Area policies of Section 3.3.1, and the policies of Section 3.3.2 and 3.3.3 where applicable.

Table 3.3 – Settlement Areas

Urban Settlement Areas

Town of Orangeville
Town of Shelburne
Town of Grand Valley (Urban Settlement Area)

Community Settlement Areas

Township of Amaranth Laurel
Waldemar
Farmington
Township of East Garafraxa Marsville
Orton
Town of Grand Valley Colbeck
Monticello
Township of Melancthon Horning's Mills
Corbetton
Riverview
Town of Mono Cardinal Woods
Purple Hill
Hockley Village
Camilla
Mono Centre
Township of Mulmur
Mansfield
Terra Nova
Honeywood
Rosemont
Primrose
Violet Hill

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~~*supportive housing*, high quality public open space and convenient access to local services.

f) Local municipalities ~~will be encouraged to~~ establish land use patterns based on densities and a mix of land uses which ~~meet~~ adhere to the following:

i. Efficiently use land, resources, *infrastructure* and *public service facilities* which are planned or available.

ii. Are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.

iii. ~~Eliminate, or where elimination is not feasible, m~~Minimize emissions that contribute to climate change and/or the deterioration of ~~negative impacts to~~ air quality, ~~and climate change~~ and promote energy efficiency throughout all aspects of development.

iv. Support *active transportation*, are transit supportive and transit-oriented, where transit exists, is planned, or may be developed in the future, and appropriately integrate ~~are freight-supportive~~ infrastructure, ~~where appropriate~~.

v. Are appropriate to the type of *sewage and water services* which are planned or available.

vi. Accommodate the population allocations established in this plan, with an appropriate mix of housing sizes, types, and tenures to meet the diverse needs of residents.

g) Local municipalities are encouraged to promote the long term economic prosperity of *settlement areas* through the following:

i. Promote *development* within *settlement areas* that is compact, *mixed use*, and supports transit and *active transportation*, with a broad range of housing types, services and amenities available for all residents.

ii. Plan to optimize the use of land, resources, *infrastructure*, electricity generation facilities and transmission and distribution systems, and *public service facilities* to accommodate forecasted growth and meet long term requirements.

iii. Identify appropriate locations and promote opportunities for *redevelopment*, *intensification* and revitalization in areas that have sufficient existing or planned *infrastructure*.

iv. Provide for an efficient, cost effective, reliable, *multimodal transportation system*, where existing or planned, that is integrated with adjacent systems and those of other jurisdictions and is appropriate to address expected growth.

v. Reduce dependence on the automobile through the *development* of *mixed use*, transit supportive and *active transportation* environments.

vi. Increase the opportunity for job creation within each municipality by attracting and maintaining industries and businesses closer to where County residents live.

- vii. Conserve energy and water by providing for energy and water efficiency.
 - viii. Maintain the well-being of downtowns and mainstreets.
 - ix. Optimize the long term availability, viability and use of agricultural and other resources.
 - x. Plan so that *major facilities* such as *transportation corridors*, sewage treatment facilities, *waste management systems*, industries and aggregate activities and *sensitive land uses* are appropriately designed, buffered and/or separated from each other to prevent *adverse effects* from odour, noise and other contaminants.
- h) Local municipalities are encouraged to develop growth management strategies as part of their official plans and to establish the type, amount, location and timing of growth and development including a servicing strategy that is in keeping with the servicing and growth forecasts within this Plan.
- i) The establishment of new settlement areas is not permitted by this Plan.

3.3.2 Urban Settlement Areas

The *urban settlement areas* function as the primary centres for growth, *development* and urban activities. *Urban settlement areas* will be the focus of residential, commercial, industrial, institutional, cultural, recreational and open space uses.

It is the policy of the County that:

- a) *Urban settlement areas* and their boundaries are identified on **Schedule B**, and include the Town of Orangeville, Town of Shelburne and the urban area of Grand Valley.
- b) *Urban settlement areas* will be the focus of growth and will accommodate a broad range of uses. The range of permitted uses and associated land use policies will be established in the local municipal official plans and in accordance with the policies of this Plan.
- c) *Urban settlement areas* will have *municipal sewage services*, *municipal water services*, and appropriate stormwater management services, and provide a range of land uses and densities, a mix of housing types including *affordable* housing options and *alternative supportive* housing forms *for special-needs groups*, and be designed to be walkable communities with opportunities for public transit.
- d) Expansions to the boundaries of an *urban settlement area* will only occur in accordance with the County municipal comprehensive review policies in Section 3.5 of this Plan.
- e) Local municipalities shall plan to achieve the minimum intensification targets identified in Table 3.4, by permitting infill and redevelopment of vacant and/or underutilized sites within the delineating built up areas in accordance with the intensification policies in Section 3.4. ~~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.~~

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f) Historic downtowns and main street areas should be maintained and/or enhanced through *development* that **supports the economic viability and cultural value** ~~is compatible with the existing character~~ of these areas. *Mixed use development* and an accessible pedestrian oriented *streetscape* are encouraged.

g) The *redevelopment* of *greyfield* and *brownfield sites* is encouraged.

h) Cost effective *development* patterns and those which minimize land consumption and reduce servicing costs are encouraged. Land use patterns which may cause environmental, heritage conservation or public health and safety concerns will be avoided.

3.3.3 Community Settlement Areas

Community settlement areas include small villages and rural hamlets. *Community settlement areas* include *settlement areas* that have historically been identified and delineated in the local municipal official plans and are identified on **Schedule B**.

Community settlement areas may continue to experience limited growth through appropriate *infilling* and *development* of vacant lands, in accordance with the County and local municipal official plan.

It is the policy of the County that:

a) *Community settlement area* and their boundaries are identified on Schedule B.

b) *Community settlement areas* may continue to experience limited growth through *infilling* and *development* of vacant lands by way of consents or plans of subdivision as appropriate, in addition to limited *residential intensification*. It is recognized that certain *community settlement areas* may not accommodate additional growth and *development*, as established in the local municipal official plans.

c) The range of permitted uses and associated land use policies will be established in the local municipal official plans and in accordance with the policies of this Plan.

d) *Community settlement areas* will maintain a rural settlement ~~character~~-**scale** and evolve as service and residential centres for their surrounding *Countryside Areas*, where appropriate.

e) Expansions of the boundaries of a *community settlement area* will only occur in accordance with the municipal comprehensive review policies in Section 3.5 of this Plan.

f) Growth will be accommodated in accordance with the servicing policies of Section 7.3.

g) Should a *community settlement area* demonstrate to the satisfaction of the Province and the County, that full *municipal water services* and *municipal sewage services* are available or planned to accommodate growth, the *community settlement area* would be considered an *urban settlement area* in the context of this Plan.

3.4 Intensification and Greenfield Development

Residential *development* through *intensification* is efficient, cost-effective, and reduces the need to develop land within the County's *designated greenfield areas*. Residential *intensification* also reduces the need for *settlement area* expansions encroaching into the County's *Agricultural Countryside Area*, and contributes to the protection of *prime agricultural areas*.

The following represents the County's approach to achieving *intensification* both within the *built boundary/built-up area* and through new greenfield developments over the planning horizon.

3.4.1 Built Boundary

A *built boundary* and/or *built-up area* has been identified for the County's three *urban settlement areas* and is shown on **Schedule B1** to this Plan. Land within the *built boundary* of the County will be subject to the County's *intensification* policies, as established by Section 3.4.2 of this Plan.

It is the policy of the County that:

- a) A *built boundary/built-up area* for the *urban settlement areas* of Orangeville, Shelburne and the Grand Valley are identified by the Province, and shown on **Schedule B1**. ~~All community settlement areas are considered built-up area that is made up of existing developed areas and greenfield areas within the settlement area.~~
- b) Any *development* occurring within the County's *built boundary/built-up area* will be considered when measuring the County's progress towards achieving its *intensification* goals.

3.4.2 Intensification

The County supports *residential intensification* and *redevelopment* within the *settlement areas* in order to increase their vitality, offer a range of housing choices, efficiently use land and optimize the use of *infrastructure* and *public service facilities*. *Intensification* is intended to accommodate a significant amount of new *development* in the County, however, it is recognized that the type, form and scale of *intensification* will vary across the County based on local conditions and *characteristics*.

It is the policy of the County to:

- a) The County will encourage intensification within the existing built built-up areas to achieve provincially-mandated minimum intensification targets. Local municipalities will achieve the minimum intensification targets as identified in Table 3.4. ~~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. By the year 2015 and for each year thereafter the County and local municipalities will achieve the minimum intensification targets for new residential development occurring within the municipality to be within the built boundary/built up area as identified in Table 3.4.~~

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Table 3.4 Minimum Intensification Targets

Municipality	Minimum Intensification Target (%)
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Dufferin County (overall)	40
Grand Valley	40
Orangeville	60
Shelburne	48

Table 3.4 – Minimum Intensification Targets

Minimum Intensification

Target (%)

Grand Valley (Urban Settlement Area) 12

Orangeville 50

Shelburne 38

Dufferin County 40

Source: MOI Letter, August 2010

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b) The County will encourage *intensification* within *urban settlement areas* and *community settlement areas* that is of an appropriate scale ~~and character~~. *Intensification* will only be encouraged subject to other policies of this Plan, including the availability of servicing, ~~and the protection of existing stable neighbourhoods~~.

c) Local municipal official plans will identify appropriate locations and the type and form of *intensification* to be promoted. *Intensification* will include any of the following:

- i. small scale *intensification* through modifications to an existing dwelling to include ~~a second~~ an **additional residential** unit or construction of a new building containing ~~one or two~~ **additional residential** units (including the *development* of accessory residential dwellings, *secondary dwelling units*, and the *development* of *garden suites*, as guided by the policies of Section 3.7);
- ii. *infill residential development* and new residential *development* of vacant land or underutilized land within the *built-up area*;
- iii. *redevelopment* which includes either the replacement of existing residential uses with ~~compatible~~ new residential *developments* at a higher density or the replacement of non-residential uses with ~~compatible~~ residential or *mixed use development* with a residential component; and/or
- iv. *infill development* and *redevelopment* of vacant land or underutilized land for employment, commercial and mixed use development.

d) The following criteria will assist the County and local municipalities in the evaluation and consideration of applications for *intensification*:

- i. the proposed *development* is located within the *built boundary/built-up area*;
- ii. the proposed *development* provides a diverse and compatible mix of land uses including residential uses and potentially commercial or employment uses, to support vibrant neighbourhoods;
- iii. the existing *sewage and water services* can accommodate the additional *development*;
- iv. the road network can accommodate the traffic generated;

- v. sufficient parking is provided;
- vi. the proposed *development* is adequately serviced by parks, schools and other *community infrastructure*;
- vii. the proposed *development* supports transit, where available, walking and cycling for everyday activities;
- viii. the *development* proposal provides for high quality public open spaces with site design and urban design standards that create attractive and vibrant places;
- ix. the proposed *development* supports the complete community policies of this plan and the future needs of the local municipality ~~is compatible with the existing development and the physical character and scale of adjacent buildings, streetscapes, and surrounding neighbourhood, and provides appropriate transition of built forms to adjacent uses;~~ and
- x. the proposed *development* is consistent with the policies of the appropriate land use designation associated with the land.

e) The County and local municipalities will monitor *intensification* activity, and, based on the results, undertake the appropriate actions to ensure that opportunities exist for *intensification* over the planning horizon.

f) Within the *urban settlement areas*, local municipalities will develop and implement through their official plans and other supporting documents, policies and strategies to phase in and achieve the *intensification* and *intensification targets*, which will include the following:

- i. be based on the growth forecasts identified in this Plan;
- ii. incorporates the *built boundary* for *urban settlement areas* as illustrated on **Schedule B1**;
- iii. encourages and facilitates *intensification* throughout the *built-up area*;
- iv. identifies *intensification areas* which provide appropriate locations and local municipal official plan policies for achieving the *intensification targets*, including the appropriate type, scale and ~~character~~ density of *development* in the *intensification areas*;
- v. plans for a range and mix of housing, taking into consideration *affordable* housing needs and targets; and
- vi. appropriately addresses the *intensification* criteria identified in Section d) above for considering an application for *intensification*.

3.4.3 New Greenfield Development

The County supports compact and efficient land use patterns through the *development* of *designated greenfield areas* within *settlement areas*.

It is the policy of the County that:

a) Land located outside of the *built boundary/built-up area*, as described in Section 3.4.1, but within the *settlement area* boundary, as illustrated on **Schedule B1**, represents the County's *designated greenfield areas*. Development within the County's *designated greenfield areas* will be planned to achieve minimum *density targets* as indicated in Table 3.5. The *density target* will be measured in accordance with ~~the Growth Plan for the Greater Golden Horseshoe~~ [A Place to Grow: Growth plan for the Greater Golden Horseshoe](#).

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Table 3.5 – Greenfield Residential Land Needs Projection

<u>Municipality</u>	<u>Population Capacity Estimate</u>	<u>Minimum Resident & Work From Home Jobs Per Hectare Assumption</u>	<u>Estimated Residential Land Need (Hectares)</u>
Grand Valley	5600	32	234 including mapped environmental constraints
Orangeville	954	46	21 + mapped environmental constraints
Shelburne	2,429	41	59 + mapped environmental constraints
<u>Total</u>	<u>5,063</u>	<u>43</u>	<u>118 + mapped environmental constraints</u>

Minimum New Greenfield Development Density Targets
Density Target (residents and jobs combined per hectare)

Grand Valley (Urban Settlement Area) 44

Orangeville 46

Shelburne 41

Dufferin County 44

Source: MOI Letter, August 2010

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b) Local municipalities will develop and implement official plan policies, including phasing policies and other strategies for *designated greenfield areas* to achieve the *density targets*. To meet the minimum Designated Greenfield Density targets, the Towns of Grand Valley, Orangeville and Shelburne should plan to accommodate the following numbers of people and jobs within their greenfield areas by 2051:

i. Grand Valley – At least 5600 people and jobs to achieve a density target of 32 people and jobs per hectare.

ii. Orangeville – Approximately 7,038 people and jobs to achieve a density target of 46 people and jobs per hectare

iii. Shelburne – Approximately 3,608 people and jobs to achieve a density target of 41 people and jobs per hectare.

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c) The County encourages the local municipalities to prepare Secondary Plans for new greenfield areas.

3.5 Settlement Area Expansions and Growth Allocations

The County's long term prosperity, environmental health and social well-being depends on wisely managing change and promoting efficient land use and *development* patterns which minimize impacts on *agricultural areas* and the *natural environment*.

It is recognized that the County's settlement structure as identified on **Schedule B** does not provide sufficient land for the County as a whole, to accommodate all residential and employment growth as forecasted over the planning horizon. As such, it is anticipated that *urban settlement area* expansions will be required to allocate the future reserved population growth and the future reserved employment growth, over the planning horizon.

3.5.1 Settlement Area Expansions

3.5.1.1 County Municipal Comprehensive Review

An expansion to *settlement area* boundaries will only be considered through a County municipal comprehensive review of this Plan. A County municipal comprehensive review is a County Official Plan review, which may be initiated by the County in consultation with the local municipalities or adopted at any time by Dufferin County.

A County municipal comprehensive review, for the purposes of a *settlement area* expansion, must demonstrate that:

a) sufficient opportunities to accommodate forecasted growth are not available within the County and within the existing *settlement area* within the municipality in which the *settlement area* is located, through *intensification*, *redevelopment* and in *designated greenfield areas*, using the identified *intensification target* and *density target*;

b) the expansion makes sufficient land available to accommodate the forecasted growth not exceeding the horizon of this Plan, while minimizing land consumption;

c) the timing of the expansion and phasing of *development* will not adversely affect the achievement of the County's *intensification target*, and policies and the *density target* and policies for the *designated greenfield areas*;

d) the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the application of all of the policies in this Plan, including the following:

i. there is sufficient capacity in existing or planned infrastructure and public service facilities;

ii. the infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets;

iii. the proposed expansion would be informed by applicable water and wastewater master plans or equivalent and stormwater master plans or equivalent, as appropriate;

iv. the proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water;

v. key hydrologic areas and the Natural Heritage System shall be avoided where possible;

vi. prime agricultural areas shall be avoided where possible. To support the Agricultural System, alternative locations across the upper- or single-tier municipality will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the Agricultural System and in accordance with the following:

a. expansion into specialty crop areas is prohibited;

b. reasonable alternatives that avoid prime agricultural areas are evaluated; and

c. where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;

vii. the settlement area to be expanded is in compliance with the minimum distance separation formulae;

viii. any adverse impacts on the agri-food network, including agricultural operations, from expanding settlement areas would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;

ix. the proposed expansion would meet any applicable requirements of the Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans and any applicable source protection plan; and

x. within the Protected Countryside in the Greenbelt Area:

a. the settlement area to be expanded is identified in the Greenbelt Plan as a Town/Village;

b. the proposed expansion would be modest in size, representing no more than a 5 per cent increase in the geographic size of the settlement area based on the settlement area boundary delineated in the applicable official plan as of July 1, 2017, up to a maximum size of 10 hectares, and residential development would not be permitted on more than 50 per cent of the lands that would be added to the settlement area;

c. the proposed expansion would support the achievement of complete communities or the local agricultural economy;

d. the proposed uses cannot be reasonably accommodated within the existing settlement area boundary;

e. the proposed expansion would be serviced by existing municipal water and wastewater systems without impacting future intensification opportunities in the existing settlement area; and

f. expansion into the Natural Heritage System that has been identified in the Greenbelt Plan is prohibited.

ed) the proposed expansion is an efficient, *sustainable*, and logical extension of the *settlement area* and the existing or planned *infrastructure*, *public* services, and facilities required to accommodate the forecasted growth, are suitable for the *development* over the long term, are financially viable over their life cycle, and protect public health and safety and the *natural environment*;

fe) the land is physically suitable for *development*, considering any constraints to *development*, including topography, *hazard lands*, natural heritage features and areas, systems, natural resources and sourcewater considerations, and the protection of *prime agricultural areas* for the long term;

gf) where applicable, the proposed expansion will meet the requirements of the Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan;

hg) where the expansion is considered on *Agricultural Areas*, the lands do not comprise *specialty crop areas*, alternative locations have been evaluated and there are no reasonable alternatives which avoid the *Agricultural Areas*, and, there are no reasonable alternatives on lower priority agricultural lands *in prime agricultural areas*;

ih) the expanding *settlement area* is in compliance with the Province's *Minimum Distance Separation Formulae*;

ji) the expanding settlement area supports active transportation, and the transportation system can accommodate the additional volume of vehicular traffic and demand for services;

kj) a suitable plan for phasing, financing, and constructing of the *infrastructure* for the expansion is demonstrated;

lk) there is an adequate supply of land designated for employment within or in the immediate vicinity of the *settlement area* to plan to maintain or move towards accommodating a minimum of one full-time job per three residents within or in the immediate vicinity of the *settlement area*;

ml) the proposed expansion will not negatively impact cultural heritage resources;

nm) where appropriate, cross-jurisdictional issues are considered;

o~~r~~) impacts from expanding settlement area on agricultural operations which are adjacent or close to settlement area are mitigated to the extent feasible; and

p~~e~~) in determining the most appropriate direction for expansions to the boundaries of settlement areas, the policies of this plan shall be applied.

3.5.1.2 Settlement Area Adjustments

Municipalities may adjust settlement area boundaries outside of a municipal comprehensive review, provided:

- a) There would be no net increase in land within the settlement area;
- b) The adjustment would support the municipality's ability to meet the intensification and density targets established pursuant to this Plan;
- c) The location of any lands added to a settlement area will satisfy the applicable requirements
- d) The location of any lands added to a settlement area will satisfy the applicable requirements
- e) The affected settlement areas are not rural settlements or in the Greenbelt Area; and
- f) The settlement area to which lands would be added is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands.
- g) Privately-initiated Settlement Area adjustment requests must identify the lands proposed to be added, as well as the lands proposed to be removed from the settlement area.

3.5.1.3 Settlement Area Expansion In Advance of a Municipal Comprehensive Review

A settlement area boundary expansion may occur in advance of a municipal comprehensive review, provided:

- a) The lands that are added will be planned to achieve at least the minimum density target in policy 3.4.3, as appropriate;
- b) The location of any lands added to a settlement area will satisfy the applicable requirements of policy 3.5.1.1;
- c) The affected settlement area is not a rural settlement or in the Greenbelt Area;
- d) The affected settlement area is not a rural settlement or in the Greenbelt Area;
- e) The settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands; and

f) The settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands; and

g) The additional lands and associated forecasted growth will be fully accounted for in the land needs assessment associated with the next municipal comprehensive review.

An amendment to this Plan will be required in conjunction with a local municipal official plan amendment that provides for the *settlement area* expansion.

3.5.1.2 Shelburne Urban Settlement Area Expansion

Further to the County Growth Management Strategy, 2009, and the Town of Shelburne Comprehensive Review & Shelburne West Secondary Plan, 2016, the Town is undertaking preliminary work in support of an environmental assessment to increase *municipal sewage service* capacity. Upon confirmation of the existing and planned servicing capacity, and satisfying the municipal comprehensive review requirements of Section 3.5.1.1 of this Plan as it applies to lower tier municipalities, the Town will determine the quantity of land needed and, if necessary, the most suitable location to expand the *urban settlement area* boundary. This assessment will apply, at a minimum, the specified *intensification* and *designated greenfield area* targets for the Town as provided in Tables 3.4 and 3.5 of this Plan.

An amendment to this Plan will be required in conjunction with a local municipal official plan amendment that provides for the *settlement area* expansion, if required. In the event that Shelburne is unable to demonstrate sufficient servicing capacity to accommodate the future reserved population growth prior to the first County review of the Official Plan, the County may allocate the future reserved population growth to *urban settlement areas* or the *community settlement areas*, in accordance with Section 3.5.2.1.

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3.5.2 Allocation of the Future Reserved Population Growth Where an Urban Settlement Area Expansion is Not Proposed

The County Official Plan recognizes that the future reserved population growth may be accommodated within existing *urban settlement areas* through infill and intensification opportunities as well as development within *designated greenfield areas*. The allocation of the future reserved population growth, where a *settlement area* boundary expansion is not proposed, does not require a County municipal comprehensive review. However, the local municipality must demonstrate that the following criteria have been addressed to the satisfaction of the County:

a) the allocation of the future reserved population growth will only be directed to the *urban settlement areas* where it is demonstrated that *municipal water services* and *municipal sewage services* are available or planned to accommodate the growth;

b) sufficient opportunities to accommodate the future reserved population growth, beyond the allocated growth, are available within the existing *urban settlement area* through *intensification*, *redevelopment* and in *designated greenfield areas*, which achieve at a minimum, the specified *intensification* and *designated greenfield area* targets as provided in Tables 3.4 and 3.5 of this Plan;

c) the existing or planned *infrastructure*, *services*, and *facilities* required to accommodate the allocation of the future reserved population growth are suitable for the *development*

over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;

d) the land is physically suitable for *development*, considering any constraints to *development*, including topography, hazard lands, natural heritage features and areas, natural heritage systems, natural resources and sourcewater considerations;

e) the *transportation system* can accommodate the additional volume of traffic and demand for services;

f) a suitable plan for phasing, financing, and constructing of the required *infrastructure* is demonstrated;

g) cultural heritage resources will not be negatively impacted; and

h) where appropriate, cross-jurisdictional issues are considered.

An amendment to this Plan will be required in conjunction with a local municipal official plan amendment that provides for the allocation of the future reserved population growth.

3.5.2.1 Allocation of the Future Reserved Population Growth to the Community Settlement Areas

a) In the event that the *urban settlement areas* are unable to accommodate the future reserved population growth prior to the first County review of the Official Plan, the County may allocate the future reserved population growth to the *community settlement areas*, in accordance with the following:

i. where a *community settlement area* boundary expansion is proposed, the County will undertake a County municipal comprehensive review in accordance with the requirements of Section 3.5.1.1; or

ii. where a *community settlement area* boundary expansion is not proposed, the County will consider allocating the future reserved population growth in accordance with the requirements of Section 3.5.2.

3.5.3 Allocation of the Future Reserved Employment Growth Where an Urban or Community Settlement Area Expansion is Not Proposed

The County Official Plan recognizes that the future reserved employment growth may be accommodated in existing *urban settlement areas* and *community settlement areas* through *infill* and *intensification* opportunities as well as *development* within *designated greenfield areas*. The allocation of the future reserved employment growth, where a *settlement area* boundary expansion is not proposed, does not require a County municipal comprehensive review. However, the local municipality must demonstrate that the following criteria have been addressed to the satisfaction of the County:

~~a) the allocation of the future reserved employment growth will only be directed to the urban settlement areas where it is demonstrated that municipal water services and municipal sewage services are available or planned to accommodate the growth;~~

~~b) the allocation of the future reserved employment growth will only be directed to the community settlement areas, subject to the provision of appropriate sewage and water services;~~

~~c) sufficient opportunities to accommodate additional employment growth, beyond the allocated employment growth, are available within the existing settlement area within the municipality in which the settlement area is located, through intensification, redevelopment and in designated greenfield areas;~~

~~d) the existing or planned infrastructure, services, and facilities required to accommodate the future reserved employment growth are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;~~

~~e) the land is physically suitable for development, considering any constraints to development, including topography, hazard lands, natural heritage features and areas, systems, natural resources and sourcewater considerations;~~

~~f) the transportation system can accommodate the additional volume of traffic and demand for services;~~

~~g) a suitable plan for phasing, financing, and constructing of the required infrastructure is demonstrated;~~

~~h) cultural heritage resources will not be negatively impacted; and~~

~~i) where appropriate, cross-jurisdictional issues are considered.~~

~~An amendment to this Plan will be required in conjunction with a local municipal official plan amendment that provides for the allocation of the future reserved employment growth.~~

3.5.4 Local Municipal Comprehensive Review

The County encourages local municipalities to undertake a local municipal comprehensive review concurrent with or following a County municipal comprehensive review. The local municipal comprehensive review will follow, at a minimum, the requirements listed below:

a) Pre-application consultation with the County to establish the appropriate methodology, analysis and level of detail to be undertaken to sufficiently qualify the conclusions of the local municipal comprehensive review.

b) Review the growth forecasts and allocations to the municipality, and current Census information as the basis of the analysis [as well as population and employment projections and allocations in this Plan](#);

c) Compile the aggregate amount of employment and residential land, including vacant, built, brownfield and other land within each *community settlement area*.

d) Identify and assess the extent of land use constraints to the build-out of each community settlement area. Land use constraints may include such factors as environmental, hazards, lack of services, soil types, topography, traffic and access, locational factors, fragmented ownership, contamination, and the compatibility of surrounding land uses. Local municipalities may identify additional constraints for assessment [and consider alternative directions for growth or development](#).

e) Determine the population and jobs that could be accommodated in each *settlement area* under existing conditions given the site and area characteristics and constraints.

f) Identify and analyze the intensification opportunities within the *built-up* and greenfield areas of each *settlement area* [and determine how best to accommodate development while protecting provincial interests](#).

g) Prepare a Master Servicing Report outlining the method of servicing available and planned for the *settlement areas*.

h) In the event that the review concludes that one or more *settlement area* boundary(ies) should be altered, then any adjustment to the boundary must meet the tests of policy 3.5.1.1.

3.6 Economic Development

In order to respond to changing economic conditions, this Plan encourages an appropriate settlement structure to accommodate evolving needs as they relate to economic activity, while balancing social, cultural, and *natural environment* and other initiatives, and encourages the creation of *complete communities*.

Agriculture and the extraction and management of aggregate resources remains an important industry and employs a large percentage of the County's working population. The success of the County's agriculture industry is evident through the continuation of viable traditional agriculture and related processes. It is the policy of the County to:

a) ~~Require local municipal official plans to~~ Designate and protect *employment areas* and provide for an appropriate mix and range of economic development activities and employment uses, and the necessary infrastructure to meet long-term needs.

b) Plan for, protect and *preserve employment areas* for current and future uses and ensure that the necessary *infrastructure* is provided to support current and projected needs.

c) Assemble and maintain an inventory of available commercial and industrial properties that can be re-used or re-purposed for creative economy enterprises, and maintaining a suitable range of sites for a diversified economic base.

- d) Encourage opportunities to support local food, and promote the *sustainability* of agrifood and agri-product businesses by protecting agricultural resources, and minimizing land use conflicts.
- e) Protect, restore or, where possible, enhance the natural heritage features and areas in the County in order to maintain and enhance the tourism and recreational opportunities that rely on these attributes.
- f) Conserve cultural heritage resources, encourage the adaptive reuse of *built heritage resources* for retail/commercial uses, where appropriate, and support tours and activities centred on heritage places.
- g) Protect *mineral aggregate resources, minerals* and *petroleum resources* within the County in accordance with the policies of Section 4.4
- h) Provide leadership and encourage local municipalities, economic development activities and organizations, to promote economic development initiatives and community investment-readiness.
- i) Encourage the development of interesting and accessible public places to generate activity and vitality.
- j) Encourage new *development and redevelopment on greyfield and brownfield sites*.
- k) Encourage the use of Community Improvement Plans to proactively stimulate community improvement, rehabilitation and revitalization of areas in need of improvement.
- l) Support the efforts of the local municipalities, including economic development organizations, such as: DufferinBiz, Headwaters Tourism, Orangeville Economic Development, Business Improvement Areas and Chambers of Commerce to promote economic development initiatives and community investment-readiness.
- m) Support the efforts of local municipalities and arts and cultural groups to identify and encourage the use of public space for events and festivals.
- n) Encourage minimizing the *negative impacts* from a changing climate and considering the ecological benefits provided by nature.

3.6.1 Locations of Economic Activity

This Plan promotes economic activity throughout the County, provided it is compatible and meets the policies of this Plan and local municipal official plans. This Plan focuses specific types and scale of economic activity in the local environment best suited to their success, and relies on the local municipal official plans to identify and protect for areas of economic development activity.

It is the policy of the County to:

- a) Work with local municipalities and economic development organizations to promote opportunities for economic activity by developing County-wide strategies for the benefit

of all, recognizing that unique strategies may be required in certain areas to reflect the local context and community make-up and focus specific economic activities in close proximity to the resources, amenities and forms of existing development they require to thrive.

b) Focus new industrial and employment-related development in *settlement areas*, while also permitting appropriate rural industrial and commercial growth in accordance with the policies of this Plan.

c) Promote the growth of tourism throughout the County in appropriate locations, where they cannot be accommodated within *settlement areas*. Tourism uses will be encouraged in close proximity to areas of natural and recreational amenity, areas of natural heritage appreciation, and natural resources and amenities.

d) Promote major commercial, retail and office employment uses in the *urban settlement areas* and encourage the creation of strong central business district environments.

e) Promote commercial uses, which support *agricultural uses*, on *rural lands*, where proximity to agriculture operations is necessary.

f) Promote the expansion and development of transportation, and telecommunications *infrastructure* to increase the locational advantage of existing and proposed business and employment uses.

g) Support the long-term protection of *employment areas* within the County, which include *employment areas* in proximity to *major goods movement facilities and corridors* and along major *transportation corridors* including Highway 9, 10, and 89, for those uses that require those locations.

h) The County and local municipalities are encouraged to plan beyond 20 years for the long term protection of *employment areas* provided the lands are not designated beyond the 20-year planning horizon.

3.6.2 Employment Land Conversions

The County encourages the protection of *employment areas* and discourages the conversion of *employment areas* unless suitable justification is provided.

It is the policy of the County that:

a) Proposals to convert lands within an *employment area* designation ~~in a local municipal official plan~~ to another type of land use will be reviewed through a municipal comprehensive review. An Amendment to this Plan will ~~not~~ be required to implement an *employment area* conversion for lands designated Employment in this plan. Lands that are designated for Employment in a local Official Plan, but not the County Official Plan, will not require a County Official Plan Amendment~~that is within a settlement area in a local municipal official plan~~. The intent of this policy is to ensure that an adequate supply of employment land for a wide variety of employment uses is available at all times in the County.

In considering a request to remove lands from an *employment area* designation, it will be demonstrated that:

- i. there is a need for the conversion;
- ii. the municipality will meet the employment forecasts allocated to the municipality in accordance with this Plan;
- iii. the conversion will not adversely affect the overall viability of the *employment area*, and achievement of the *intensification target*, *density target*, and other policies of this Plan;
- iv. there is existing or planned *infrastructure* available to accommodate the proposed conversion;
- v. the lands are not required over the long term for the employment purposes for which they are designated; and
- vi. cross-jurisdictional issues have been considered.

For the purposes of this policy, major retail uses are considered non-employment uses.

3.6.3 Tourism and Recreation

The policies of this Plan are intended to recognize the importance of tourism and recreation-based activities to the local economies by supporting the long-term viability and growth of existing and future tourism resources and destinations in the County. The County offers a range of tourism assets and opportunities which should be enhanced, including *agricultural uses* and related tourism opportunities, natural amenity and recreational-based tourism uses, cultural heritage resources, and parks, open spaces and trails.

It is the policy of the County to:

- a) Work with local municipalities and organizations to promote *agricultural*, *agri-tourism* and resource-based recreational and tourism uses in the County.
- b) Existing resource-based recreational uses, such as recreational resorts, ski clubs, associated recreational dwellings, and other similar type uses are permitted within the *Countryside Area* subject to the policies of this Plan and the local municipal official plan. This Plan supports the continuation and expansion, where appropriate, of existing uses to accommodate new resource-based recreational development and uses. The local municipal official plans will appropriately designate resource-based recreational uses and clearly establish the extent of permitted uses, including accessory uses, and associated land use policies. Expansions to existing resource-based recreational uses will be in accordance with the policies of this Plan and the local municipal official plan, and will not require an amendment to this Plan. Where expansions are considered in the *Agricultural Area*, the policies of Section 4.2.3.1 of this Plan apply.
- c) Encourage local municipalities to undertake the preparation of Recreation Area Master Plans to promote and facilitate natural heritage and recreation-based tourism opportunities, including the Mansfield North Recreation Area. Recreation Area Master

Plans should be implemented by way of amendment to the local municipal official plan, and will generally provide for:

- i. The promotion of resource-based recreation and tourism development which will accommodate appropriate *accessory uses* and activities, including recreation related residential developments and limited commercial development.
 - ii. An appropriate servicing strategy to accommodate the proposed uses and in an environmentally and fiscally responsible manner.
 - iii. The protection of the *natural environment* and natural heritage features and minimize potential impacts on the surrounding *agricultural areas, rural lands* and *rural character*.
 - iv. The development of recreational uses and expansions to existing recreational uses in *prime agricultural areas* will be in accordance with the policies of Section 4.2.3.1 of this Plan.
- d) The County and local municipalities are encouraged to promote the provision of trails, to accommodate a variety of uses (e.g., walking, cycling, all-terrain vehicle, snowmobile, and equestrian), where appropriate in the *Countryside Area*.
- e) The County and local municipalities will promote and develop linkages between tourism and recreation and the County's cultural heritage resources in accordance with the policies of Section 3.10.

3.7 Housing and Affordability

Planning for the human environment promotes the community's quality of life and [ensures that the housing needs of people of all ages, incomes and abilities are met](#)~~ensures that supportive housing for special needs of socio-economic groups such as seniors, the physically challenged, and low income persons are being met.~~

3.7.1 Housing

The provision of housing is an essential part of planning in the County and accommodating the forecasted growth. It is desirable to have close cooperation between all levels of government and the private sector in order to provide for sufficient, diverse and *affordable* housing opportunities, and maintain a stable residential housing market.

3.7.1.1 Supply of Land for Housing

It is the policy of the County that:

- a) Local municipalities ~~are encouraged to provide~~[shall plan](#) for an appropriate range of housing [sizes](#), types, [tenures](#), and densities to meet projected requirements of current and future residents of Dufferin County as outlined below:
 - i. Maintaining at all times the ability to accommodate residential growth for a minimum of ~~15~~[9](#) years through *residential intensification, redevelopment* and land which is designated and available for residential *development*.

ii. Maintaining at all times, where new *development* is to occur, that land with servicing capacity is available to provide at least a ~~three-3~~-year supply of residential units in draft approved and registered plans, or in cases of *residential intensification* and *redevelopment*, land appropriately zoned in the local municipal zoning by-laws and available for *development* or *redevelopment*.

iii. Working with proponents to ensure that a full range of housing sizes, types, tenures, 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~~supportive housing will be encouraged.

3.7.2 Affordable Housing

The provision of housing that is *affordable* and accessible to low and moderate-income households will be a priority. The County has prepared a 10 Year Housing and Homelessness Plan, 2013, which establishes a plan for the provision of *affordable* housing over the next 10 years, and seeks to build upon the County's supply of *affordable* housing.

It is the policy of the County that:

a) The County will encourage local municipalities to implement the Dufferin County 10 Year Housing and Homelessness Plan, and encourage all local municipalities to undertake more detailed housing strategies that outline opportunities to increase the supply of *affordable* housing in their municipality.

b) The County encourages local municipalities to establish and achieve a minimum *affordable* housing target for all new *development* in their official plans. The Dufferin County 10 Year Housing and Homelessness Plan identified the challenges in setting specific targets, with urban populations existing in only the three *urban settlement areas*. As a result, the County's goal is to focus on considering *affordable* housing opportunities as they become available, and focus *affordable* housing within the *urban settlement areas* which offer residents easy access to existing services, facilities and *infrastructure*. In this regard, the County will endeavour to achieve an overall minimum *affordable* housing target of 20% for all new residential *development*.

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.

d) The County and local municipalities will encourage proponents of *development*, ~~where appropriate~~, to ensure that a portion of new housing is *affordable*, and available and accessible to a broader range of demographics in the population, including younger workers and families, lower-income seniors, people with disabilities, and renters, and that an adequate supply is maintained.

e) The local municipalities are encouraged to adopt a Municipal Housing Facilities Bylaw to develop *affordable* housing as a “community facility” under the *Municipal Act*. In an effort to facilitate *affordable* housing the local municipalities may:

i. enter into capital facility agreements and/or partnerships with both private and non-profit organizations for *affordable* housing;

ii. use available grants and loans, including tax-equivalent grants or loans to encourage the construction of *affordable* housing; and

iii. enter into public/private partnerships for the provision of new *affordable* housing.

f) The County and local municipalities will encourage innovative and appropriate housing *development* that exhibits design, efficiency, and adaptability *characteristics*, and may represent non-traditional additions to the County’s housing stock.

g) The County and local municipalities will actively discourage the conversion of *affordable* rental housing stock to a condominium if such conversion results in a reduction in the amount of rental housing units available to an unacceptable level, as determined by the County and local municipalities.

h) The County and local municipalities will encourage that *affordable and barrier free* housing be considered when opportunities for *redevelopment* become available. This includes the *redevelopment* of existing single-use and underutilized areas with full municipal services, such as shopping plazas, business and employment sites, not needed to accommodate forecasted employment growth, and older commercial and residential areas, especially where the land is in close proximity to *community infrastructure* and facilities. Special attention will be given to the design of buildings, the landscaping treatment and through site plan approval, to ensure that the proposed *redevelopment* is physically compatible with the adjacent uses.

i) The County will encourage local municipalities to develop zoning provisions that are sufficiently flexible to permit a broad and varied range of housing forms, types, sizes and

tenures, except in locations serviced by *individual on-site sewage services* and *individual on-site water services* or *private communal sewage services*.

j) The County recognizes the value of older residential neighbourhoods and will support the maintenance and improvement of established neighbourhoods and older housing stock through measures such as participation in Federal and Provincial government programs.

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.

l) The County will regularly review and renew the Housing and Homelessness Plan. The period for reviewing will be at least once every 10 years but may be more frequent to address changing affordable housing needs.

3.7.3 ~~Special Needs~~Supportive Housing and Age-Friendly Communities

The County and local municipalities will improve the provision and access to supportive and barrier-free housing ~~for those people with special needs~~ to encourage social inclusion, including *assisted housing* for low-income people, seniors housing, as well as various forms of supportive housing, including *group homes* and emergency/transitional housing, subject to the policies of this Plan and local municipal official plans.

Commented [TW20]: Addition: "access to supportive and barrier-free housing"

It is the policy of the County that:

a) The County and local municipalities will work with other agencies, providers and local groups to assess the extent of the need of housing for those people ~~with special needs~~ in need of supportive housing to assist in identifying lands that are available and suitable for ~~special needs~~supportive housing.

b) The County and local municipalities will support community agencies interested in pursuing additional funding from the Provincial Government to address identified needs for ~~special needs~~supportive housing.

c) The County and local municipalities will support the distribution of ~~special needs~~supportive housing provided by community groups.

d) When reviewing any proposal for the purposes of establishing, through new construction or conversion of existing structures, ~~special needs~~supportive housing, including a *group home*, hostel, temporary shelter, emergency shelter or other similar form of housing, the County and local municipalities will be satisfied that ~~the use is compatible with adjacent uses and~~ adequate infrastructure and services are available to accommodate the use.

e) The County and local municipalities will encourage the provision of housing for aging-in-place for seniors so that:

i. individuals living in a non-healthcare environment, will have access to municipal services and amenities so that they may carry out their daily life without having to relocate as their circumstances change; and

ii. where the above is not suitable due to the physical or mental condition of the individual, independent living, assisted living and skilled nursing is to be encouraged in residences for seniors, such as in a continuing care retirement community.

f) The County and local municipalities will encourage the development of age-friendly communities through the provision of a diverse range of housing, housing in close proximity to available community services and facilities, and universal design principles which support various levels of need and accessibility.

g) The County and local municipalities will encourage the provision of long-term care facilities that meet the needs of the community.

h) The County and local municipalities will endeavour to provide a *barrier-free* environment where possible and will meet the requirements of the Ontario Building Code.

i) The County and local municipalities will have regard for requirements of the *Ontarians with Disabilities Act* and will work with the County and local municipal Accessibility Committees where appropriate, to ensure on-going adherence to the requirements of the *Accessibility for Ontarians with Disabilities Act*.

3.7.4 ~~Second Residential~~ Additional Residential Units and Garden Suites

~~The County supports the provision of second residential~~ Additional Residential Units and garden suites ~~as are~~ a means to provide a greater diversity of housing types, sizes and tenures, additional income and housing affordability. An Additional Residential Unit may take the form of a basement apartment, secondary suite, coach house dwelling, or other secondary residential dwelling unit located on the same lot as a primary residential dwelling.

Commented [TW21]: I recommend this language for clarity throughout "housing sizes, types, and tenures"

It is the policy of the County that:

a) ~~The County generally encourages the permission of second~~ Up to two Additional residential units shall be permitted within single-detached house, semi-detached house, and townhouse ~~dwelling units; or~~

b) Up to one Additional Residential Unit shall be permitted within an accessory structure secondary to a single-detached house, semi-detached house or townhouse provided there is no more than one Additional Residential Unit within the primary house ~~where a residential unit is not permitted in an accessory structure to those housing types on the property. Local municipalities may permit the second residential unit to be located within a residential accessory structure, subject to the policies and regulations of the local municipal official plan and zoning by-law.~~

~~b)c) Local municipal official plans and implementing zoning by-laws will may~~ contain detailed policies and requirements relating to ~~second residential units~~ Additional Residential Units, ~~but must permit them in conformity with this plan which generally support their creation, and will have consideration for such matters as: land use permissions for second residential units, parking requirements, servicing, and compliance with other relevant municipal and provincial requirements.~~

c) [Additional Residential Units shall be subject to all Building Code, Fire Code and sewer and water servicing requirements.](#)

d) Local municipalities are encouraged to establish policies related to *garden suites* in their official plans, where appropriate.

e) [Additional residential units shall generally be permitted wherever single-detached dwellings, semi-detached dwellings, and/or townhouse dwellings are permitted.](#)

3.8 Community Services and Parks and Open Space

The County and local municipalities will endeavour to provide adequate community services and facilities to meet the needs of the existing and future residents, businesses and visitors through the provision of adequate opportunities for education, care, parks, open space and recreation, institutional uses, and cultural and heritage facilities.

3.8.1 Community Services and Facilities

It is the policy of the County that:

a) A wide-range of alternative educational opportunities will be encouraged to support life-long learning and skills development, including apprenticeship, co-operative learning and adult education.

b) The provision of *community infrastructure*, such as daycare facilities, will be encouraged within larger *development* proposals, where practical and appropriate.

c) The County will encourage local municipalities, where practical and appropriate, to develop plans for the *development* and/or expansion of community-serving health care facilities.

d) The County will encourage local municipalities to develop plans for the *development* and/or expansion of local public libraries, where practical and appropriate, in order to provide important cultural and community resources for learning, research, and community activities.

e) [Local municipalities shall engage with the school board in larger development proposals' pre-application consultations, and by circulating complete applications to the school board.](#)

3.8.2 Parks and Open Space

The provision of a variety of recreational opportunities is critical to maintaining healthy communities in the County.

It is the policy of the County that:

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's [current active transportation and trails master plan and/or](#)

[strategy of Dufferin Active Transportation and Trails Master Plan \(DCATT\)](#), and local municipal plans and strategies.

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.

c) The County and local municipalities will promote the maintenance and enhancement of the Bruce Trail and Niagara Escarpment Parks and Open Space System (NEPOSS), and support the inclusion of public lands within the NEPOSS, for lands within the Niagara Escarpment Plan Area.

d) Local municipalities will seek to achieve the maximum benefit of the *Planning Act* with respect to parkland dedication or cash-in-lieu of parkland from *development*.

e) Local municipalities are encouraged to undertake programs to acquire new parks, improve existing parks and facilities and provide public parks to meet the needs of the community, as well as to address existing park deficiencies.

f) Local municipalities will encourage appropriate recreational development in parks, open spaces, along natural features and other similar areas of the County that provide opportunities for active, passive and programmed community recreation and leisure, and that contribute to the conservation and protection of open space and the *natural environment*.

g) Local municipalities will encourage private recreation development to complement public recreational opportunities, and encourage and support involvement by private recreation groups within the area.

h) Local municipalities will work cooperatively with various government ministries, resource agencies, and non-governmental organizations to promote natural resource-based recreational opportunities.

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.

j) Land deemed by the County and local municipalities to be significant to the linear park system will be retained in ownership by a suitable organization for the purpose of implementing a linear park system, which may include abandoned rail corridors and *utility* corridors.

3.9 Community Design and Revitalization

3.9.1 Community Design

Safe and attractive neighbourhoods contribute to the overall community health of the County. Complete communities provide access to all the needs of everyday life, help support a greater sense of community safety and well-being by encouraging more public activities and help achieve climate change goals by supporting active transportation. Community design is essential for creating a physical environment where people have the appropriate places to interact, live, work, recreate and learn.

The County and local municipalities will promote appropriate community design through the review of new *development applications*, including plans of subdivision, *infill development* proposals, site plans and through community improvement.

It is the policy of the County that:

- a) Local municipalities will seek to maintain and improve the physical design *characteristics* of the *urban settlement areas* and *community settlement areas* in the context of new and existing *development*, and promote a high quality of community design and built form.
- b) Local municipalities, through the review of *development applications* will:
 - i. ~~ensure that new development is designed in keeping with the traditional character of the settlement areas and Countryside Areas in a manner that both preserves their traditional community image and enhances their sense of place within the County;~~
 - ii. promote efficient and cost-effective *development* patterns that minimize land consumption;
 - iii. promote the improvement of the ~~physical character~~, appearance and safety of *streetscapes*, civic spaces, and parks;
 - iii.v. encourage tree retention or tree replacement; and
 - iv. encourage design that considers, and wherever possible continues, existing and traditional street patterns and neighbourhood structure.
- c) Local municipalities may require *development* proponents to submit design and architectural control guidelines with *development applications*, establishing how the policies of this Plan and the local municipal official plan have been considered and addressed. Such guidelines may also be required to address related issues of streetscaping, landscaping, setbacks, signage, garage placement, and architectural treatment in accordance with any local design guidelines and zoning by-laws.
- ~~Dd) Local municipalities will require that infill developments be compatibly scaled and designed to enhance the character of the area.~~

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.

f) Local municipalities may undertake the preparation of urban design guidelines to achieve the policies of this Section and local municipal community design policies for all or specific areas.

f) The County or local municipalities may establish Green Development Standards, which establishes guidelines for development related to sustainability goals including, but not limited to, energy efficiency, renewable energy systems, water, wastewater and stormwater management, indoor air quality, environmentally preferable building materials, tree plantings, water efficient and drought resistant landscaping, green roofs, and waste diversion during construction.

3.9.2 Community Improvement

Community Improvement provisions of the *Planning Act* gives the local municipalities a range of tools to proactively stimulate community improvement, rehabilitation and revitalization. In designated Community Improvement Project Areas, the preparation of Community Improvement Plans will provide the local municipalities with various powers to maintain and promote attractive, healthy and safe living and working environments through community improvement. This includes the authority to offer incentives to stimulate or leverage private and/or public sector investment.

It is the policy of the County that:

- a) Local municipalities are encouraged to prepare Community Improvement Plans to proactively stimulate community improvement, rehabilitation and revitalization.
- b) The County may use the Community Improvement provisions of the *Planning Act* to participate in a Community Improvement Plan of a local municipality.
- c) The County and local municipalities will be satisfied that its participation in community improvement activities will be within its individual financial capabilities.

3.10 Cultural Heritage

Cultural heritage resources are an important component of the County's history and community identity and will be *conserved* and enhanced. It is the intent of this Plan that the County's *significant built heritage resources* and *significant cultural heritage landscapes* be identified, *conserved* and enhanced and that all new *development* occur in a manner that *conserves* the County's rich cultural heritage. The cultural heritage resources of the County include:

- *built heritage resources*;
- *cultural heritage landscapes*; and,
- *archaeological resources*.

3.10.1 Built Heritage and Cultural Heritage Landscapes

It is the policy of the County that:

- a) *Significant built heritage resources and significant cultural heritage landscapes* will be conserved.
- b) Local municipal official plans will include policies that encourage Council to utilize its authority under the *Ontario Heritage Act* to designate individual properties under Part IV and heritage conservation districts under Part V that are of cultural heritage value or interest. Local municipalities may also prepare a conservation plan for municipally owned heritage properties to address their on-going care and management of the cultural heritage resource or protected property.
- c) A heritage impact assessment by a qualified professional will be required whenever cultural heritage resources may be impacted by a proposed development. Such an assessment will include recommendations regarding mitigation measures on how impacted cultural heritage resources will be conserved.
- d) Local municipalities are encouraged to establish Municipal Heritage Committees pursuant to the *Ontario Heritage Act* to advise and assist local municipal Councils on matters related to Parts IV and V of the *Ontario Heritage Act* and on cultural heritage matters. Local municipal councils are encouraged to seek the advice of the Municipal Heritage Committee.
- e) The municipal clerk of the local municipality will maintain a register of all properties designated under Part IV and Part V of the *Ontario Heritage Act*.
- f) *Development and site alteration* will not be permitted on adjacent lands to protected heritage properties except where proposed *development and site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the protected property will be *conserved*.

3.10.2 Archaeological Resources

It is the policy of the County that:

- a) Local municipalities are encouraged to undertake the preparation of archaeological management plans and cultural plans in conserving cultural heritage and *archaeological resources*.
- b) *Development and site alteration* will not be permitted on lands containing *archaeological resources* or *areas of archaeological potential* unless *significant archaeological resources* have been conserved.
- c) Archeological assessments carried out by consultant archaeologists licensed under the *Ontario Heritage Act*, will be required as a condition of any *development* proposal affecting areas containing a known archaeological site or considered an *area of archaeological potential*.
- d) Archaeological assessment reports prepared by licensed consultant archaeologists are to be in compliance with the 2011 Standards and Guidelines for Consultant

Archaeologists as set out by the Ministry of Tourism, Culture and Sport, as well as the terms and conditions of an archaeological licence under the *Ontario Heritage Act*.

e) *Areas of archaeological potential* are determined through the use of provincial screening criteria, or criteria developed by a licensed consultant archaeologist based on the known archaeological record for the municipality and its surrounding region. Such criteria may include a range of environmental, physiographic and historical features, information from local stakeholders and the effects of past land use.

f) Local municipalities, in considering applications for shoreline or waterfront *development*, will ensure that cultural heritage resources, both on shore and in the water, within their jurisdiction are not adversely affected and may require an archaeological assessment (land and/or marine) and satisfactory measures to mitigate any *negative impacts* on *significant* cultural heritage.

g) The interests of ~~A~~beriginal-Indigenous communities will be considered in *conserving* cultural heritage and *archaeological resources*.

h) An archaeological assessment by a licensed consultant archaeologist is required when a known or suspected cemetery or burial site may be affected by a proposed *development*.

4.0 COUNTRYSIDE

Dufferin County is largely comprised of the *Countryside Area* which encompasses lands outside of the *urban settlement areas* and *community settlement areas* and consists of the rural landscape and character of the County, which includes *prime agricultural areas*, *rural lands*, including recreational and rural residential uses, natural heritage features and systems, and important natural resource areas, including *mineral aggregate operations*.

The *Countryside Area* includes lands subject to the policies of the Greenbelt Plan, Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan, which are subject to the policies of the respective *Provincial Plan* and local municipal official plan policies, as addressed in Section 2.0 of this Plan.

The *Countryside Area* is an important component to the overall structure and economic success of the County. The *Countryside Area* contributes to the unique *character* and landscape of the County and enhances the quality of life of County residents. By leveraging rural assets and amenities and protecting the environment, the *Countryside Area* provides a foundation for a *sustainable* economy.

Schedule B identifies the *Countryside Area* which is comprised of the following policy area components:

a) *Prime Agricultural areas* ~~Areas~~ – subject to the policies of Section 4.2; and

Commented [AM22]: OPA 2

b) *Rural lands* – subject to the policies of Section 4.3.

The *Countryside Area* is also subject to other applicable policies of this Plan which include *mineral, aggregate* and *petroleum resources* (Section 4.4), natural heritage features and functions (Section 5.3), and natural and human-made hazards (Section 6.0).

4.1 Objectives

The County supports a healthy, integrated and viable *Countryside Area* through the following objectives:

a) Maintain and build upon the rural *character*, and leveraging rural amenities and assets, such as agricultural operations, recreational and tourism opportunities, natural resources, and the protection, restoration or, where possible, enhancement of the *natural environment*.

b) Protect agricultural *and rural* 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.

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c) Within *Countryside Areas*, *community settlement areas* are the focus of growth and *development* and their vitality and regeneration will be promoted. *Development* in *community settlement areas* will have consideration of the rural *character*, impact on agriculture, the scale of *development*, and the availability of existing or planned *infrastructure* and *community infrastructure*, facilities and services.

D) Growth and development may be accommodated on ~~rural lands~~ Rural Lands in accordance with the policies of Section 4.3, which provide opportunities for the management or use of resources, resource based recreational and tourism uses, home occupations and home industries, limited residential uses and other rural land uses.

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e) Promote the efficient use of existing rural *infrastructure* and *public service facilities*.

f) Promote regeneration and community improvement, including the *redevelopment* of *greyfield* and *brownfield sites*.

g) Promote diversification of the economic base and employment opportunities through goods and services, including value-added products and the *sustainable* management or use of resources.

h) Provide opportunities for *sustainable* and diversified tourism, including leveraging historical, cultural, natural, agricultural and recreational assets.

i) Conserve the biodiversity of the natural heritage features and the ecological benefits provided by the *natural environment*.

j) Provide opportunities for a diversified range of economic activities in the *Countryside Area*.

k) Protect, *mineral*, *aggregate*, and *petroleum resources* for their long-term use in a manner that is socially and environmentally responsible.

4.2 Prime Agricultural Areas

Lands within the Prime Agricultural Area are designated on Schedule C. The designation consists primarily of areas where prime agricultural lands predominate. This includes areas of prime agricultural lands and associated Canada Land Inventory Class 4 through 7 lands and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture ~~prime agricultural lands and are designated on Schedule C~~. Prime Agricultural Areas will be designated in local municipal official plans in accordance with Provincial guidelines. This Plan requires that these lands will be protected for *agricultural uses* unless appropriate justification is provided for alternative uses.

Lands designated as Prime Agricultural Area are intended to preserve and strengthen the continued viability of the agricultural community. Agricultural Areas are to be protected from incompatible uses, while accommodating a diverse range of *agricultural uses*, *agriculture-related uses* and *on-farm diversified uses*.

Commented [AM25]: OPA 2

4.2.1 Objectives

The objectives of the Prime Agricultural Area designation are to:

Commented [AM26]: OPA 2

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.

4.2.2 Permitted Uses

The following policies will apply in determining the uses which are permitted in the [Prime Agricultural Area](#):

Commented [AM27]: OPA 2

a) All types, sizes and intensities of *agricultural uses* and *normal farm practices* will be promoted and protected in accordance with provincial standards.

b) The primary use of land is for *agricultural uses* including:

- i. the growing of crops, including nursery, biomass and horticultural crops;
- ii. raising of livestock;
- iii. raising of other animals for food, fur or fibre, including poultry and *fish*;
- iv. aquaculture;
- v. apiaries;
- vi. agro-forestry;
- vii. maple syrup production; and
- viii. associated on-farm buildings and structures, including, but not limited to livestock facilities, manure storage, value retaining facilities, and accommodation for full-time farm labour when the size and nature of the operation requires additional employment.

c) One single residential dwelling is permitted per *lot*, subject to the policies of the local municipal official plan and zoning by-law. A secondary farm residence may be permitted when the size and nature of the operation requires additional employment, and provided the secondary farm residence is on the same *lot*, is *accessory* to the main farm operation, is used for full time farm help, and servicing is adequate. A consent for land division for such a dwelling will not be permitted.

D) *Agriculture-related uses* will be permitted which include farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity. Proposed *agriculture-related uses* will be compatible with, and will not hinder, surrounding agricultural operations. The local municipal official plan will establish land use policies and provisions related to *agriculture-related uses*.

e) *On-farm diversified uses*, will be permitted which include but are not limited to: home occupations, home industries, and those uses which add value to farm produce such as the processing, preserving, storing and packaging of the farm's products on the farm

property, sales outlets for agricultural products produced on the farm, and *agritourism uses* such as farm machinery and equipment exhibitions (on a temporary basis), farm tours, petting zoos, hay rides and sleigh rides, processing demonstrations, pick-your-own produce establishments, small-scale farm theme playgrounds for children and small-scale educational establishments that focus on farming instruction. *On-farm diversified uses* are secondary to the principal agricultural use of the property, and are limited in area. Proposed *on-farm diversified uses* will be compatible with, and will not hinder, surrounding agricultural operations. The local municipal official plan will establish land use policies and provisions related to *on-farm diversified uses*. [The local municipality may permit on-farm diversified uses as of right.](#)

f) Home occupations will be permitted in accordance with the policies of the local municipal official plan and zoning by-law and provided the use remains clearly secondary to the farm operation. Home occupations may include:

- i. small home occupations conducted from the main residence and normally limited to the occupants of the property; and
- ii. *bed and breakfast establishments*.

g) Home industries will be permitted in accordance with the policies of the local municipal official plan and zoning by-law and provided the use is conducted in whole or in part in an *accessory building* (e.g., shed or farm building). In order to ensure that the scale of the home industry is clearly *accessory* to the main use, the number of employees, the *gross floor area* and outside storage associated with a home industry will be limited in the local municipal implementing zoning by-law.

h) New land uses, including the creation of new lots, and livestock facilities and the expansion of existing livestock facilities will comply with the *Minimum Distance Separation Formulae*, as implemented through the applicable local municipal planning documents.

i) Forestry, conservation uses, wildlife and fisheries management uses, passive recreational uses are permitted.

j) *Watershed* management and flood and erosion control projects carried out or supervised by a public agency are permitted.

k) The specific uses permitted and *accessory uses* will be established in the local municipal official plans and implementing zoning by-laws.

l) The local municipal official plans and zoning by-laws are encouraged to establish policies and provisions relating to built form, *lot* design, parking, screening/buffering, outside storage, and landscaping for any *agriculture-related use* and *on-farm diversified use* within the [Prime Agricultural Area](#).

m) *Development* proposed on lands within the Niagara Escarpment Plan Area and under Development Control are required to meet the policies of the Niagara Escarpment Plan and are subject to the policies of the Niagara Escarpment Plan and local municipal official plans. *Development* proposed on lands within the Greenbelt Plan area and the Oak Ridges Moraine are required to meet the policies of the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan, respectively.

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4.2.3 Land Use Policies

The following land use policies apply to land designated *Prime Agricultural Areas*:

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a) The County and local municipalities will designate *prime agricultural areas* in their official plans, through procedures established by the Province. *Prime agricultural areas* are designated on **Schedule C** of this Plan. Any changes to the designation of *prime agricultural areas* will require an amendment to this Plan, and an amendment to the local municipal official plan.

b) In order to avoid land use conflicts within the *Prime Agricultural Area* designation, new land uses, including *lot* creation, and new or expanding livestock facilities will comply with the *Minimum Distance Separation Formulae*, to ensure appropriate standards for separating incompatible uses from existing, new or expanding livestock facilities. The *Minimum Distance Separation Formulae* will be implemented through the applicable local municipal planning documents.

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c) Land application of manure, biosolids and septage is regulated by the Province in accordance with the *Nutrient Management Act* and the *Environmental Protection Act*. Land application of manure, bio-solids and septage will follow the requirements of the above noted legislation, and the regulations made under those Acts.

d) Proposed *development* in *Prime Agricultural Areas* will be serviced with adequate *sewage and water services*. *Development* proposals for non-agricultural uses will demonstrate the suitability of the site for the proposed method of *sewage and water services* and stormwater management to the satisfaction of the local municipality, and any other required approval agencies.

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e) Land may only be removed or excluded from *prime agricultural areas* for expansions of *settlement areas* in accordance with the policies of this Plan.

4.2.3.1 Recreational and other Non-Agricultural Uses In *Prime Agricultural Areas*

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It is the policy of this Plan to protect lands which are suitable for agricultural uses for the long-term. Non-agricultural uses may only be permitted in *agricultural areas* *Prime Agricultural Areas* for the extraction of minerals, petroleum resources and mineral aggregate resources, and for limited non-residential uses in accordance with the policies of this Plan. Limited non-residential uses, including new or expanding recreational uses, may only be permitted in *agricultural areas* *Prime Agricultural Areas* subject to the submission of appropriate studies, including an Agricultural Impact Assessment, provided that all of the following are demonstrated:

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- i. there is a need within the planning horizon of this Plan for the proposed use;
- ii. the lands do not comprise a *specialty crop area*;
- iii. alternative locations have been evaluated and,
 - a. there are clearly no other reasonable alternatives that are outside of *prime agricultural areas*; and
 - b. there are no reasonable alternative locations in *prime agricultural areas* with lower priority agricultural lands;
- iv. the proposed use will not be located in an area that may have an impact on the efficient and logical expansion of nearby urban areas;
- v. the proposed use complies with the required MDS I setback distances; and,

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vi. impacts from any new or expanding non-agricultural uses on surrounding agricultural operations and lands will be minimized to the extent feasible. A site-specific local municipal official plan amendment will be required to permit a non-agricultural use within the *Prime agricultural area*, however, an amendment to this Plan will not be required.

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The extraction of *minerals, petroleum resources and mineral aggregate resources* in *prime agricultural areas*, are permitted in accordance with the policies of Section 4.4.

4.2.3.2 Specialty Crop Areas

Currently, there are no lands designated for specialty crops in the County. Local municipal official plans may include policies for the designation of *specialty crop areas*. Any future identification of *specialty crop areas* will be implemented by way of amendment to this Plan, including the addition of appropriate policies related to *specialty crop areas*.

4.2.4 Supporting Agriculture in the County

The County and local municipalities will encourage the development and implementation of programs and plans to support and sustain agriculture in the County, which may include, among others, the following:

- i. the creation of an agricultural advisory committee to provide advice and act as a direct and on-going liaison between the agricultural community and County Council;
- ii. the development of an economic development and investment strategy for agriculture in the County;
- iii. the marketing and promotion of local agricultural products to Dufferin County communities and surrounding areas;
- iv. the promotion of environmental stewardship including the preparation of Environmental Farm Plans and Nutrient Management Plans, and conservation and enhancement of natural areas and functions;
- v. the establishment of fiscal tools including innovative tax policies, reduced development charges, and venture capitals for innovative agriculture; and
- vi. the development and implementation of education programs to promote public awareness and support for the agricultural industry.

4.2.5 Prime Agricultural Area Lot Creation and Adjustment

It is recognized that within the County, there are a variety of agricultural land circumstances that influence official plan policies related to minimum agricultural *lot* sizes at the local level. As such, the County encourages local municipalities to establish minimum agricultural *lot* sizes within their official plans which seek to minimize the fragmentation of *agricultural areas* while accommodating a broad range of agricultural and farming operations.

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The following policies will apply with respect to *lot* creation in the *Prime Agricultural Areas*:

- a) *Lot* creation in the *Prime Agricultural Area* will generally be discouraged and only permitted in accordance with provincial policy and the policies of the local municipal official plan. The minimum *lot* area of both the retained and severed *lots* will be

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established in the local municipal official plans in accordance with the *lot* creation policies for the uses set out below.

b) For *agricultural uses*, provided that the lots are of a size appropriate for the type of *agricultural use(s)* common in the area and are sufficiently large enough to maintain flexibility for future changes in the type or size of agricultural operations. For *prime agricultural areas* within the Greenbelt Plan Protected Countryside, the minimum *lot* size will be 40 hectares (100 acres).

c) Where a previous or current farm acquisition has rendered a *residence surplus to a farming operation*, a consent may be permitted subject to the following conditions:

- i. the retained farm parcel will be zoned so as to prohibit the construction of any additional dwellings;
- ii. the new *lot* will be limited to a minimum size needed to accommodate the use and appropriate *sewage and water services*; and
- iii. the surplus dwelling parcel will be subject to *Minimum Distance Separation I* setback provisions, and be zoned to recognize the non-farm residential use, as required.

d) For *agriculture-related uses*, the *lot* created will be limited to a minimum size needed to accommodate the use and appropriate *sewage and water services*.

e) *Lot* adjustments in the *Prime Agricultural Area* may be permitted for *legal or technical reasons*. *Lot* line adjustments will be interpreted to prohibit the creation of new residential or non-farm parcels.

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f) For the creation of a *lot* to permit new *infrastructure* uses where the facility or corridor cannot be accommodated through the use of easements or rights-of-way.

g) The creation of new residential lots in the *prime agricultural area* shall not be permitted except in accordance with policy 4.2.5 ~~(e)~~.

4.3 Rural Lands

Rural lands are recognized as lands located outside *settlement areas* and do not comprise *prime agricultural areas* in the County. *Rural lands* are designated on **Schedule C** and may be designated in the local municipal official plans. *Rural lands* are intended to protect the natural amenities and rural *character* of the County while providing opportunities for rural and other *agricultural uses* and resource-based activities, and recreational and tourism opportunities.

4.3.1 Objectives

The objectives of the *rural lands* are to:-

- a) Promote *development* opportunities related to the management or use of resources; resource-based recreational uses (including recreational dwellings); tourism, limited residential *development*; home occupations and home industries; and other rural land uses that cannot be located in *settlement areas*;

- b) Protect and promote *agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices*;
- c) Promote opportunities to support a diversified rural economy by protecting *agricultural uses* and other resource-related uses and directing non-related *development* to areas where it will minimize constraints on these uses;
- d) Promote *development* that is compatible with the rural landscape and *character* and can be sustained by rural service levels, which generally includes *individual on-site sewage and individual on-site water services*;
- e) Accommodate *development* that is appropriate to the *infrastructure* which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of *infrastructure*; and
- f) Provide opportunities to locate new or expanding land uses that require separation from other uses, and that cannot be located in *settlement areas*.
- g) Provide for the protection of natural heritage features and their ecological functions.

4.3.2 Permitted Uses

The following policies will apply in determining the uses that are permitted in the *rural lands*:

- a) The primary use of land will be for:
 - i. the management or use of resources, such as forestry and *mineral aggregate operations*;
 - ii. resource-based recreational uses (including recreational dwellings);
 - iii. limited residential *development*, which includes no more than three *new lots* or units;
 - iv. home occupations and home industries;
 - v. cemeteries;
 - vi. *agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices* as permitted in Section 4.2.2; and
 - vii. other similar rural land uses that cannot be located in *settlement areas*.
- b) In addition to *agricultural uses* and *agriculture-related uses*, rural industrial/commercial uses which are resource-based and forestry uses, may be permitted without an amendment to this Plan, subject to the policies of Section 4.2.3, the local municipal official plan, and may be subject to a site-specific rezoning.
- c) Recreational and tourist commercial uses, publicly-owned open spaces, and limited residential *development* in the form of single detached dwellings, which includes no more than three *new lots*, may be permitted in *rural lands* without requiring an amendment to this Plan, but may be subject to a rezoning, and provided the use is permitted in the local municipal official plan, and meets the criteria established within the local municipal official plan.

d) Notwithstanding the foregoing, within *rural lands*, *existing uses* that may be zoned for residential or tourist commercial type uses are permitted to continue as such.

e) The specific permitted uses and *accessory uses* will be established in the local municipal official plans and implementing zoning by-laws.

f) *Development* proposed on lands within the Niagara Escarpment Plan Area and under Development Control are required to meet the policies of the Niagara Escarpment Plan and are subject to the policies of the Niagara Escarpment Plan and local municipal official plans. *Development* proposed on lands within the Greenbelt Plan area and the Oak Ridges Moraine are required to meet the policies of the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan, respectively.

4.3.3 Land Use Policies

The following land use policies apply to the *rural lands*:

a) *Rural lands* are designated on **Schedule C** of this Plan and may be designated in the local municipal official plans, where applicable, and in accordance with the policies of this Plan.

b) Any *agriculture use* or *agriculture-related use* will meet the requirements of Section 4.2.3.

c) *Development* in *rural lands* will be subject to the policies of Section 7.3, with respect to servicing.

d) The *development* of new or expanding uses must be compatible with the rural landscape and must be sustained by rural service levels.

e) All farm and non-farm *development*, including lot creation and new or expanding livestock facilities, will comply with the *Minimum Distance Separation Formulae* as implemented through the applicable local municipal planning documents.

f) Land application of manure, biosolids and septage is regulated by the Province in accordance with the *Nutrient Management Act* and the *Environmental Protection Act*. Land application of manure, bio-solids and septage will follow the requirements of the above noted legislation, and the regulations made under those Acts.

g) Those uses that create or potentially create extreme environmental stress as a result of air, noise, and/or vibration emissions, and/or the generation and/or handling of solid or liquid wastes will only be considered based on the submission of an impact assessment satisfactory to the County and/or local municipality.

h) Rural industrial uses proposed adjacent to a residential and/or *sensitive land use* within *settlement areas* will generally be limited to self-contained uses that produce and/or store a product where there is a low probability of significant emissions, and subject to the requirements of subsection i).

i) An appropriate separation distance, based upon the Ministry of the Environment's relevant guidelines related to land use compatibility, will be established between a rural

industrial land use and any *sensitive land use*. This separation distance will be enforced through a site specific amendment to the applicable zoning by-law and/or through *site plan control*.

j) Rural industrial uses will be developed in such a manner to ensure protection and screening of outdoor storage areas from all adjacent roads.

k) Access to a Provincial Highway, County road or municipal road will require approval from the Ministry of Transportation, County and/or local municipality, as applicable.

l) Where rural industrial/commercial uses, are proposed, the following must be met:

- i. The proposed use will not create or add to a negative impact on the environment, adjacent or nearby *sensitive land uses*, or traffic patterns;
- ii. The proponent will demonstrate how outside storage, if any, and the storage and removal of on-site generated waste is to be accommodated;
- iii. The proponent will demonstrate how the traffic generated from the proposed use will impact the existing roads and how much will be generated;
- iv. For a use that may have the ability to compromise or contaminate the subject lands, the proponent will submit a remediation plan to be used upon the discontinuation of use to the satisfaction of the municipality, County, and the applicable Ministry(ies); and
- v. The proponent will submit a study that not only justifies the proposed use of land, but also demonstrates how the foregoing and any other requirements set out in this Plan and the local municipal official plan will be met.

m) *Lot* creation in the *rural lands* will only be permitted in accordance with the policies of this Plan and the local municipal official plan.

4.4 Management of Mineral Aggregate, Minerals and Petroleum Resources

The County recognizes that *mineral resources* are a fixed location non-renewable resource found throughout the County. The County will ensure the long-term protection and appropriate management of *mineral resources*, including *mineral aggregate resources*, *minerals*, and *petroleum resources*. It is also recognized that a balance must be struck between the competing priorities for the protection of the *mineral resources* and the need to address other goals of the Official Plan in accommodating growth and prosperity in the County.

4.4.1 Objectives

The County's objectives related to the management of *minerals*, *mineral aggregate resources* and *petroleum resources* include:

- a) Protect *deposits of mineral aggregate resources* and areas of potential *mineral aggregate resources* for potential future extraction.

- b) As much of the *mineral aggregate resources* as is realistically possible will be made available as close to markets as possible.
- c) Recognize existing pits and quarries, and protect them from activities that would preclude or hinder their continued use or expansion.
- d) The development of new pits and quarries, and petroleum exploration and production are in accordance with the natural heritage policies of this Plan.
- e) Provide a framework for *mineral aggregate operations* such that they are carried out in a manner that minimizes potential negative social, economic and environmental *impacts*.
- f) Provide for the progressive rehabilitation of pits and quarries to an appropriate after-use.

4.4.2 Mineral Aggregate Resources

The extraction of *mineral aggregate resources* will be undertaken in a manner which minimizes social, economic and environmental *impacts* and the appropriate use and management of *mineral aggregate resources*.

Deposits of mineral aggregate resources are identified by the Ministry of Northern Development and Mines in the Aggregate Resources Inventory of Dufferin County, Paper 163-Revision 2, 2014, and are identified on **Schedule D**, in addition to identified *mineral aggregate resources*. It is the policy of the County that:

- a) In accordance with the Provincial Policy Statement, and the policies of this Plan, *mineral aggregate resources* will be protected for long-term use. *Significant mineral aggregate resources* are identified on **Schedule D**, which include significant sand and gravel resources and bedrock *mineral aggregate resource* areas. The identification of *significant mineral aggregate resources* does not presume that all lands located within these areas are suitable for the establishment of new or expansions to existing *mineral aggregate operations*. Furthermore, it is recognized that there is potential for deposits of *mineral aggregate resources* to exist outside of the areas identified on **Schedule D** for which there were no records existing at the time this Plan was prepared. The extraction of *mineral aggregate resources* may be permitted outside of the *mineral aggregate resource* areas identified on **Schedule D** where there is a sufficient quantity and quality of *mineral aggregate resources* to warrant extraction.
- b) The County may undertake the preparation of an Aggregate Resources Master Plan to more accurately identify and examine the *mineral aggregate resources* in the County. The intent of the Aggregate Resources Master Plan is to identify the location of areas of sand and gravel, and bedrock deposits that are appropriate for protection and suitable for extraction. The Aggregate Resources Master Plan may assist the County in refining the identification of the *mineral aggregate resources* as shown on **Schedule D**, and will be implemented through an amendment to the County Official Plan, in consultation with various stakeholders.

c) Until such time as an Aggregate Resources Master Plan is prepared, the policies of this Plan apply to all *mineral aggregate resources*, regardless of whether or not they are delineated on **Schedule D**.

d) *Deposits of mineral aggregate resources* and *mineral aggregate resource operations* will be identified in the local municipal official plans.

e) *Mineral aggregate resource* conservation will be undertaken, including through the use of accessory aggregate recycling facilities within operations, wherever feasible.

4.4.2.1 New or Expanding Mineral Resource Operations

New or expanding *mineral aggregate resource operations* will be managed in a manner which minimizes social, economic and environmental *impacts* and the appropriate use and management of *mineral aggregate resources*.

It is the policy of the County that:

a) New *mineral aggregate resource operations* or any expansion to an existing *mineral aggregate resource operation* that extends beyond the lands identified in the local municipal official plan will require an amendment to the local municipal official plan, and will conform to the policies of this Plan and the local municipal official plan. An amendment to this Plan will not be required for new or expanding *mineral resource operations*.

b) *Development* and activities in known *deposits of mineral aggregate resources* and on *adjacent lands*, with the exception of *agricultural uses*, which would preclude or hinder the establishment of new *mineral aggregate resource operations* or access to the resources will only be permitted if:

- i. resource use would not be feasible; or
- ii. the proposed land uses or *development* serves a greater long-term public interest; and
- iii. issues of public health, public safety and environmental impact are addressed.

For the purposes of this policy, '*adjacent to*' will generally include lands within 1,000 metres of an existing pit, quarry, and aggregate reserve.

c) *Mineral aggregate resource operations* shall be protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact.

d) In considering new *mineral aggregate resource operations* or any expansion to an existing *mineral aggregate resource operation*, the County and local municipality will be satisfied that prior to approval of a local municipal official plan amendment that impacts are minimized with respect to the following:

- i. surrounding land uses and siting of extraction operations, including demonstrating compatibility with the rural character and landscape, including visual impacts;

ii. surrounding sensitive uses through adequate buffering, screening, and other mitigation measures;

iii. transportation *infrastructure*, particularly as it relates to County Roads and Provincial Highways;

iv. surface water and groundwater quality and quantity, provincially significant natural features, natural heritage features and areas, and the environment;

v. social and community considerations;

vi. cultural heritage and archaeological resources;

vii. noise, dust and vibration, in accordance with Provincial Standards;

viii. the removal and placement of fill, topsoil or overburden;

ix. demonstration that the final rehabilitation plan is consistent with the policies of this Plan and the local municipal official plan;

x. other matters identified by the Province, County, or local municipality, or identified in the local municipal official plan; and

xi. requirements under the *Aggregate Resources Act*.

e) The County's Aggregate Resources Master Plan may rely on studies prepared in response to policy 4.4.2.1 (c) and take into account the potential cumulative impacts that may result from proposed new or expanding *mineral aggregate resource operations* when added to other past, present and known *mineral aggregate resource* applications in the vicinity. The cumulative impact assessment will be undertaken in consultation with local municipalities, applicable Conservation Authorities, aggregate operation owner/applicants, and the public.

f) A pre-application consultation meeting with the Province, County, local municipality and applicable Conservation Authority will be required to ensure that any specific requirements for each of the agencies are addressed to avoid overlap among the required studies, and such that the studies can satisfy all the requirements of the identified agencies. Following the pre-application consultation meeting, the County and/or local municipality to the extent of its jurisdiction, may appropriately scope, waive, or establish a peer review or other suitable evaluation process for any required study, at the expense of the applicant.

g) Where the licensee has circulated an application under the *Aggregate Resources Act*, to expand an existing licensed *mineral aggregate operation* or increase the depth of extraction which does not require the approval of a *development* application, the County and local municipality will review and provide comments on the application to the Province in the context of all policies in this Plan that would apply to an application for a new or expanding *mineral aggregate operation*.

h) The County will encourage the Province to ensure that all appropriate requirements resulting from the review of an application for a new or expanding *mineral aggregate*

operation are imposed and enforced as conditions on the license or through the site plan required under the *Aggregate Resources Act*, particularly as it relates to the matters identified in Section 4.4.2.1 c).

4.4.2.2 Rehabilitation

The County will require the rehabilitation of *mineral aggregate resource operations* after the extraction and other related activities has ceased.

It is the policy of the County that:

a) Progressive and final rehabilitation will be required to accommodate subsequent land uses, to promote land use compatibility, to recognize the interim nature of extraction, and to minimize impacts, to the extent possible. Final rehabilitation will take into consideration the pre-extraction land use designation and conditions, and ~~compatibility with the character of the surrounding land uses and~~ approved land use designations, in consideration of the County Plan and local municipal official plan, as well as the opportunity to accommodate parks and open space uses.

b) Comprehensive and coordinated rehabilitation planning is encouraged where there is a concentration of *mineral aggregate operations*.

c) In *prime agricultural areas*, on *prime agricultural land* the extraction of *mineral aggregate resources* is permitted as an interim use provided the site will be rehabilitated back to an *agricultural condition*. Complete rehabilitation back to an *agricultural condition* is not required if:

- i. there is a substantial quantity of *mineral aggregate resources* below the water table warranting extraction, or the depth of planned extraction in a quarry makes restoration of pre-extraction agricultural capability unfeasible;
- ii. other *mineral aggregate resource* extraction alternatives have been considered by the proponent and found unsuitable. The consideration of other *mineral aggregate resource* extraction alternatives will include *mineral aggregate resources* in areas of Canada Land Inventory Class 4 through 7 lands, resources on lands identified as *settlement areas*, and, resources on *prime agricultural lands* where rehabilitation is feasible. Where no other alternatives are found, *prime agricultural lands* will be protected in this order of priority: Canada Land Inventory Class 1, 2 and 3 lands; and
- iii. agricultural rehabilitation in remaining areas is maximized.

d) Local municipal official plans may establish policies for the removal of *accessory buildings, structures* and uses after the *mineral aggregate operation* ceases.

4.4.3 Mineral Resources

At the time of preparing the Official Plan, there are no known *mineral resources* (metallic and industrial *minerals*) identified in Dufferin County that are designated under the *Mining Act*. Should such *mineral resources* be identified, they will be protected from activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact. In the event that mineral resources are

identified this Plan and the respective local municipal official plans will be amended to identify the location of these *minerals*, and establish appropriate policies for the management of the resource, in accordance with provincial policy.

4.4.4 Petroleum Resources

Throughout Dufferin there is a potential for the exploration, discovery and production of *petroleum resources*. ~~While~~ The PPS (2020) protects petroleum resources for long-term use and generally discourages development and activities on those lands or adjacent lands that would preclude or hinder the establishment of new operations or access to petroleum resources, excepting if the resource is not feasible, or the proposed land use or development serves a long-term public interest, and issues of public health, public safety and environmental impact are addressed.

The extraction of *petroleum resources* is contrary to the County's Climate Action Plan and community climate goals towards net zero emissions. The extraction of *petroleum resources* contributes to and increases the risks associated with climate change, and is contrary to the long-term public interest, public health, public safety, and the environment. ~~activities associated with petroleum resources rarely involve Planning Act controls, the policies of this Plan address the issue of new development encroaching on known deposits and existing producing well areas. While no known petroleum resources have been identified by the Province at this time, the following policies would apply where future petroleum resources are identified.~~

It is the policy of the County that, if petroleum resources are identified, the development of new sites for the extraction of petroleum resources is not permitted.

~~a) In areas of known petroleum resources and significant areas of petroleum resource potential, development and activities in these resource areas or on adjacent lands, which would preclude or hinder the establishment of new operations or access to the resources will only be permitted if:~~

- ~~i. resource use would not be feasible; or~~
- ~~ii. the proposed land use or development serves a greater long-term public interest; and~~
- ~~iii. issues of public health, public safety and environmental impact are addressed.~~

~~b) Petroleum resource operations, exploration and drilling under the Oil, Gas and Salt Resources Act will be permitted within the Prime agricultural area and rural lands provided the site is rehabilitated to the pre-activity land capacity and/or agricultural condition. Such use will minimize impacts by following Provincial Operating Standards, Provincial regulations and local planning requirements. Should the policies of Section 5.0 of this Plan, regarding development within natural heritage features or areas, affect potential petroleum activities, the Province will be consulted regarding mechanisms to evaluate the value of competing resources and ensure that if drilling occurs, potential impacts are minimized.~~

~~c) Petroleum exploration and production under the Oil, Gas and Salt Resources Act is subject to the policies of the local municipal official plan and may require an amendment to the local municipal official plan to permit the use.~~

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4.4.5 Wayside Pits and Quarries, Portable Asphalt Plants and Portable Concrete Plants

Wayside pits and quarries, portable asphalt plants and portable concrete plants used on public authority contracts will be permitted, without the need for a County Official Plan amendment or local municipal official plan amendment or local municipal zoning by-law amendment under the *Planning Act* in all areas except those areas of existing *development* or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities as identified in local municipal official plans. At their discretion, local municipalities may require site plan approval for the development of *wayside pits and quarries, portable asphalt plants and portable concrete plants*.

All areas used for either *wayside pits and quarries, portable asphalt plants and portable concrete plants* will be *rehabilitated*. The local municipal official plans will provide more detailed policies with respect to the permissions and land use policies for *wayside pits and quarries, portable asphalt plants, and portable concrete plants*.

4.4.6 Cultural Heritage and Archaeology

It is the policy of the County that:

a) significant built heritage resources and significant cultural heritage landscapes shall be conserved;

b) development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved;

c) planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved;

d) planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources; and

e) planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources

5.0 NATURAL HERITAGE AND WATER

The County and local municipalities will encourage the protection and enhancement, ~~where possible,~~ of natural heritage features and functions and the protection and conservation of water resources. The Plan ~~supports the preparation of~~ implements a County-wide *Natural Heritage System Strategy* to support the overall diversity and interconnectivity of the natural heritage features and areas. The County recognizes and supports the implementation of provincial policy and legislation which seek to protect and manage *development* within the *significant* landforms and areas that encompass areas of the County, such as the Greenbelt Plan, Niagara Escarpment and the Oak Ridges Moraine.

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5.1 Objectives

The County's objectives related to the protection and conservation of natural heritage and water resources include:

- a) Protect, restore or where possible enhance natural resources, including surface and groundwater resources to provide safe drinking water, promote water conservation, and recognize the importance of the County as an important headwater area.
- b) Protect, restore or where possible enhance natural heritage features and the environment ~~and foster the creation of an enhanced and connected natural heritage system,~~ and recognize the importance of Provincially significant landscapes and land forms located within the Niagara Escarpment Plan, the Oak Ridges Moraine, and the Greenbelt Plan Area.
- c) ~~Undertake the preparation of~~ implement a *Natural Heritage System Strategy* to reinforce the protection, restoration or, where possible, enhancement of natural heritage features and functions and strengthen and promote their interconnectivity, for the overall environmental health of the County.
- d) Direct *development* and *site alteration* away from *significant natural heritage features and areas*.
- e) Protect water resources and sourcewater areas from contamination and degradation in order to improve the *quality and quantity of water*.
- f) Natural heritage features and areas will be protected for the long-term.

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5.2 Natural Heritage System Strategy Framework

A Natural Heritage System for the Growth Plan has been mapped by the Province to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity.

~~A County-wide Natural Heritage System Strategy (NHSS) to reinforce the protection, restoration or, where possible, the enhancement of identified natural heritage features and areas would promote the overall diversity and interconnectivity of natural heritage features and areas. Promoting linkages or connections between natural heritage features and areas, and considering the relationship of these features with groundwater and surface water features, ensures that sustainable natural heritage systems are created or enhanced, and that the~~

~~County's natural heritage features and areas are maintained, restored and where possible improved in the long term.~~

~~The policies of this Plan are intended to provide a basis and initial framework to support the preparation of a County-wide NHSS at the time of the first County Official Plan Review. The local municipal official plans will be amended at such time as the Countywide NHSS is established.~~

~~It is the policy of the County that:~~

~~a) The County and local municipalities, in cooperation with the Ministry of Natural Resources, Niagara Escarpment Commission and Conservation Authorities, will undertake a County-wide Natural Heritage System Strategy (NHSS) to identify, map and detail natural heritage features and areas, as well as surface water features and groundwater features, including the form and function of the identified features, and to identify linkages and connections between these features. The NHSS will reinforce the protection, restoration, or, where possible, the enhancement of identified natural heritage features and areas, and promote the overall diversity and interconnectivity of natural heritage features, functions and areas. The County will undertake a County-wide Natural Heritage System Strategy at the time of the first County Official Plan Review, which will be implemented through an amendment to this Plan.~~

~~The Dufferin County Natural Heritage System is implemented through the following:~~

a) **Schedule E** identifies ~~specific~~ **Natural Heritage Features, such as the** Provincially Significant Wetlands, Areas of Natural and Scientific Interest, woodlands, and unevaluated wetlands which should form the basis for the identification of the *natural heritage system*. The identification of natural heritage features and areas, and related policies are provided in Section 5.3.

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b) ~~A preliminary County-wide natural heritage system is illustrated on~~ **Schedule E1 illustrates the County-wide Natural Heritage System**, which includes the *Provincial Plan natural heritage systems*, as well as the natural heritage features and areas that are identified on Schedule E, in addition to watercourses, and associated flooding hazards, steep slopes, unstable soils and erosion hazards, which establish linkages between the natural heritage features and areas. The *Provincial Plan natural heritage systems* include the Escarpment Natural Area and Escarpment Protection Area of the Niagara Escarpment Plan, the Natural Heritage System of the Greenbelt Plan, and the Natural Core Area and Natural Linkage Area of the Oak Ridges Moraine Conservation Plan.

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~~b)c~~ The County and local municipalities recognize that a natural heritage and open space system would benefit from public ownership to ensure protection of the features and to provide for public access, where appropriate. The County and local municipalities will consider all options for the acquisition of land associated with natural heritage features and areas, functions and linkages in accordance with the land acquisition policies of this Plan. Notwithstanding the options for the acquisition of lands as part of a natural heritage and open space system strategy, the County, local municipalities, or any other public agency will not be obligated to acquire or purchase any land containing natural heritage features and areas.

~~e)d~~ The natural heritage features and areas under private ownership continue to be private and their identification as such features in no way increases their accessibility to the public or their eligibility for acquisition by the local municipalities, or any other conservation group or agency.

de) The County and local municipalities will encourage the creation of a linked NHSS through the integration of:

- i. Natural heritage features and areas as identified and described in Section 5.3, including land owned by the local municipalities, Provincial and Federal Ministries, and land trusts;
- ii. Natural corridors such as streams, *flood plains*, steep slopes, valleys, contiguous narrow *woodlands* and *wetlands* that connect two or more natural heritage features;
- iii. existing municipal rights-of-way;
- iv. established and proposed service and *utility* corridors, where appropriate;
- v. existing public parkland and open space lands;
- vi. watercourses, where appropriate;
- vii. trails and pathways;
- viii. linkages provided through the draft plan of subdivision approval process;
- ix. agreements with private land owners; and
- x. land acquisition.

5.3 Natural Heritage Features and Functions

The County encourages the protection, restoration, or where possible, enhancement of natural heritage features and associated functions. While the location and significance of these features has yet to be determined in some cases, all of these features need to be considered when applications for *development* and *site alteration* are being evaluated. It is recognized that additional natural heritage features will be identified by the County, local municipalities, applicable Conservation Authority's and/or the Ministry of Natural Resources.

a) **Schedule E** is intended to reflect the following known natural heritage features and areas:

- i. *Provincially Significant Wetlands* (which are also designated on **Schedule B**);
- ii. *Provincially Significant Areas of Natural and Scientific Interest (ANSI)*, including Earth Science and Life Science ANSI's;
- iii. *Woodlands*; and
- iv. Unevaluated *wetlands* and locally or regionally significant *wetlands*.

The boundaries of these features and areas are considered to be approximate, and their boundaries may be further refined without an amendment to this Plan.

An ecological site assessment by a qualified professional will be required for *development* applications where natural vegetation or landscape features exist on or near the property. Where natural heritage features and areas are identified, a more detailed assessment of the

feature will be undertaken to determine the significance of the natural heritage feature and areas.

Where any land within a *Provincially Significant Wetlands* designation on **Schedule B** or a natural heritage feature and area identified on **Schedule E** is held under private ownership, this Plan will not be construed as implying that such areas are free and open to the general public. The local municipal official plans will provide more detailed policy guidance with respect to the identification and protection of *natural features and areas*, and consistent with the policies of this Plan.

b) Development and Site Alteration

i. Development and site alteration will not be permitted in significant wetlands.

ii. Development and site alteration will not be permitted in

1. significant woodlands;

2. significant valleylands;

3. significant wildlife habitat; and,

4. significant areas of natural and scientific interest, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

iii. Development and site alteration will not be permitted in fish habitat except in accordance with Provincial and Federal requirements.

iv. Development and site alteration will not be permitted in habitat of endangered species and threatened species, except in accordance with Provincial and Federal requirements.

v. Nothing in the policies of Section 5.2 and 5.3 are intended to limit the ability of agricultural uses to continue.

c) Determining Significance

It is the policy of the County that:

i. The responsibility for determining the significance of significant wetlands, significant areas of natural and scientific interest, and habitat of endangered species and threatened species, rests with the Province of Ontario. As new information becomes available, this Plan will be amended as appropriate to ensure that the information is as up to date as is feasible.

ii. This Official Plan ~~does not contain~~ includes criteria in Section 5.3.4.1 to determine whether the woodlands shown on Schedule E are significant. A woodland would be classified as being significant if it is determined to be an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the

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broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history-

~~The County will establish the criteria for determining significance at the time a natural heritage system strategy is undertaken. In the interim, at the time of application where woodlands have been identified, the determination of significance will be based on criteria provided in the Natural Heritage Reference manual and local municipal official plans.~~

iii. This Official Plan ~~does not contain~~ includes criteria to determine what valleyland areas or wildlife habitat areas in the County are significant. These features would be considered significant if they are considered to be ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system-

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~~The County will establish the criteria for determining significance at the time a natural heritage system strategy is undertaken. In the interim, at the time of application where valleyland areas or wildlife habitat areas have been identified, the determination of significance will be based on criteria provided in the Natural Heritage Reference manual and local municipal official plans.~~

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iv. Where technical papers are in effect related to provincial plans, the criteria for determining significance, as provided in the technical papers will prevail over any County or local municipal official plan policy within the specific provincial plan area.

v. An ecological site assessment by a qualified professional will be required for development applications where natural vegetation or landscape features exist on or near the property. Where natural heritage features and areas are identified, a more detailed assessment of the feature will be undertaken to determine the significance of the natural heritage feature.

5.3.1 Provincially Significant Wetlands

Provincially Significant Wetlands in the County will be protected and conserved. If any additional *Provincially Significant Wetlands* are identified during the planning horizon, this Plan will be amended.

It is the policy of the County that:

- a) *Provincially Significant Wetlands* are designated on **Schedule B**, and will be designated in the local municipal official plans.
- b) No *development* or *site alteration* will be permitted within *Provincially Significant Wetlands*.
- c) The contiguous land *adjacent* to *Provincially Significant Wetlands* represents an area where it is likely that *development* or *site alteration* would have a *negative impact* on the feature or area. *Development* and *site alteration* will not be permitted on land *adjacent* to a *Provincially Significant Wetland*, unless the *ecological function* of the *adjacent land* has been evaluated and it has been demonstrated that there will be no *negative impacts* on

the natural features or on their ecological functions. For the purposes of this policy, the extent of *adjacent land* will be defined as 120 metres. An *Environmental Impact Study (EIS)* will be required for all *development* proposals within 120 metres of a *Provincially Significant Wetland*. Prior to considering *development* and/or *site alteration*, the County and/or local municipality, in consultation with the applicable Conservation Authority, will be satisfied that the *EIS* demonstrates that there will be no *negative impacts* on the *Provincially Significant Wetland* and the sustaining ecological and/or *hydrologic functions*.

d) *The boundaries of Provincially Significant Wetlands* will be defined based on information from the Ministry of Natural Resources. The boundaries of *Provincially Significant Wetlands* may be refined without an amendment to this Plan provided approval is obtained by the Ministry of Natural Resources. The addition or removal of a *Provincially Significant Wetland* will require an amendment to this Plan.

5.3.2 Habitat of Endangered Species and Threatened Species

The *habitat of endangered species and threatened species* is not shown on **Schedule E**, since species and habitat information is limited or not published. *Habitat of endangered and threatened species* are listed or categorized on the Ontario Ministry of Natural Resources' official Species at Risk list, as updated and amended from time to time. The Ministry of Natural Resources administers the *Endangered Species Act, 2007 (ESA)* to protect and conserve species at risk and their habitats. Under the ESA, the Ministry of Natural Resources is responsible for identifying and approving general and regulated habitat, as well as giving technical advice on species at risk and their habitats. The technical advice provided under the ESA supports the implementation of natural heritage policies found within the Provincial Policy Statement. For the purposes of the Provincial Policy Statement, the Ministry of Natural Resources is responsible for approving the delineation of *habitat for endangered and threatened species*. *Development* and *site alteration* will not be permitted in or *adjacent to habitat of endangered species and threatened species*, except in accordance with Provincial and Federal requirements.

5.3.3 Areas of Natural and Scientific Interest

Earth Science and Life Science ANSI's are identified on **Schedule E**. *Development* and *site alteration* will not be permitted within or *adjacent to* ANSI's unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions* through the preparation of an *EIS*.

5.3.4 Woodlands

The intent of this Plan is to conserve existing *woodlands* and vegetation and prohibit incompatible land uses that deter their long term benefits. *Woodlands* are illustrated on **Schedule E**. Some areas may not be identified since the exact boundaries of mapped areas may change over time. *Development* and *site alteration* will not be permitted within or *adjacent to significant woodlands* unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions* through the preparation of an *EIS*.

5.3.4.1 Criteria for Identifying Significant Woodlands

The following criteria shall be followed when evaluating woodlands to determine if they are to be considered "significant" for the purposes of implementing the policies of this Plan. A Woodland

shall generally be considered significant if an evaluation undertaken by a qualified professional determines that:

a) The Woodland accounts for between 5-60% of the land cover and is between 2 to 50 hectares in area;

b) The ecological function of the Woodland includes:

i. any interior habitat where woodlands cover less than about 15% of the land cover

ii. 2 ha or more of interior habitat where woodlands cover about 15-30% of the land cover

iii. 8 ha or more of interior habitat where woodlands cover about 30-60% of the land cover

iv. 20 ha or more of interior habitat where woodlands cover more than about 60% of the land cover

c) a portion of the woodland is located within 30 m of another significant natural feature or fish habitat;

d) the Woodland is located within a natural heritage system or provides a connecting link between two other significant features, within 120 m of the Woodland;

e) the Woodland is located within a sensitive or threatened watershed or within 50 m (or top of valley bank if greater) of a sensitive groundwater discharge, sensitive recharge, sensitive headwater area, watercourse or fish habitat;

f) the Woodland contains:

i. a naturally occurring composition of native forest species that have declined significantly south and east of the Canadian Shield and meet minimum area

ii. a high native diversity through a combination of composition and terrain (e.g., a woodland extending from hilltop to valley bottom or to opposite slopes)

iii. a unique species composition

iv. a vegetation community with a provincial ranking of S1, S2 or S3 (as ranked by the NHIC)

v. habitat of a rare, uncommon or restricted woodland plant species

vi. characteristics of older woodlands or woodlands with larger tree size structure in native species;

g) the Woodland offers high productivity in terms of economically valuable products together with continuous native natural attributes;

h) the Woodland has a high value in special services, such as air-quality improvement or recreation at a sustainable level that is compatible with long-term retention

a) i) the Woodland has important identified appreciation, education, cultural or historical value

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5.3.5 Wildlife Habitat Areas

A *wildlife habitat* area is an area of land where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. *Development* and *site alteration* will not be permitted within or *adjacent* to *significant wildlife habitat* areas unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions* through the preparation of an *EIS*. *Significant wildlife habitat* may include areas where there are: seasonal concentrations of animals; rare vegetation communities and specialized habitats for wildlife; habitats of species of "special concern" and other *significant wildlife habitat*, or animal movement corridors.

5.3.6 Unevaluated Wetlands and Locally or Regionally Significant Wetlands

Wetlands that are not classified as *Provincially Significant Wetlands* are considered unevaluated wetlands or locally or regionally significant *wetlands*. Unevaluated wetlands and locally or regionally significant *wetlands* are identified on **Schedule E**, based on available information. Prior to *development* or *site alteration* within or adjacent to any unevaluated wetland an evaluation will be required to determine its significance.

Development and *site alteration* will not be permitted within any unevaluated wetland or locally or regionally significant *wetland* or *adjacent land* unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions* through the preparation of an *EIS*.

5.3.7 Fish Habitat

Fish habitat is spawning grounds and nursery, rearing, food supply, and migration areas on which *fish* depend directly or indirectly in order to carry out their life processes.

Development and *site alteration* will not be permitted in or *adjacent* to *fish habitat* except in accordance with Provincial and Federal requirements.

5.3.8 Watercourses

It is the intent of this Plan to protect natural watercourses from incompatible *development* to minimize the impacts of such *development* on their function.

5.3.9 Adjacent Lands

Adjacent lands, as referenced in Sections 5.3.1 through 5.3.7, are the lands contiguous to a natural heritage feature or area where *development* or *site alteration* may have a *negative impact* on the natural heritage feature or area. For the purposes of this Official Plan, *adjacent lands* are determined to include all lands within the specified distance of the boundary of natural heritage features and areas as set out in Table 5.1.

**Table 5.1 – Extent of Adjacent Lands
Natural Heritage Feature Extent of *Adjacent
Lands* (metres)**

Provincially Significant Wetlands 120
*Significant Habitat of Endangered
Species and Threatened Species*
120

Significant Woodlands 120
Significant wildlife habitat 120
Significant Valleylands 120
Fish habitat 120

*Provincially Significant Areas of Natural
and Scientific Interest – Life Science*
120

*Provincially Significant Areas of Natural
and Scientific Interest – Earth Science*
50

Unevaluated wetlands 120

Locally or Regionally significant wetlands 120

Extent of Adjacent Lands Natural Heritage Feature Extent of <i>Adjacent Lands</i>	
<u>Provincially Significant Wetlands</u>	<u>120 (m)</u>
<u>Significant Habitat of Endangered Species and Threatened Species</u>	<u>120 (m)</u>
<u>Significant Woodlands</u>	<u>120 (m)</u>
<u>Significant Wildlife Habitat</u>	<u>120 (m)</u>
<u>Significant Valleylands</u>	<u>120 (m)</u>
<u>Fish Habitat</u>	<u>120 (m)</u>
<u>Provincially Significant Areas of Natural and Scientific Interest – Life Science</u>	<u>120 (m)</u>
<u>Provincially Significant Areas of Natural and Scientific Interest - Earth Science</u>	<u>50 (m)</u>
<u>Unevaluated Wetlands</u>	<u>120 (m)</u>
<u>Locally or Regionally significant wetlands</u>	<u>120 (m)</u>

No *development* or *site alteration* will be permitted on *adjacent lands* unless the *ecological function* of the *adjacent lands* has been evaluated and it has been demonstrated, through an *EIS*, that there will be no *negative impact* on the natural features or their *ecological functions*.

5.3.10 Vegetative Protection Zone

For lands within a provincial plan area, the applicable provincial plan policies regarding the identification of vegetative protective zones apply, as do the associated policies regarding the minimum vegetative protective zone buffer area and prohibition of development and site alteration within them.

5.3.11 Environmental Impact Studies

Where the policies of this Plan require that an *Environmental Impact Study (EIS)* is to be prepared, such an *EIS* will be prepared in accordance with the policies of the local municipal official plan and the requirements of this Section.

The purpose of an *Environmental Impact Study* is to:

- a) collect and evaluate the appropriate information in order to have a complete understanding of the boundaries, attributes and functions of natural heritage features and associated ecological and hydrological functions that exist;
- b) to determine whether there are any additional natural heritage features on the lands and *adjacent lands*; and
- c) make an informed decision as to whether or not the proposed *development* and/or *site alteration* will have a *negative impact* on the natural heritage features and ecological and hydrological functions.

The County and local municipality, in consultation with the applicable Conservation Authority or Niagara Escarpment Commission, where applicable, may scope the EIS requirements based on a review of the proposed *development* and/or *site alteration* and the associated natural heritage features and areas.

The County and local municipality, in consultation with the applicable Conservation Authority must be satisfied with an *EIS* prior to the granting of *development* approvals.

The recommendations of an *EIS* will be implemented through official plan amendments, zoning by-laws, subdivision conditions, *site plan control*, and/or applicable regulations.

Where *development* and *site alteration* is proposed within the Niagara Escarpment Plan Area, the Niagara Escarpment Commission must be satisfied with an *EIS* prior to the granting of *development* approvals.

Before *development* is approved in the area subject to the *EIS*, the *EIS* will demonstrate that the relevant policies of this Plan and the local Official Plan are met, and *provincial plans* where applicable. The *EIS* should also demonstrate that the use will not have a *negative impact* on *significant* natural heritage features and related *ecological functions*.

An *EIS* will be prepared by a qualified professional will include identification of the potential impacts from the proposed *development* and *site alteration* and will propose mitigation measures to appropriately protect and/or conserve the values of the associated *natural features and areas*. The *EIS* should also identify potential linkages between and among natural heritage features and areas, surface water and ground water features to support the implementation of the County's *natural heritage system*.

5.4 Water Resources and Source Water Protection

5.4.1 Water Resources

The County contains many *rivers, streams and small inland lake systems* that support the *natural environment* and the County's communities. The protection of water resources from contamination and degradation associated with certain land uses and activities is an important element to maintaining the quality of life experienced by both existing residents and businesses, and supporting future growth. Integrating land management and the protection of surface and groundwater resources and associated natural heritage features and areas allows for the continuance of a healthy environment.

It is the policy of the County that:

- 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.
- b) The County and local municipalities will work cooperatively with the Ministry of Natural Resources and Conservation Authorities in dealing with land management issues within the *watersheds* draining to any of the watercourses, including those that extend beyond the County.
- c) The County and local municipalities will support appropriate flood control management programs of the Ministry of Natural Resources and Conservation Authorities.
- 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*.
- e) Under the very limited circumstances where permitted by this Plan, *development applications* that propose to make use of a private water source, such as any commercial, industrial, or any other large water user, which proposes to extract a minimum of 50,000 litres/day, will be required to submit a detailed hydrogeological study to determine the suitability of the lands for groundwater extraction in addition to any water taking permits/studies required by the Ministry of the Environment to ensure protection of the natural ecosystem, fair sharing and conservation of water, and prevention of unacceptable interference with other water users. The permits/studies will be prepared to the satisfaction of the County, local municipalities, and the Province.
- f) The County and local municipalities will require the use of stormwater management facilities on-site and/or downstream of new *developments*, where appropriate, to mitigate *development* impacts on stormwater quantity and quality and in accordance with Section 7.3.2.
- 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.

i) 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.

j) The County and local municipalities, where possible, will encourage and promote the health of watercourses by:

i. requiring the conservation and enhancement of natural stream bank vegetation and promote suitable erosion control methods;

ii. promoting tree planting along watercourses, where possible, to enhance the natural corridor function, provide for cool water temperatures and protect watercourse banks from erosion;

iii. encouraging best management practices and that interim measures are utilized during construction projects adjacent to watercourses to reduce sedimentation and erosion; and

iv. promoting the use of *adjacent lands* to watercourses, provided there is an appropriate buffer from the watercourse, for pedestrian movement and passive recreation areas, where feasible.

5.4.1 Sourcewater Protection

The protection, conservation and careful management of groundwater resources is necessary to meet the present and future needs of residents, businesses, visitors, and the flora and fauna within the *natural environment*. Surface and groundwater must be protected across the County to ensure a clean water baseflow for creeks, streams, ponds and *wetlands*, and to ensure the protection of the quality and quantity of drinking water sources.

It is the policy of the County that:

a) The County and local municipalities will support and participate in initiatives that implement the *Clean Water Act*, where necessary and appropriate, and ensure coordination amongst local municipalities. It is recognized that at the time this Plan was prepared *Source Protection Plans* are in the process of being approved. Once the *Source Protection Plans* are approved, an amendment to this Plan and the local municipal official plans will be required to implement the *Source Protection Plans* through appropriate official plan policies and mapping. Until such time as these Plans are amended, the local municipal official plans will continue to provide policy guidance with respect to the protection of source water drinking water sources, including *designated vulnerable areas*, wellhead protection areas, significant groundwater recharge areas, and areas susceptible to groundwater contamination and depletion. **Appendix 2** illustrates boundaries of the Source Protection Plans applicable to the County, and identifies the municipal wellhead protection areas and *vulnerable* aquifer areas based on the associated Source Protection Assessment Reports. **Modification 11a subject to appeal**

b) The County and local municipalities will support the implementation of restrictions on *development* and *site alteration* to protect all municipal drinking water supplies and

designated vulnerable areas, and protect, improve or restore *vulnerable* and sensitive surface and *ground water features* and their *hydrologic functions*.

c) Prior to the approval of development applications within designated vulnerable areas, the proponents shall demonstrate to the satisfaction of the County, local municipality, Conservation Authority and Province, where necessary, that the quality and quantity of municipal drinking water sources will not be negatively impacted.

d) Prior to approval of new or expanded development within well head protection areas Q2-A1 and Q2-A2 (shown as "Water Quantity Area" on Appendix 2), the proponent shall demonstrate that pre-development groundwater recharges rates will be maintained and/or where possible, improved.

e) Local municipalities shall further identify within their official plans the time of travel zone/areas within the Wellhead Protection Areas.

[f\) Local municipalities shall implement source water protection policies and regulations through the development approval process at the local level.](#)

6.0 NATURAL AND HUMAN-MADE HAZARDS

The policies of this Plan seek to protect the residents, property and natural environment of the County ~~and property~~ by managing natural and human-made hazards, which may represent a risk to human health and/or safety or may pose constraints to *development*. Such hazards may include flood susceptibility, erosion susceptibility resulting from steep slopes and unstable soils, and potential hazards associated with waste disposal sites, potentially contaminated lands, and land uses which may pose unacceptable levels of noise, vibration or odour.

6.1 Objectives

The County's objectives related to natural and human made hazards include:

- a) Reduce the potential for public cost or risk to the County residents from natural or human-made hazards.
- b) Direct *development* away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.
- c) Promote the *redevelopment* and revitalization of contaminated or potentially contaminated lands for reintegration into the community.
- d) Minimize potential land use conflicts by ensuring compatibility amongst land uses and activities.

6.2 Natural Hazards

It is the intent of the County and local municipalities to protect life and property by managing mitigating natural and human-made hazards, which may represent constraints to *development*. *New development* should only take place in areas that are not susceptible to hazards. Natural *hazard lands* are lands that have inherent environmental hazards such as flood susceptibility, erosion susceptibility, instability and other physical conditions, which are severe enough, if developed upon, to pose a risk to occupants including ~~of~~ loss of life, property damage and social disruption.

The County and local municipalities will consider the potential impacts of climate change that may increase the risk associated with natural hazards, and in consideration of the policies in Section 7.6.

Local municipal official plans will identify hazards and provide associated policies which achieve the intent of this Plan.

6.2.1 Flooding Hazards, Steep Slopes, Unstable Soils and Erosion Hazards

Development will be directed away from areas of natural hazards including *flooding hazards*, and lands subject to hazards due to steep slopes, unstable soils and/or *erosion hazards*. *Development* of such areas may be considered provided that the risks of the existing or potential hazards can be satisfactorily mitigated.

It is the policy of the County that:

a) *Development* will be directed to areas outside of *flooding hazards, erosions hazards, and hazardous lands* adjacent to *river, stream and small inland lake systems* which are impacted by *flooding hazards* and/or *erosion hazards*.

b) *Development* and *site alteration* will not be permitted within:

i. areas that would be rendered inaccessible to people and vehicles during times of flood hazards and erosion hazards, unless it has been demonstrated that the site has safe access appropriate for [emergency response resources](#), the nature of the development and the natural hazard; and

ii a *floodway* regardless of whether the area of inundation contains high points of land not subject to flooding.

c) The replacement of existing buildings or structures, or minor additions to existing buildings or structures, may be permitted on an existing *lot* of record in a *flood plain* subject to the policies of this Plan and the local municipal official plan policies and subject to approval from the applicable Conservation Authority and/or Ministry of Natural Resources. Lot creation will be directed to areas outside of a *flooding hazard*.

d) Notwithstanding Section 6.2.1 b), *development* and *site alteration* may be permitted in certain areas associated with a *flooding hazard* along *river, stream and small inland lake systems* in those exceptional situations where a *Special Policy Area* has been approved by the Province, in accordance with Provincial Policy. Currently, there are no *Special Policy Areas* designated within the County.

e) Notwithstanding Section 6.2.1 b), development and site alteration may be permitted in certain areas associated with a flooding hazard along river, stream and small inland lake systems where development is limited to uses by their nature which must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.

f) Uses prohibited from locating in hazardous lands including the flood plain or on lands that may be susceptible to a flooding hazard, or erosion hazard include:

i. an institutional use including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day care and schools;

ii. an essential emergency service such as that provided by fire, police and ambulance stations, [telecommunications](#) and electrical substations; ~~and~~

iii. uses associated with the disposal, manufacture, treatment or storage of hazardous substances; ~~and~~

[iv. Uses associated with the administration of government, justice, or corrections.](#)

g) Where the *two zone concept* for *flood plains* is applied, *development* and *site alteration* may be permitted in the *flood fringe*, subject to appropriate floodproofing to the *flooding hazard* elevation or another *flooding hazard* standard approved by the Minister of Natural Resources.

h) Further to Section 6.2.1 g), and except as prohibited in Section 6.2.1 b) and f), *development* and *site alteration* may be permitted in those portions of *hazardous lands* and *hazardous sites* where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:

i. *development* and *site alteration* is carried out in accordance with *floodproofing standards*, *protection works standards*, and *access standards*;

ii. vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;

iii. new hazards are not created and existing hazards are not aggravated; and

iv. no adverse environmental impacts will result.

i) The stable top of the bank will be determined by a qualified Professional, in consultation with the County and/or local municipality and Conservation Authority. The required setback will reflect the degree, severity and extent of the hazard.

j) A geotechnical study or engineering analysis may be required in order to determine the feasibility of proposed *development* adjacent to *hazardous lands*. A minimum setback may be included in the implementing zoning by-law.

6.2.2 Development, Interference with Wetlands and Alterations to Shorelines and Watercourse Regulation

Certain lands within the County are subject to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourse Regulation issued by the Province, which is implemented by the relevant Conservation Authority. The Regulation Limit represents a compilation of various information including wetlands, engineered *flood plain* mapping, estimated *flood plain* mapping and *erosion hazards*. The extent of these regulated areas and features are subject to adjustment as confirmed by site visits and studies. The respective Conservation Authorities should be consulted for details and the implementation of the regulation. **Appendix 1** identifies the Conservation Authority jurisdictions for information purposes.

Development in a regulated area or the straightening, changing, diverting or interfering in any way with the existing channel or a river, creek, stream, watercourse or changing or interfering with a wetland will require permission or clearance from the applicable Conservation Authority, [or other public agency](#), as required.

6.2.3 Wildland Fire Hazards

Certain lands within the County have been identified as areas that may be unsafe due to the presence of *hazardous forest types for wildland fire*. *Development* will generally be directed to areas outside lands identified as a high to extreme risk for *wildland fire*, unless the risk may be appropriately mitigated.

It is the policy of the County that:

a) *Development* will generally be directed to areas outside of lands that are unsafe for *development* due to the presence of *hazardous forest types for wildland fire*. Potential forest hazard classifications for *wildland fire* identified as high to extreme risk for wildland fire are illustrated on **Appendix 3**. **Appendix 3** is provided for information purposes and is intended to provide a screening tool for identifying areas at risk for *wildland fire*. Where updated and/or more detailed assessments are undertaken, **Appendix 3** may be revised without requiring an amendment to this Plan.

b) *Development* may be permitted in lands with *hazardous forest types for wildland fire* where risk is mitigated in accordance with the *wildland fire assessment and mitigation standards*, as identified by the Ministry of Natural Resources.

c) In the absence of detailed municipal assessments, proponents of *development* applications will undertake a site review to assess for the presence of areas of high to extreme risk for *wildland fire* on the subject lands and adjacent properties, to the extent possible. Where areas of high to extreme risk for wildland fire are present, measures ~~should~~ must be identified as to how the risks will be mitigated.

d) Environmentally appropriate mitigation measures will be promoted. Wildland fire mitigation measures which would result in *development* or *site alteration* will not be permitted in *significant wildlife habitat* unless it has been demonstrated that there will be no *negative impacts* on the natural features or ecological functions.

e) Local municipalities are encouraged to implement more detailed policies in their respective local municipal official plans to address natural hazards associated with wildland fires, and in conformity with the policies of this Plan.

6.3 Human-Made Hazards

6.3.1 Waste Disposal Sites

The location of new waste disposal sites and the expansion of existing waste disposal sites will require an amendment to this Plan and the local municipal official plan. *Development* within proximity to waste disposal sites will be carefully regulated to minimize land use conflicts and the potential for any *adverse effects*.

It is the policy of the County that:

a) Closed and active waste disposal sites in the County are identified on **Schedule F** of this Plan, and will be identified in the local municipal official plans.

b) *Development* proposals within 500 metres of any closed or inactive waste disposal site will be accompanied by a study prepared by the proponent that satisfies the County and local municipality and the requirements of the Ministry of the Environment guidelines related to land uses on or near landfills and dumps. The study will address any mitigation measures required.

c) Use of any closed waste disposal site will be in accordance with the Certificate of Approval.

d) New waste disposal sites, or expansions thereto, are not contemplated within the horizon of this Plan and will only be considered through an amendment to this Official Plan and in accordance with the requirements of the *Environmental Assessment Act*.

e) [Notwithstanding policy d\)](#), ~~W~~wherever practical and feasible, methane or other greenhouse gas emissions from *waste management systems* will be captured and used as an *alternative energy source* for the County and its surrounding areas. Additional opportunities for other *renewable energy undertakings* on any of the waste disposal sites will be supported.

6.3.2 Petroleum Wells

Development within proximity to petroleum resource operations will be carefully regulated to minimize land use conflicts and the potential for any *adverse effects*.

It is the policy of the County that:

a) Known petroleum wells are identified on **Schedule F** of this Plan, and will be identified in the local municipal official plans.

b) New *development* will be set back 75 metres from existing petroleum wells and associated works, with this setback being equivalent to the required setback under the *Oil, Gas and Salt Resources Act* for new wells from existing development.

6.3.3 Potentially Contaminated Lands

Potentially contaminated lands represent a potential hazard to human health, ecological health and the *natural environment*, but also represent opportunities for potential *redevelopment* and reintegration into the community, if they are properly remediated to suit a new use of the site.

It is the policy of the County that:

a) The County and local municipalities will encourage remediation and their appropriate *redevelopment*, of contaminated sites, or land adjacent to known or potentially contaminated sites, in accordance with provincial regulations and procedures and the policies of this Plan and the local municipal official plan.

b) For land with a historic use which may have resulted in site contamination or land adjacent to known or potentially contaminated sites, Environmental Site Assessments (ESAs) will be prepared as part of the *development* approvals process to determine whether contamination exists, its extent where it does exist, and to determine remediation requirements.

c) The County and local municipalities will encourage owners of potentially contaminated sites to remediate their sites so that they may be reintegrated into the community.

d) *Development* may only be permitted on, abutting or adjacent to contaminated sites if rehabilitation or other measures to address and mitigate known or suspected hazards are underway or have been completed.

6.3.4 Environmental Procedures for Potentially Contaminated Lands

If the site of a proposed use or development is in the opinion of the County, local municipality or other approval authority known or suspected to be a contaminated site, the local municipality will require that prior to permitting *development* on the site, the proponent will complete the following to the satisfaction of the County or other approval authority:

- a) Environmental Site Assessment (ESA) in accordance with Ministry of Environment guidelines; and,
- b) site restoration in accordance with a remedial plan, where the need for remediation is identified.

Where an ESA has determined that contamination exists, no development will be permitted until such time as the completion of any required decommissioning and/or remediation of the site, and a Record of Site Condition (RSC) has been prepared by a Qualified Person confirming that site soil conditions meet provincial criteria for the proposed use.

The local municipal official plans may establish more detailed procedures and requirements to address the remediation of contaminated sites.

6.3.5 Noise, Vibration, Odour and Other Contaminants

Managing noise, vibration and odour levels is important to ensuring health and well-being, and in managing appropriate relationships between *major facilities*, *sensitive land uses*, land uses that emit noise, vibration and/or odour, and certain elements of the *transportation system*.

It is the policy of the County that:

- a) New residential or other sensitive uses will not be located in noise sensitive areas unless noise abatement techniques are employed to reduce the noise to comply with the Ministry of the Environment sound level criteria/guidelines. In addition, the proponent must demonstrate the following:
 - i) there is an identified need for the proposed use;
 - ii) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
 - iii) adverse effects to the proposed sensitive land use are minimized and mitigated; and
 - iv) potential impacts to industrial, manufacturing or other uses are minimized and mitigated
- b) New residential or other sensitive uses will not be permitted in any area where it is anticipated that noise, vibration, odour or other contaminants from vehicular traffic or from the nature of the use will exceed Ministry of the Environment sound level criteria and/or guidelines.
- c) Only those new commercial or employment uses that can meet the Ministry of the Environment's sound level criteria will be permitted.

d) The *development* of new employment uses and *sensitive land uses* will have regard for the Ministry of the Environment guidelines respecting separation distances between industrial uses and *sensitive land uses*.

e) For any proposed *development* of a *sensitive land use* in proximity to a Provincial Highway, a noise and vibration study will be required to be submitted by a proponent, prepared by a qualified acoustical consultant, in accordance with the appropriate provincial guidelines, to the satisfaction of the County and/or local municipalities, and/or other jurisdiction prior to *development* approval. The recommendations of the approved noise and vibration report will be incorporated in the *development* agreement for implementation, as approved.

f) The County and/or local municipalities will support initiatives of agencies to develop standards, regulations and procedures to prevent spillage of toxic materials. The County and/or local municipalities will support agencies and firms in the *development* of appropriate methods and capability to deal with spills with due speed and diligence. Additional safety measures for the storage, transportation and use of toxic materials will be encouraged.

g) *Development* proposals for uses that involve the storage or processing of *hazardous substances* or contaminated materials, including water, will demonstrate, to the satisfaction of the County and/or local municipalities that they will comply with all relevant Provincial and/or Federal regulations.

7.0 TRANSPORTATION, INFRASTRUCTURE AND SERVICING

Growth and *development* is serviced through a system of *infrastructure*, which include the roads and parking facilities, trail systems, *sewage and water services*, stormwater facilities and *waste management systems*, *utilities* and telecommunications *infrastructure*, electricity generation facilities and transmission and distribution systems. These systems play an important role in defining the communities and areas within the County and ensuring their *sustainability*, in terms of community health, economic competitiveness and environmental awareness. The policies of this Plan, strive to ensure the efficient and cost-effective co-ordination between the growth management framework and the provision of systems of networks and *infrastructure* so they are financially viable over their life cycle and meet current and projected needs.

Prior to considering the development of new or expanding *infrastructure* and *public service facilities*, the use of existing *infrastructure* and *public service facilities* should be optimized; and opportunities for *adaptive reuse* should be considered, wherever feasible.

7.1 Objectives

The County's objectives related to transportation, *infrastructure* and servicing are to:

- a) Promote the establishment of a comprehensive and efficient transportation system to move people and goods to support economic development objectives of the County.
- b) Support and encourage *active transportation* to contribute to the development of healthy, safe and *complete communities* and minimize auto-dependence.
- c) Support the implementation of the [current](#) Dufferin County Active Transportation Master Plan, 2010, through the establishment of trails and active transportation opportunities.
- d) Encourage local municipalities in their provision of *sewage and water services* which are environmentally and fiscally viable over their life cycle.
- e) Optimize the use of existing *infrastructure* and public facilities prior to considering the development of new *infrastructure*.
- f) Plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission and distribution systems to meet current and projected needs.
- g) [Establish effective](#) ~~Encourage innovative~~ stormwater management measures [and encourage innovative approaches](#) to support water quality maintenance and flood management.
- h) Support waste management initiatives which support waste diversion, reuse, reductions in material consumption and minimize impacts on the natural environment.
- i) Promote modern and robust telecommunications and utilities infrastructure which meets the needs of the County and growing businesses.

j) Encourage energy efficiency and conservation which reduces impacts on air quality and the impacts of climate change.

k) Support the coordination and efficient provision of infrastructure to accommodate growth in a fiscally and environmentally responsible manner.

7.2 Transportation System

The transportation system plays an important role in determining the quality of life within a community through the level of service and accessibility to employment, social, recreational and commercial opportunities. The transportation system, set out in **Schedule G** supports the establishment of a comprehensive and efficient *transportation system* to move people and goods.

In addition to all the applicable municipal and County requirements, all proposed *development* located in the vicinity of a Provincial Highway within the Ministry of Transportation's permit control area under the Public Transportation and *Highway Improvement Act*, will be subject to Ministry of Transportation approval.

7.2.1 Movement of People and Goods

The County provides for a range of systems and networks for the movement of goods and people, including roads, cycling and trails, and rail corridors. The County has excellent access to higher-order *transportation systems* including Provincial Highways. Every effort will be made to ensure an efficient and effective transportation system to encourage and support economic development in the County.

It is the policy of the County that:

a) The County will undertake the preparation [and ongoing maintenance](#) of a County-wide Transportation Master Plan to assess the implications of growth and establish a long-term plan for the provision of transportation systems.

b) The County and local municipalities will ensure the co-ordination between growth management and the *transportation systems*.

c) The County will work with transportation industries to facilitate the efficient movement of goods by improving the level of service while maintaining community safety and minimizing risk.

d) The County and local municipalities will ensure that appropriate transportation service, [including support for active transportation](#), is provided to *employment areas* and commercial areas.

e) The County and local municipalities will ensure that designated commercial areas are serviced by roads with appropriate traffic capacity and support *active transportation*.

f) The County will undertake planning studies in consultation with relevant stakeholders to identify truck routes. Through the passing of by-laws, the County and local municipalities may establish truck routes along County Roads, and other arterial roads and non-residential collector roads, thereby avoiding local roads in residential

neighbourhoods, in order to protect residents from noise and corridor emission pollutants. The County and local municipalities will comply with the requirements of the *Public Transportation and Highway Improvement Act* while planning truck routes and consult with the Ministry of Transportation while planning truck routes to assess any potential impacts on the Provincial Highway system.

g) The County will maintain and encourage the protection of rail corridors for other linear uses should they become abandoned.

h) The County will encourage the efficient use of existing and planned *infrastructure*, including the use of *transportation demand management* strategies, where feasible.

i) The County supports the protection of *major goods movement facilities and corridors* for the long term, by ensuring that *development* proposed on *adjacent lands* is compatible and supportive of the long term purposes of the corridor and is designed to avoid, mitigate or minimize *negative impacts* on and from the corridor and transportation facilities.

[j\) The County will require a Transportation Impact Study for any proposal for development or site alteration in proximity to a County Road.](#)

7.2.2 Provincial Highways and County Roads

The County has excellent access to higher-order *transportation systems* including Provincial Highways such as Highway 10, 9 and 89. Every effort will be made to ensure an efficient and effective transportation system to encourage and support economic development in the County.

It is the policy of the County that:

a) The following roads are identified on **Schedule G**:

- i. Provincial Highways; and
- ii. County Roads.

b) The following minimum right-of-way road widths should be maintained where possible:

- i. Provincial Highways – As determined by the Province; and
- ii. County Roads – 30 metres.

c) Requirements for local municipal roads under the jurisdiction of the local municipalities will be established by the local municipality.

d) Where additional land is required for road widening and extensions, such land will be dedicated wherever possible, in the course of approving draft plans of subdivision or condominium, consents or site plan agreements, without amendment to this Plan. The dedication of such land will take into account the following:

- i. the extent of the right-of-way that may be required as established in the policies of this Plan and the local municipal official plan;

ii. road widenings being taken equally on either side of the centre line of existing roads. However, unequal widenings may be required where factors, such as topography, historic building locations, grade separation, channelization, existing development or other unique conditions make the dedication of equal widenings is not feasible;

iii. the need to provide acceleration and deceleration lanes, left-turn storage lanes, medians, traffic signals or other traffic control devices, sight triangles at intersections including intersections of road and a railway line, railway grade separations and/or any other traffic or road engineering consideration. The extent of the widening will be based on specific characteristics of the intersection and will be determined in accordance with accepted traffic engineering design criteria; and

iv. other requirements as established by the County, and/or local municipality.

e) Any proposals to widen, extend, realign, or improve roads will consider natural heritage features and areas and their functions, and *cultural heritage landscape* factors and attributes of adjacent land, or by views created by the road. The County and/or local municipality may require that appropriate studies be undertaken prior to approval or endorsement of any proposals to widen, extend, realign or improve roads.

f) The preservation and reuse of abandoned *transportation corridors* for purposes that maintain the corridor's continuous linear characteristics will be encouraged, whenever appropriate and feasible.

g) The County supports more efficient use of the road network to improve the *active transportation* network, transit system and influence the built environment form to effect change in transportation mode choice. A land use pattern, density and mix of uses will be promoted, particularly within the *settlement areas* and along appropriate roadways within the County, thereby reducing the length and number of vehicle trips, complementing the increased level of *active transportation*.

h) Safe and convenient pedestrian interfaces with roads will be encouraged wherever appropriate and practical.

i) The impact of a *development* proposal on the transportation system, including the means of access, will be examined through a review of all documents deemed as appropriate by the County and/or local municipality and will generally include a traffic impact study. Only those *development* proposals that can be accommodated in the existing system will be permitted. Where the transportation system is not adequate, the County and/or local municipality will require, as a condition of *development* approval, that the proponent of the *development*:

i. improve the transportation system to accommodate the proposed *development* to the satisfaction of the County and/or local municipality, without the County or local municipality incurring any costs;

ii. make the necessary financial contributions for the required improvements; and/or

- iii. dedicate rights-of-way for the development of roads.

7.2.2.1 Provincial Highways

Highways 9, 10 and 89 are designated Provincial Highways in the County. They are owned and maintained by the Ministry of Transportation.

The Ministry of Transportation's statutory authority for its Permit Control System, including highway access control, is set out in Sections 31, 34 (King's Highway) and 38 (controlled access highway) of the *Public Transportation and Highway Improvement Act*. Any *development* located within the Ministry of Transportation's permit control area under the *Public Transportation and Highway Improvement Act* is subject to Ministry of Transportation review and approval prior to the issuance of entrance, building and land use permits. These permits must be obtained prior to any construction being undertaken within the Ministry of Transportation's permit control area.

It is the policy of the County that:

- a) Where *development* is proposed in proximity to a Provincial Highway, Ministry of Environment Noise Assessment Criteria will be applied.
- b) Direct access to a Provincial Highways is only permitted provided that the proponent of *development* meets the Ministry of Transportation's access management practices and principles and demonstrates to the satisfaction of the County, local municipality, and the Province that direct access is appropriate, considering the settlement structure and land use policies of this Plan and the local municipal official plan and the following:
 - i. the location of proposed access with respect to sight lines, topography and the geometric design of the highway; and
 - ii. the effect of turning movements on through traffic taking into consideration the volume of traffic generated by the proposed land use, other existing direct accesses onto the highway within the immediate vicinity and the need for turning, acceleration and/or deceleration lanes.
- c) Where new *development* is abutting a Provincial Highway and a County or local municipal road, the *development* will seek ~~is encouraged~~ to gain access from first the local municipal road wherever practical, followed by the consideration of the County Road, where possible.
- d) Only those uses that are compatible with the operation of a patrol yard will be permitted to locate adjacent to a patrol yard. The Ministry of Transportation owns and operates a patrol yard in the northeast corner of the Town of Shelburne, located at County Road 124, RR 3, #516116.

7.2.2.2 County Roads

It is the policy of the County that:

- [a\) Where development is proposed in proximity to a County Road, Ministry of Environment Noise Assessment Criteria will be applied.](#)

b)a) Direct access to County Roads from abutting properties is permitted provided the access point is in a location where there are adequate sight lines considering the topography and the geometric design of the road. Access to a County Road will require the approval of an entrance permit in accordance with the County's application procedures [and entrance policies. Amongst several requirements in line with County policies and procedures, the relocation and/or removal of existing non-conforming access points will become conditions of approval where applicable.](#)

c)b) Existing County Roads having substandard widths or engineering standards and when scheduled for reconstruction, may be reconstructed to currently accepted standards as determined by the County.

d)e) County Road access points will be designed to the satisfaction of the County and be in locations that will not create a hazard due to impaired line of sight, or any other safety, transportation or land use planning consideration.

e)e) The impact on County Roads and the determination of suitable access points will be assessed through the consideration of *settlement area* expansions and growth allocations, and in accordance with Section 3.5.

7.2.3 Active Transportation

A shift towards active lifestyles and increasing demands for *sustainable* modes of transportation presents a need for a useful and accessible walking and cycling network in the County. This Plan recognizes that *active transportation*, such as bicycle and pedestrian trails and paths contribute to healthy communities, ~~and~~ supports ~~such sustainable~~ modes of travel, [and contributes to the achievement of reducing greenhouse gas emissions and the County's Climate Action Plan!](#) The County and local municipalities encourage the development and enhancement of pedestrian and shared use of non-motorized trails and bicycle routes. The County supports the establishment of trails and the *active transportation* objectives as identified in the Dufferin County Active Transportation (DCATT) Master Plan, 2010, and identified on **Schedule H** and **H1** of this Plan.

The DCATT outlines the County's long-term strategy for improving conditions for *active transportation* in the County. The *active transportation* network plays an important role in the County by connecting communities and supporting County and local municipal tourism and *active transportation* objectives. The DCATT provides for a primary and secondary route network to accommodate various user groups. The primary network consists of trail and *active transportation* routes that are designed to connect the *urban settlement areas*, provide connections to surrounding municipalities and connect to regional trail systems. In the urban areas of Orangeville and Shelburne, the *active transportation* network generally utilizes routes that have been approved through previous plans in order to provide a continuous spine. The Secondary network includes routes that connect to the primary network and includes routes that showcase the County's geographic diversity and connect to key destinations.

It is the policy of the County that:

a) The County and local municipalities will support the implementation of the DCATT Master Plan and trail network as identified in the DCATT and generally shown on **Schedule H** and **H1**. The proposed network facility types are outlined in the DCATT and associated Planning and Design Guidelines and will be considered in the implementation

of the *active transportation* network. Local municipalities are encouraged to establish more detailed and comprehensive active transportation master plans which complement the DCATT Master Plan.

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, [neighbouring municipalities, and community partners](#) 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.

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, [including linkages to trail systems in neighbouring municipalities](#).

f) The County and local municipalities are encouraged to promote accessible and convenient trail systems within a reasonable distance from any trailheads.

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.

h) The implementation of trail systems [and active transportation facilities](#) will be feasible in terms of the costs and benefits associated with the route selection. Healthy lifestyles, *sustainability*, and [safety](#) ~~the quality of neighbourhood character~~ will be taken into consideration.

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.

j) The County and local municipalities are encouraged, where applicable, to implement and operate an effective trail system maintenance program.

k) The County and local municipalities in association with other organizations and agencies are encouraged to support the development and promotion of scenic, recreational and educational pathways and trails (such as the Bruce Trail) with well signed and interesting attractions along the Niagara Escarpment and connected multi-purpose trail systems throughout the County.

l) The County and local municipalities are encouraged to support the use of active and inactive rail corridors for use as multi-use trails where feasible and appropriate.

m) The County, local municipalities and partners will pursue alternative funding from other levels of government and the private sector to implement the *active transportation* and trail routes in the County, and have a lead role in public outreach and in promoting the benefits of *active transportation*.

n) Local municipalities are encouraged through their official plans to require the dedication of lands for roads and *active transportation*, such as pedestrian and bicycle pathways, and public transit rights-of-way as a condition of subdivision approvals in accordance with the *Planning Act*.

7.2.4 Rail

The County supports the continuation of safe and efficient *rail facilities* and rail network within the County. *Development* adjacent to *rail facilities* will be carefully controlled to eliminate land use conflicts and ensure the safe and continued operation of the rail line.

It is the policy of the County that:

a) Planning for uses in the vicinity of *rail facilities* will protect the long-term operation and economic role of the corridor.

b) The County will encourage economic development opportunities associated with the rail transportation system, and or future public transit opportunities.

c) Any proposed new residential or other sensitive use within 300 metres of an active railway right-of-way will be supported by noise and compatibility studies, completed to the satisfaction of the County and/or local municipality, in consultation with the appropriate railway company.

d) Any proposed new *development* within 75 metres of an active railway right-of-way will be supported by a vibration impact study, completed to the satisfaction of the County and/or local municipality, in consultation with the appropriate railway company.

e) For *development* adjacent to a railway right-of-way, appropriate safety measures such as setbacks, berms and security fences will be provided to the satisfaction of the County and/or local municipality in consultation with the appropriate railway company.

f) Proponents of *development* within 300 metres of an active railway right-of-way are encouraged to consult with the appropriate railway company prior to filing formal *development applications*.

g) The County supports the reuse of abandoned rail corridors for potential trail systems, in accordance with the policies of Section 7.2.3.

7.2.5 Airports and Airfields

Airports must be appropriately designed, buffered and/or separated to prevent *adverse effects* from noise. New residential *development* and other *sensitive land uses* are prohibited in areas

near *airports* above the 30 NEF/NEP, as set out on maps approved by Transport Canada, in order to protect *airports* from incompatible *development*.

It is the policy of the County that:

- a) Planning for uses in the vicinity of *airports* will protect the long-term operation and economic role of the *airport*.
- b) New residential *development* and other *sensitive land uses* will not be permitted in areas above 30 NEF/NEP as set out in local municipal official plans.
- c) *Redevelopment* of existing residential uses and other *sensitive land uses* may be considered above 30 NEF/NEP, if it has been demonstrated that there will be no *negative impacts* on the long-term function of the *airport*.
- d) New *development* in areas below 30 NEF/NEP, but in close proximity to *airports* may be required to address noise and vibration and/or land use compatibility as established in local municipal official plans.
- e) New *development* permitted within the airport lands and other areas above the 30 NEF/NEP may be subject to a noise analysis to identify noise reduction features and other mitigation measures in accordance with the policies and guidelines of Transport Canada Aviation.
- f) New *development* within proximity to airfields will address compatibility issues related to land use, noise, dust and lighting, among other matters.

7.3 Sewage and Water Systems

7.3.1 Sewage and Water Services

The provision of *sewage and water services* is the responsibility of the local municipalities. The County will promote efficient and environmentally responsible *development* which is supportable on the basis of appropriate *sewage and water services* consistent with the Provincial Policy Statement.

The County encourages new *development* to proceed on the basis of *municipal water services* and *municipal sewage services*, where available or planned, and local municipalities are encouraged to co-ordinate their approach to, and timing of, the provision of water and sewage treatment through the preparation of an overall servicing strategy that will:-

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 - i. municipal sewage services and municipal water services; and
 - ii. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
- b) ensure that these systems are provided in a manner that:

i. can be sustained by the water resources upon which such services rely;

ii. prepares for the impacts of a changing climate;

iii. is feasible and financially viable over their lifecycle; and

iv. protects human health and safety, and the natural environment;

c) promote water conservation and water use efficiency;

d) integrate servicing and land use considerations at all stages of the planning process;
and

e) where municipal sewage services and municipal water services are not available,
planned or feasible, planning authorities have the ability to consider the use of the
servicing options set out through in this plan provided that the specified conditions are
met.

It is the policy of the County that:

a) Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services. ~~Full municipal sewage services and municipal water services are the preferred form of servicing for all urban settlement areas. Intensification and redevelopment within urban settlement areas on existing municipal sewage services and municipal water services will be promoted, wherever feasible.~~

b) Where municipal sewage services and municipal water services are not available, planned or feasible, private communal sewage services and private communal water services are the preferred form of servicing for multi-unit/lot development to support protection of the environment and minimize potential risks to human health and safety. ~~Where municipal sewage services and municipal water services are not provided, municipalities may allow the use of private communal sewage services and private communal water services.~~

c) Where *municipal sewage services and municipal water services* or *private communal sewage services and private communal water services* are not provided, *individual on-site sewage services and individual on-site water services* may be used provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*. In *settlement areas*, these services may only be used for *infilling* and minor rounding out of existing development.

d) The use of *partial services* will only be permitted in the following circumstances:

i. where they are necessary to address failed *individual on-site sewage services* and *individual on-site water services* in *existing development*; or

ii. within *settlement areas*, to allow for *infilling* and minor rounding out of existing development on *partial services* provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*.

e) Planning authorities may allow lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services or private communal sewage services and private communal water services. The determination of sufficient reserve sewage system capacity shall include treatment capacity for hauled sewage from private communal sewage services and individual on-site sewage services.

f) ~~e)~~ All new *development* within *settlement areas* will only occur on the preferred form of servicing applicable to the *settlement area*, unless there are interim servicing policies provided in the local municipal official plan. Consultation with the Province will be required prior to the approval of interim servicing policies.

g) ~~f)~~ The local municipality must confirm the availability of the required servicing capacity prior to *development* being approved, and not until an appropriate *servicing agreement* is in place to ensure that such capacity will be available to service the *development* within a reasonable timeframe. Such an agreement will be executed once the Environmental Assessment process has been completed, where applicable. Ministry of the Environment guidelines will be used when determining the remaining uncommitted *reserve sewage system capacity* and *reserve water system capacity*.

h) ~~g)~~ Public or private investment in upgrading or expanding *municipal sewage services* or *municipal water services* should be focused within the *urban settlement areas*. Circumstances may warrant *infrastructure* investment in *community settlement areas*.

i) ~~h)~~ Encourage monitoring and proper maintenance of private sewage treatment systems in the County in order to protect water resources and the *natural heritage system*.

j) ~~i)~~ The County will encourage local municipalities to prepare comprehensive master *servicing plans* for the planning, expansion and on-going operation of sewage treatment and water treatment facilities, pumping stations, force mains and trunk distribution and collection systems. Where appropriate, joint *servicing plans* are encouraged to ensure that *infrastructure* is built and maintained in a cost effective, environmentally sound and co-ordinated manner that meets the long-term needs of the communities affected.

k) ~~j)~~ The County and local municipalities will promote the use of *green infrastructure* to complement *infrastructure*.

7.3.2 Stormwater Management

It is the policy of the County that:

a) The County will ~~encourage~~ require local municipalities in their planning for stormwater management to:

- i. minimize, or, where possible, prevent increases in contaminant loads;
- ii. minimize changes in water balance and erosion;
- iii. not increase risks to human health and safety and property damage;
- iv. maximize the extent and function of vegetative and pervious surfaces; and
- v. promote stormwater management best practices, including stormwater attenuation and re-use, and low impact *development*.

b) Where development is proposed that is not serviced by a stormwater management facility, existing drainage patterns are to be maintained and all related *infrastructure* is to be within the limits of *development* wherever practical.

c) The County and local municipalities will promote naturalized stormwater management facilities, constructed with gentle slopes. Applications for *development* will be required to be supported by a stormwater quality/quantity management study. The planning and design of stormwater facilities should be undertaken in accordance with the Ministry of the Environment's Stormwater Management Planning and Design Manual. Consideration should also be given to any applicable stormwater management guidelines or materials prepared by the applicable Conservation Authority.

7.4 Waste Management

It is the policy of the County that:

- a) Waste management will include waste diversion ~~(composting and recycling)~~, waste disposal, and waste as a potential resource [in accordance with the County's Long-Term Waste Management Strategy \(LTWMS\)](#). The County and local municipalities recognize and support the provincial initiative of reducing waste through a diversion action plan, and may initiate their own diversion plan.
- b) In addition to the requirements of this Section, new waste management sites, or expansions thereto, will only be considered through an amendment to this Plan.
- c) The County will effectively and efficiently manage the solid waste generated within the County and support a sustainable long-term strategy for waste management.
- d) The County and local municipalities will contribute to and show leadership by considering reductions in material consumption and waste production and increases in diversion and reuse within its municipal culture, decision-making, and operations.
- e) The County and local municipalities will continually promote ~~the~~ household and commercial ~~recycling program and improve~~ efforts for waste-diversion.
- f) The County and local municipalities will co-operate with all levels of government and other agencies in promoting public awareness of waste issues and in promoting waste diversion strategies as well as other alternative waste management techniques.

g) The County and local municipalities will emphasize the responsibility of the municipality, developers, residents, and commercial, institutional, and industrial establishments to minimize environmental impact as a result of solid waste and to bear the costs of doing so.

h) The County and local municipalities should consider the implications of *development* and land use patterns on waste generation, [collection](#), management and diversion.

7.5 Utilities and Telecommunications Networks

It is the policy of the County that:

a) The County and local municipalities will facilitate the coordination between growth management and the maintenance and expansion of the telecommunication sector, both in terms of technological advancement and service provision.

b) Through the County's and local municipalities planning activities, existing *utilities*, telecommunications and transmission corridors and networks will be protected and enhanced, and maintained and operated to minimize their impact on the local communities.

c) The County and local municipalities will encourage the establishment of a modern telecommunications network to meet the needs of the County, and such facilities are to be located and designed, to the extent possible, to reflect local conditions and implement the policies of this Plan and the local municipal official plan.

d) The County and local municipalities will promote and encourage the shared and multiple use of telecommunications towers and corridors for *utility* uses. Additionally, the County and local municipalities will support the shared use of corridors for transportation and trail uses, where appropriate.

e) *Utilities* will be permitted in all land use designations and will be installed, where possible, within public road allowances or within appropriate easements, and permission for such uses are subject to the policies of this Plan and the local municipal official plans.

f) Secondary uses, such as active and passive recreation, agriculture, community gardens, other *utilities* and uses such as parking lots and outdoor storage that are accessory to adjacent land uses, may be permitted within *utility* corridors, where compatible with surrounding land uses and subject to any required technical approvals.

g) The County and local municipalities will ensure that adequate *utility* networks, are or will be, established to serve the anticipated *development* and that these networks can be phased in a manner that is cost-effective and efficient.

h) The County and local municipalities will promote all *utilities* and telecommunications, to be planned for and installed on a coordinated and integrated basis in order to be more efficient, cost effective and minimize disruption.

i) The County and local municipalities will ensure that all large, above-ground *utility infrastructure* is located and designed to be compatible with its surroundings.

7.6 Energy Conservation, Air Quality and Climate Change Adaptation

Energy efficiency and conservation is an important element of *sustainable* policy and contributes to the achievement of the County's Climate Action Plan. Reduced energy demand allows for a more *sustainable* approach to the management of energy use and could provide additional opportunities for local *renewable energy projects*. By reducing the impacts of greenhouse gas emissions, energy conservation is an important part of lessening climate change. Energy conservation facilitates the replacement of non-renewable resources with *renewable energy sources*.

It is the policy of the County that:

- a) The County and local municipalities will ~~assess~~ pursue opportunities for the development of energy supply including renewable energy systems, electricity generation facilities and transmission and distribution systems to accommodate current and projected needs, and to contribute to the elimination of emissions that contribute to climate change.
- b) The County and local municipalities will contribute to and promote a culture of conservation among all public, private, ~~and~~ community groups and local citizens, which includes increasingly efficient and lower levels of ~~and aim to reduce~~ energy use in all sectors.
- c) The County and local municipalities will be leaders in energy conservation and efficiency by incorporating considerations for renewable energy development, and energy conservation and efficiency into decision-making and operations, ~~contribute to and show leadership by considering energy conservation and efficiency within its municipal decision making and operations~~.
- d) The County and local municipalities may prepare a Conservation and Demand Management Plan in accordance with the *Green Energy Act*.
- e) The County and local municipalities will promote *renewable energy systems*, where ver feasible, in accordance with provincial and federal requirements.
- f) The County and local municipalities will encourage and may require the design and development of green buildings, and neighbourhoods comprised of ~~and~~ *green buildings that conserve energy*.
- g) The County and local municipalities will promote and encourage business and homeowner participation in programs that reward or incentivize investments in energy efficient technologies.
- h) The County and local municipalities support government programs and encourage industries to substantially reduce the production of chemical products known to have ~~negative adverse effects~~ ~~impacts~~ on air quality, and eliminate emissions and activities known to adversely affect air quality.

i) The County and local municipalities may undertake tree planting, landscaping, and naturalization initiatives, where appropriate, on municipal property to improve air quality.

j) The County and local municipalities will promote a living snow fence, tree planting strategy along appropriate roadways to improve the safety of roadways and contribute to improved air quality.

k) Opportunities for upgrades to municipal *infrastructure* will consider the impacts of climate change including more frequent and more severe rain events and floods, which may require the provision of stormwater management infrastructure that is designed for a larger capacity than is conventionally considered to prevent a failure of existing systems.

l) The County and local municipalities will promote ~~- and may require compact urban forms, a mix of land uses and the use of active transportation and transit-supportive development as a means of mitigating adverse environmental and climate impacts-~~

m) The County and local municipalities will promote and may require the use of low impact development technologies when considering development and re-development proposals.

n) The County and local municipalities will support and may require a heightened level of stormwater management facilities to accommodate extreme weather events.

o) The County and local municipalities will consider trees and other vegetation as infrastructure that has measurable benefits to quality of life and climate change adaptation, and which appreciates in value over time. The County supports the creation of tree planting and management plans and/or green infrastructure management plans.

p) The County and local municipalities will promote development that is resilient to the effects of climate change, especially in the development of sensitive land uses. This includes consideration for buildings that are safe, functional and accessible for all ages and abilities in cases of power outages. For example, tall buildings reliant on elevators and pumped water could pose a hazard during power outages, and poorly insulated and poorly ventilated buildings reliant on air-conditioning may not be habitable during power outages due to extreme heat.

7.6.1 Alternative and Renewable Energy

New or expanded alternative or *renewable energy systems* should be designed and constructed to minimize impacts on adjacent land uses in order to prevent *adverse effects* from odours, noise and other contaminants and minimize risk to public health and safety. Sites for large-scale alternative or *renewable energy systems* should have sufficient area to provide appropriate setbacks from sensitive residential and institutional land uses to provide safety and/or minimize other potential impact in accordance with the *Green Energy Act*.

The County and local municipalities will provide input to the Province when applications for alternative and *renewable energy systems*, such as wind energy generation and solar energy facilities are being contemplated in the County. The County will develop a protocol for the

review and comment on applications made under the *Green Energy Act*. The County will encourage coordination in planning for the provision of energy transmission corridors. It is recognized that such facilities are subject to the approval or permits of various ministries and approval bodies such as the Ministry of Environment, Ministry of Transportation, Ministry of Natural Resources, Conservation Authorities and the Niagara Escarpment Commission.

7.7 Coordination of Infrastructure and Environmental Assessments

The County will work with local municipalities and the Province to support the efficient provision of *infrastructure* required to accommodate growth in a fiscally and environmentally responsible manner. The County will support coordinated efforts in the provision of *transportation corridors* and *transit-supportive* networks, water and wastewater systems, *waste management systems*, trails and recreation networks, communication/telecommunications and *utilities*, and *community infrastructure* and facilities.

The requirement for undertaking Municipal Class Environmental Assessments (EAs) apply to municipal *infrastructure* projects including roads, water and wastewater projects, in accordance with the *Environmental Assessment Act*. The Municipal Class EA recognizes the desirability of coordinating or integrating the planning process and approvals under the *Environmental Assessment Act* and the *Planning Act*, as long as the intent and requirements of both Acts are met.

The County and local municipalities will support the integration of Class EA projects with *Planning Act* approvals, which may include the preparation of Master Plans for integrating *infrastructure* requirements for existing and future land uses and *infrastructure* with environmental assessment planning principles and requirements, which may address Phase 1 and 2 of the Municipal Class EA process, and *Planning Act* approvals with respect to official plan amendments, secondary plans adopted as official plan amendments, community improvement plans, and plans of subdivision.

The County will undertake the preparation [and ongoing maintenance](#) of a County-wide Transportation Master Plan to facilitate the provision of *transportation systems* to accommodate growth in a fiscally and environmentally responsible manner.

8.0 IMPLEMENTATION AND INTERPRETATION

This Official Plan will be implemented by means of the powers conferred upon the County by the *Planning Act*, the *Municipal Act* and other statutes as may be applicable. In particular, the Official Plan will be implemented primarily through local municipal official plans and the enactment of local municipal zoning by-laws, and the planning tools available to the County and local municipalities, development control under the *Planning Act*, and the undertaking of public works.

8.1 Objectives

The County's objectives related to the implementation and interpretation of this Plan include:

- a) The County will exercise its planning authority in implementing the policies of this Plan, recognizing that local land use planning decisions will remain the responsibility of the local municipalities in implementing their official plans, in conformity with the policies of this Plan.
- b) The County encourages the local municipalities to utilize the full range of planning tools available under the *Planning Act* in exercising their responsibilities to fulfill the objectives of this Plan and the local municipal official plans.
- c) The County will actively monitor and review the policies of this Plan to ensure they provide sufficient flexibility for the local municipalities in undertaking their planning responsibilities and ensure opportunity for sufficient participation and consultation with the public, local municipalities, and ~~Aboriginal~~ [Indigenous](#) communities in the planning process.
- d) The County will review the policies of this Plan at regular intervals to ensure they remain relevant in addressing County-level planning issues and matters related to coordination and cross-jurisdictional issues and emerging provincial policies and legislation.

8.2 Official Plan Administration

The County is responsible for conducting county-wide planning and for ensuring that land use decisions are in conformity with this Plan.

County Council and the local Councils will not undertake any public work or pass any bylaw that does not conform to the intent and policies of this Plan. This section of the Plan describes how the Official Plan will be administered, updated and amended, as required.

8.3 Monitoring and Review of the Plan

The strategic goals and objectives of this Plan were developed through the public consultation undertaken during the preparation of this Official Plan. The policies of the Plan are based on a set of assumptions and a regulatory environment that are subject to change over time. Official Plan monitoring and review is required to identify trends in planning issues in the County, to analyze the effectiveness of the policies of the Plan, to allow for adjustments and updating, and to identify the statutory requirements on how and when the Plan is to be reviewed.

It is the policy of the County that:

- a) As provided for in the *Planning Act*, the County will provide the opportunity for interested citizens and organizations to present submissions on the Plan no less than every five years after the Plan comes into effect. Through this process, the County, with assistance from the local municipalities, will determine the need to amend the Plan to ensure that the policies: remain realistic and appropriate with regard to changing social, economic and environmental circumstances; conform or do not conflict with *Provincial Plans*; have regard to matters of provincial interest; and are consistent with any policy statements issued under subsection 3(1) of the *Planning Act*.
- b) Monitoring of specific policies is prescribed in the policies of the Plan, and will be undertaken in accordance with those policies.
- c) The County will continue to develop and maintain a geographic information system for planning and management purposes, and provide updated mapping information, statistics, forecasts, and analyses related to planning issues and Plan policies.
- d) In response to any changes in the regulatory environment, changes to the planning policies of the Province of Ontario or other planning initiatives, the County or local municipalities may initiate an amendment process at any time.
- e) Where judicial or quasi-judicial decisions, including those of the Ontario Municipal Board, materially impact the County's interpretation or intent in the policies of this Plan, the County may choose to initiate a review of any or all of the policies at any time.
- f) Additional monitoring of this Official Plan and the monitoring of sewage and water servicing capacity in any of the local municipalities, where applicable, may be included in:
 - i. annual briefings or status reports;
 - ii. annual reports, such as reports prepared for capital and/or operational budgeting purposes; and
 - iii. Provincial performance measures reporting.
- g) The County will undertake monitoring of this Plan as it relates to the implementation of Source Protection Plans.

8.3.1 Amendments to County Official Plan

The County will consider all *complete applications* to amend this Official Plan, and will notify the public, local municipalities, the Ministry of Municipal Affairs and Housing and other agencies in accordance with the requirements of the *Planning Act*.

It is the policy of the County that:

- a) Applications to amend this Plan ~~will~~ **shall** include a planning rationale report ~~for the proposed change,~~ prepared by the proponent. This will include, but not be limited to,

information regarding the proposed use, servicing, density ~~if applicable~~, floor area ~~if applicable~~, lot layout, and site plans (as appropriate and applicable). The County may waive the requirement for a planning rationale report for minor and/or site-specific amendments.

b) Any specific Official Plan amendment procedures and supporting information requirements as outlined in the policies of this Plan will apply in the consideration of the application and the completeness of the application, in accordance with the requirements of the *Planning Act*.

c) The County will consider the following criteria when reviewing applications to amend this Plan:

- i. the manner in which the proposed amendment is consistent with Provincial Policy Statements issued under the *Planning Act*, and prevailing provincial policy and regulations, and the policies of this Plan;
- ii. the impacts of the proposed amendment on the provision of and local demand for municipal services, *infrastructure* and facilities;
- iii. the impact of the proposed amendment on surrounding land uses, the transportation system, municipal services and community amenities and services;
- iv. the impact of the proposed amendment on cultural heritage resources and/or natural heritage features and areas;
- v. the impact of the proposed amendment on *prime agricultural areas* and *agricultural uses*;
- vi. the impact of the proposed amendment on the financial *sustainability* of the County and local municipality; and
- vii. any other information determined by the County, in consultation with the local municipality(ies), and appropriate agencies, to be relevant and applicable.

d) Where applications to amend both the County Official Plan and the local municipal official plan are required, the County will encourage the proponent to submit concurrent applications to amend both the County Official Plan and the local municipal official plan. For County Official Plan amendments that are determined to be primarily of a local significance, as determined in consultation with the County, the County may request endorsement of the local municipal official plan amendment by the Council of the respective local municipality prior to the consideration of a County Official Plan amendment.

8.3.2 Growth Plan Monitoring

The County, in co-operation with the local municipalities, will develop common measuring and reporting tools to monitor progress towards achieving the targets established by this Plan and ~~the Growth Plan for the Greater Golden Horseshoe~~ [A Place to Grow: Growth plan for the Greater Golden Horseshoe](#), including: _____

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- a) the growth forecasts and allocations as identified in Section 3.2 of this Plan;
- b) the minimum *intensification targets* within the *built-up areas* as established in Section 3.4.2 of this Plan;
- c) the minimum *density targets* as identified for the *designated greenfield areas* as established in Section 3.4.3 of this Plan; and
- d) other performance measures and indicators as may be established by the Province.

8.4 Public Consultation and Participation

The County supports the opportunity for public participation and input through all stages in the planning process.

It is the policy of the County that:

- a) The County will provide the opportunity for residents and property owners to become involved and participate in the planning process related to the implementation of this Plan in accordance with the policies of this Plan and the requirements of the *Planning Act*. The following policies will apply to public consultation and participation:
 - i. the County will use a variety of techniques to encourage the participation of the public when changes to this Plan are being considered. Subject to the requirements of the *Planning Act*, the County may establish the public consultation program it feels will best deal with the matters before it.
 - ii. the County will provide notification of any amendment to this Plan in accordance with the requirements of the *Planning Act*, and may consider additional notice to ensure that the potentially affected residents in the County and adjacent ~~Aboriginal~~ Indigenous communities are aware of the purpose and intent of the amendment. [Adjacent Indigenous communities may include the Mississaugas of the Credit First Nation, Six Nations of the Grand River, Chippewas of Rama First Nation, Chippewas of Beausoleil First Nation, and the Chippewas of Georgina Island.](#)
 - iii. the County and local municipalities may pass a by-law requiring preapplication consultation on privately-initiated applications processed under the *Planning Act*.
 - iv. the County recognizes that the provisions of the *Planning Act* require it to take action on a *development application* within a prescribed period of time, subject to the application being complete and the provision of adequate information regarding the proposal being available to the public and County so that informed decisions can be made.
- b) The County will actively seek the views and participation of the public prior to making any decisions regarding amendments to this Plan. In each case involving such planning matters, at least one public meeting will be held and the public will be encouraged to offer their opinions and suggestions.

c) Depending on the complexity of the application and potential impacts on adjacent uses, the County may consider a pre-consultation meeting held in a public forum to review and hear preliminary input on the proposal. All additional fees for meetings will be borne by the applicant.

[d\) The County and local municipalities will engage with Indigenous communities in land use matters and continue to build meaningful partnerships with Indigenous communities to ensure that treaty rights are upheld.](#)

8.5 Coordination and Cross-Jurisdictional Matters

The County will support cross-jurisdictional coordination and will work with the Province, local municipalities, ~~Aboriginal-Indigenous~~ communities, adjacent municipalities, and other agencies.

It is the policy of the County that:

a) The County will ensure that a coordinated, integrated and comprehensive approach is used when dealing with planning matters that transcend the boundaries of the local municipalities as well as the County, ~~Aboriginal-Indigenous~~ communities, and other jurisdictions including:

- i. managing and/or promoting growth and *development*;
- ii. economic development strategies;
- iii. managing natural heritage, water, agricultural, *mineral*, and cultural heritage and *archaeological resources*;
- iv. managing *infrastructure*, electricity generation facilities and transmission and distribution systems, *multimodal transportation systems*, *public service facilities* and *waste management systems*;
- v. managing ecosystem and *watershed* related issues;
- vi. managing natural and human-made hazards;
- vii. population, housing and employment projections for the County; and
- viii. addressing housing needs in accordance with ~~Provincial Policy Statements such as the Ontario Housing Policy Statement~~[policy statements issued under Section 3 of the Planning Act.](#)

b) The County will coordinate and encourage coordination amongst local municipalities, emergency management and other economic, environmental and social planning considerations to support resilient communities.

8.6 Planning Administration and Tools

8.6.1 Local Municipal Official Plans

It is the intent of the County, and a requirement of the *Planning Act*, that local municipal official plans will conform to the County Official Plan and be one of the primary means of implementing the policies herein. In the event of a conflict between the provisions of a local municipal official plan and the provisions of this Plan, the provisions of this Plan will prevail to the extent of that conflict.

Local municipal official plans will establish planning strategies and policies for the local municipality which have appropriate regard for Provincial Plans, policies and legislation, and which implement and are in conformity with this Plan. Local municipal official plans may include policies that are more restrictive than the policies in this Plan, but are not more restrictive than where expressly limited by provincial policy and legislation.

Local municipal official plan amendments may be exempt from County approval where permitted by Ontario Regulation 699/98 and by County by-law and where they are of local significance and no County interest is adversely affected. [Copies of the official plan amendment application and other information will be forwarded to the County in accordance with the *Planning Act*.](#) Consultation with the County is required to identify whether a local municipal official plan amendment may be exempt from County approval. Local municipal official plan amendments impacting any one of the following areas are not eligible for exemption:

- i. local municipal official plan reviews under Section 26 of the *Planning Act*;
- ii. *urban settlement area* boundary expansions in accordance with Section 3.5.1;
- iii. *community settlement area boundary* expansions and boundary alterations in accordance with Section 3.5.4;
- iv. the allocation of the future reserved population and/or future reserved employment growth in accordance with Section 3.5.2 and 3.5.3;
- v. employment land conversions in accordance with Section 3.6.2;
- vi. a recreational or non-agricultural use in the [Prime Agricultural Area](#) in accordance with Section 4.2.3.1;
- vii. change to the boundary of the county *natural heritage system*;
- viii. new or expanding *mineral aggregate operations*;
- ix. applications that may adversely affect County infrastructure, such as County roads; and
- x. applications which are not consistent with the Provincial Policy Statement or do not conform to ~~the Growth Plan for the Greater Golden Horseshoe~~ [A Place to Grow: Growth plan for the Greater Golden Horseshoe](#).

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8.6.2 Local Municipal By-laws

8.6.2.1 Local Zoning By-laws

The local municipal zoning by-laws are the regulatory tool that implements the policies of the County and local municipal official plans. A zoning by-law contains provisions that regulate the use, size, height, density and location of buildings on properties within the local municipalities. The basic purpose of a zoning by-law is to regulate what can be built on a property, ~~its character,~~ relationship to adjacent uses, and how it will be configured on the lot.

When this Plan or any part thereof takes effect, every local zoning by-law will be amended by the local municipalities to conform with this Plan pursuant to Section 27(1) of the *Planning Act*. The Amendments to the zoning by-laws should occur after the local municipal official plan has been amended to conform to this Plan, where required.

8.6.2.2 Holding Zones

Holding zones may be incorporated into the local municipality's zoning by-laws in order to achieve orderly *development* and ensure that policies established in this Plan have been met. The local municipality may place a holding symbol on the zone that prevents *development* from occurring until they are satisfied that certain conditions have been met.

This allows the local municipality to indicate support for the *development* in principle, while identifying the need for additional actions prior to *development* proceeding. Specific actions or requirements for the lifting of the holding provision will be set out in the local municipality's zoning by-law.

8.6.2.3 Temporary Use By-laws

The local municipality may pass a temporary use by-law to allow the temporary use of land, buildings or structures for a purpose otherwise not permitted by the zoning by-law for a specific period of time not to exceed three years (except in the case of Garden Suites, which may be permitted for up to 20 years). Local municipal zoning by-laws will establish the requirements and considerations for passing temporary use by-laws.

8.6.2.4 Interim Control By-laws

The local municipalities may establish interim control by-laws in accordance with the relevant sections of the *Planning Act*, in order to control the use of land, buildings or structures within specifically identified areas for a specified period of time not exceeding one year, plus a permissible one-year extension in length.

~~Height and Density Incentives~~

~~The local municipalities, in accordance with the *Planning Act*, may pass a site-specific local municipal zoning by-law amendment to authorize increases in the height and density of *development* above what is permitted in the zoning by-law, in return for such matters, which may include, but are not limited to the following:~~

- ~~a) provision of affordable or rental housing;~~
- ~~b) conservation of built heritage resources, cultural heritage landscapes, or archaeological resources;~~
- ~~e) provision of sustainable design features;~~
- ~~d) protection, restoration or, where possible enhancement of natural heritage features;~~

- ~~e) parkland dedication greater than that required by the local municipal official plan;~~
- ~~f) provision of community centres, day care facilities or other public service facility;~~
- ~~g) public art; and/or~~
- ~~h) development charge credits, subject to the Development Charge By-law.~~

8.6.2.5 Community Benefits Charges

The local municipalities, in accordance with Section 37 of the *Planning Act*, may prepare a community benefits charge strategy that identifies the facilities, services and matters that will be funded with community benefits charges. This will enable the municipality to pass a by-law to impose community benefits charges against land to pay for the capital costs of facilities, services and matters required because of development or redevelopment in the area to which the by-law applies.

a) A community benefits charge may be imposed only with respect to development or redevelopment that requires:

- i. -the passing of a zoning by-law or of an amendment to a zoning by-law
- ii. the approval of a minor variance under section 45;
- iii. a conveyance of land to which a by-law applies;
- iv. the approval of a plan of subdivision;
- v. a consent
- vi. the approval of a description under section 9 of the Condominium Act, 1998;
or
- vii. -the issuing of a permit under the Building Code Act, 1992 in relation to a building or structure.

b) A community benefits charge may not be imposed with respect to:

- i. development of a proposed building or structure with fewer than five storeys at or above ground;
- ii. development of a proposed building or structure with fewer than 10 residential units;
- iii. redevelopment of an existing building or structure that will have fewer than five storeys at or above ground after the redevelopment;
- iv. redevelopment that proposes to add fewer than 10 residential units to an existing building or structure; or
- v. such types of development or redevelopment as are prescribed.

8.6.3 Plans of Subdivision and Condominium

It will be the policy of the County that local municipalities approve only those plans of subdivision which comply with the policies of this Plan. Under conditions of approval attached to plans of subdivision or condominium pursuant to the *Planning Act*, County Council will require that the applicant enter into an agreement with the local municipality which may be registered against the title of the subject lands and which will address requirements to implement the provisions of this Plan and the local municipal official plan.

It is the policy of Council:

- a) That if approval of a draft plan of subdivision lapses, opportunities for achieving the growth management policies this Plan will be considered as part of the development review process.
- b) That if a plan of subdivision or part thereof has been registered for eight years or more, and does not conform to the policies of this Plan, the Council of the respective local municipality may use its authority under Section 50(4) of the *Planning Act* to deem it not to be a registered plan of subdivision.
- c) The Council of the respective local municipality will require that approvals of draft plans of subdivisions include a lapsing date in accordance with Section 51(32) of the *Planning Act*.

8.6.4 Minor Variances and Consents

Minor Variances

A minor variance is a small variation from the requirements of a zoning by-law. A minor variance approval is a certificate of permission, because it allows the property owner to obtain a building permit even though their property does not comply precisely with the zoning by-law.

The ~~Council or~~ Committee of Adjustment of the local municipality is the approval authority for all applications for minor variances to the provisions of the zoning by-law and other bylaws, as delegated by Council. The Committee of Adjustment or Council will deal with such applications in accordance with the relevant provisions of the *Planning Act*.

Consent to Sever

Applications to create *lots* through the consent to sever process will be in accordance with the policies contained in the local municipal official plans which are required to be in conformity with the policies contained herein and provincial policy. The County may comment on consent applications particularly those that involve lands abutting County roads and cross-jurisdictional matters. Consents will not be granted if the application is contrary to the policies of this Plan or local municipal official plans.

8.6.5 Site Plan Control

This Plan encourages the use of *site plan control* by the local municipalities. Provisions for *site plan control* will be detailed in the local municipal official plans and may include urban and architectural design guidelines that enhance the *development* of the local municipality. Those *developments* that propose to obtain access from a County Road are required to consult with the County regarding access requirements, setbacks and possible road improvements.

8.6.6 Parkland Dedication

Local municipalities will seek to achieve the maximum benefit of the *Planning Act* with respect to land dedication for park development and cash-in-lieu of parkland dedication. Local municipalities through their official plans will establish policies to require the conveyance of land for park or other public recreational purposes and where cash-in-lieu of land dedication may be considered as a requirement of development, and may establish sustainability criteria for the reduction of cash-in-lieu payments where land is proposed for *redevelopment*, in accordance with the *Planning Act*.

8.6.7 Community Improvement Plans

The goal of any Community Improvement Plan will be to foster and co-ordinate the physical improvements and maintenance of older or dilapidated areas of a community for environmental, social or community economic reasons. The County will encourage the use of Community Improvement Plans to proactively stimulate community improvement, rehabilitation and revitalization. The community improvement policies of Section 3.9.2 of this Plan will apply to the use of community improvement provisions of the *Planning Act*.

8.6.8 ~~Development~~ Community Planning Permit System

A local municipality may choose to enact a by-law to implement the Development Permit System, relating to the streamlining of local municipal zoning by-law amendments, minor variances, and *site plan control*.

If it has been determined that a Development Permit System is appropriate for a local municipality, a local official plan amendment will be prepared that:

- a) Identifies the area as a proposed development permit area.
- b) Sets out the scope of the authority that may be delegated and any limitations on the delegation, if the local municipality intends to delegate any authority under the development permit by-law.
- c) For each proposed development permit area identified, contains a statement of the local municipality's goals, objectives and policies in proposing a development permit system for the area.
- d) Sets out the types of criteria that may be included in the development permit by-law for determining whether any class of *development* or any use of land may be permitted by development permit.
- e) Sets out the types of conditions that may be included in the development permit bylaw in accordance with the *Planning Act*.
- f) Upon approval of the local official plan amendment, a by-law will be passed for any area in the local municipality outlining where the development permit system will be applied.

8.6.9 Existing Uses

Nothing in this Plan is intended to prevent the continuation, expansion, or enlargement of legally established uses which do not conform to the designations and provisions of this Plan. At their

sole discretion, Councils of the local municipalities may zone to permit the expansion or enlargement of legally *existing uses* provided that such uses are in accordance with conditions contained in a local municipal official plan. Where *Provincial Plans* include existing use and/or prohibition policies, such policies or prohibitions will take precedence over this Plan and the local municipal official plan policies with respect to existing uses.

8.6.10 Removal and Placement of Fill

The County encourages local municipalities to prepare and adopt by-laws related to the removal and placement of fill and *site alteration* to ensure that such activities are undertaken in an environmentally appropriate manner and in consideration of mitigating any potentially negative impacts.

8.7 Pre-Application Consultation and Complete Application Requirements

This Official Plan is not a static document. Amendments to this Plan are sometimes required or requested. To ensure that Council can make an informed decision on any *Planning Act* application and in order to ensure that the public understands the implications of the application, technical studies may also be required.

The *Planning Act* permits municipalities to set out requirements for technical studies and plans to support a development application. Once this required information has been submitted, the application is then deemed to be “complete” in accordance with the *Planning Act*, with this date being the date on which the processing time frame in the *Planning Act* begins. In addition, applicants cannot appeal a non-decision on their application once the application is complete until the processing time frames set out in the *Planning Act* have elapsed.

Local municipalities may establish more specific requirements for pre-consultation and *complete application* requirements in their local municipal official plans, consistent with the policies of this Plan and the *Planning Act*.

8.7.1 Pre-Application Consultation

If a person or public body files an application to amend the County Official Plan, local municipal official plan or zoning by-law, ~~or~~ files an application for approval of a draft plan of subdivision/condominium, consent or minor variance, [or files an application for a land located on a County road, a regional or provincial road within the County](#), the person or public body ~~may be~~ [is](#) required to consult with the local municipality and the approval authority, in addition to the applicable Conservation Authority and the Niagara Escarpment Commission, where required, prior to submitting a formal application in order to determine the information required to support the application, as set out in this Section and in accordance with Section 22(3.1) and 51(16.1) of the *Planning Act*.

8.7.2 Complete Applications

[The County will not accept any application for which a person or public body has not consulted with County Staff.](#) When the pre-application consultation process for a proposed *development* approval application identifies the need for one or more supporting studies, the application will not be considered complete for processing purposes until the required supporting studies, information and materials are prepared and submitted to the approval authority.

Notification of a *complete application* will be given to the applicant and all other parties by the approval authority in accordance with the *Planning Act*.

8.7.3 Supporting Studies

It is the policy of the County that:

- a) Certain supporting studies, information and materials will be required as part of a *development* approval process or as part of a detailed planning study as identified throughout this Plan. The need and timing of such supporting studies, information and materials will be determined by the approval authority on a site-specific basis in consideration of the site's land use context and regard to the policies of this Plan.
- b) Applicants seeking *development* approval will be advised of the required supporting studies, information and materials as part of the pre-application consultation process or, if subsequently deemed necessary, prior to scheduling a prescribed public meeting.
- c) During the pre-application consultation process for a County Official Plan amendment, local municipal official plan amendment, local municipal zoning by-law amendment, draft plan of subdivision/condominium, or consent application, the applicant may be required to submit any of the following information and supporting studies at the time of the submission of an application, in accordance with the policies outlined in this Plan and the local municipal official plan and/or accepted professional standards and/or guidelines as applicable:
 - i. Deed and/or Offer of Purchase;
 - ii. Topographic Plan of Survey;
 - iii. Site Plan (Conceptual);
 - iv. Floor Plan and/or Elevations;
 - v. Geotechnical Study;
 - vi. Tree Survey;
 - vii. Draft Plan of Subdivision;
 - viii. Condominium Description;
 - ix. Retail Market Impact Study;
 - x. Agricultural Impact Assessment;
 - xi. Affordable Housing Report;
 - xii. Municipal Financial Impact Assessment;
 - xiii. Urban Design Strategy;
 - xiv. Archaeological Impact Assessment;
 - xv. Hydrogeological Study;
 - xvi. Groundwater Impact Assessment;
 - xvii. *Environmental Impact Study (EIS)*;
 - xviii. Natural Hazard Assessment;
 - xix. Record of Site Condition (RSC);
 - xx. Phase I Environmental Site Assessment (ESA);
 - xxi. Site Screening Questionnaire, where a Phase 1 Environmental Site Assessment is not required;
 - xxii. Noise and/or Vibration Study;
 - xxiii. ~~Transportation~~-Traffic Impact Study;
 - xxiv. Parking Study;

xxv. Servicing Feasibility Study / Functional Servicing Report;
xxvi. Stormwater Management Plan;
xxvii. Approved Class Environmental Assessment;
xxviii. Planning Rationale Report;
xxix. Heritage Impact Assessment;
xxx. Lighting Study;
[xxxi. Preliminary Engineering Designs;](#)
[xxxii. Servicing Concept Plans;](#) and
xxxiii. Other information or studies relevant to the *development* and lands impacted by the proposed *development* approval application.

d) Supporting studies may vary in scope, depending upon the size, nature and intent of the *development* approval application and the site's land use planning context. Applicants of *development* approval applications will be advised by the approval authority of the required supporting study contents during the pre-application consultation process.

e) *Development* applications within *designated greenfield areas* will be accompanied with a density analysis to demonstrate how the proposed *development* will assist the County and the local municipality in achieving the *density targets* of this Plan, where applicable.

f) The approval authority will ensure that supporting studies, information and materials provided by an applicant of a *complete development application* will be made available to the public for review.

g) The cost of supporting studies and any other required supporting documentation will be borne by the proponent. The proponent will reimburse costs incurred by the County and/or local municipalities in engaging peer review consultants to evaluate the proposal and supporting submissions.

8.8 Interpretation Policies

The County and its staff will be responsible for interpreting all aspects of the Plan. Where policies may reference specific issues of significance to the Province, the appropriate Ministry may assist the County on an as-needed basis. Where policies may reference specific issues of significance to the local municipalities, the County will consult with the appropriate local municipality.

8.8.1 General

The following policies apply to assist in the interpretation of this Official Plan:

a) The Official Plan for Dufferin County is comprised of Sections 1 to 8 and Schedules A to H inclusive. This Plan will be read in its entirety to understand its intent as a policy guide for priority setting and decision making.

b) This Plan is intended to serve as public policy for the *sustainable* planning and *development* of the County and will be interpreted on that basis. Local municipal official plans will continue to provide more detailed land use and planning policy applicable to the local municipalities.

c) Technical revisions to this Plan are permitted without an amendment provided they do not change the intent of the Plan. Technical amendments include:

- i. changing the numbering, cross-referencing and arrangement of the text, tables, schedules and maps;
- ii. altering punctuation or language for consistency;
- iii. correcting grammatical, dimensional and boundary, mathematical or typographical errors; and
- iv. adding technical information to maps or schedules.

d) An amendment to this Official Plan will be required where a policy, designation, schedule, goal, or objective is added, deleted or significantly altered.

e) The boundaries of the land use designations on **Schedule B** and **Schedule C** will be considered approximate, except where they coincide with roads, railways, *lot* and concession lines, or other definitive features. The boundaries of the land use designations will be interpreted by the County. Actual measured distances and boundaries will be determined based on the schedules of the local municipal official plan and zoning by-laws.

f) Any modifications or revisions to street names, or other names in this Plan, including the Schedules, will not require an amendment to this Plan.

g) In the case of a discrepancy between the policies in the text and related schedule, the policies in the text will take precedence.

h) In the case of a perceived discrepancy between the policies, the more restrictive policy, as determined by the County, will apply.

i) Permitted uses included in this Plan are intended to illustrate the range of activities in each respective land use designation rather than a complete list of uses. Specific uses will be defined in the local municipal official plan and implementing zoning bylaws. Wherever a use is permitted in a designated area, it is intended that uses, buildings or structures normally incidental, *accessory* and/or essential to that use will also be permitted.

j) Terms and words used in this Plan are consistent with the Provincial Policy Statement and will be interpreted as defined. Defined terms are indicated in italics and defined in Section 8.8.2. However, the definitions may exceed minimum standards as established in the Provincial Policy Statement. [Terms and words not defined in this Plan, or by other applicable planning documents or legislation, shall have the ordinary dictionary meaning.](#)

k) Municipal buildings, activities, services and public and private *utilities* will be permitted in any land use designation, save and except in *significant natural heritage features and areas* and the ~~Agricultural Area~~ *Prime Agricultural Area*. This will be deemed to include activities and services provided under the *Municipal Act* or any other legislation.

l) Where any Act or portion thereof is referenced in this Plan, it is intended that such references should be interpreted to include any subsequent legislation that may amend or replace the specific statute.

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m) Where any guideline, manual, or portion thereof, is referenced in this Plan, it is intended that such references should be interpreted to include any subsequent guideline or manual that may amend or replace the referenced document.

n) The effect of this Plan is such that no municipal public works will be undertaken, and no municipal by-law passed for any purpose, that does not conform to and comply with this Plan.

o) The implementation of this Plan will take place over time and the use of words such as “shall”, “will” or “must” should not be construed as the County or local municipality’s commitment to proceed with all of the undertakings in this Plan immediately. These undertakings will typically occur in a phased manner, subject to budgeting and program availability.

p) The references to the “County” in this Plan will mean Dufferin County. References to the “local municipality(ies)” will mean the constituent lower-tier local municipality(ies) within Dufferin County.

q) This Plan has been prepared to be consistent with the Provincial Policy Statement, [2014 in effect at the time of adoption](#) and [to conform with applicable Provincial Plans](#) and legislation. Should, at any time, the Province amend the Provincial Policy Statement or *Provincial Plan*, the County will amend the Plan in a manner that reflects the legislative requirements to implement the Provincial Policy Statement or *Provincial Plan* at the earliest 5 year review or otherwise as directed by Provincial legislation. The County’s planning decisions may go beyond the minimum standards provided in the Provincial Policy Statement and/or *Provincial Plan* provided they do not conflict with any other area of the Provincial Policy Statement and/or *Provincial Plan*.

8.8.2 Definitions

The following definitions are indicated in italics in the Plan and are intended to assist in the interpretation of the policies and land use schedules of the Plan. Where definitions are taken directly from Provincial documents, they are cited.

1. **Access standards:** means methods or procedures to ensure safe vehicular and pedestrian movement, and access for the maintenance and repair of protection works, during times of flooding hazards, erosion hazards and/or other water-related hazards.
2. **Accessory building or structure:** means a detached building or structure, the use of which is naturally and normally incidental to, subordinate to, or exclusively devoted to a principal use or building and located on the same lot and that is not used for human habitation. Accessory buildings or structures may also be referred to as accessory dwellings or accessory units.
3. **Accessory use:** means the use of any land, building or structure which is subordinate to and exclusively devoted to the principal use located on the same lot.
4. **Active transportation:** [means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed \(PPS, 2020\).](#) ~~means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the~~

~~use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. (Source: PPS, 2014)~~

5. **Adjacent or Adjacent lands:** means:

- a. for those lands contiguous to existing or planned corridors and transportation facilities where development would have a negative impact on the corridor or facility. The extent of the adjacent lands may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives;
- b. for those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands may be recommended by the Province or based on municipal approaches which achieve the same objectives;
- c. for those lands contiguous to lands on the surface of known petroleum resources, mineral deposits, or deposits of mineral aggregate resources where it is likely that development would constrain future access to the resources. The extent of the adjacent lands may be recommended by the Province; and
- d. for those lands contiguous to a protected heritage property, or otherwise defined in the municipal official plan. (Source: Adapted from PPS, 2020~~14~~)

6. **Adaptive reuse:** means the renovation of a building or site to include elements that allow a particular use or uses to occupy a space that originally was intended for a different use.

7. **Adverse effects:** as defined in the *Environmental Protection Act*, means one or more of:

- a. impairment of the quality of the natural environment for any use that can be made of it;
- b. injury or damage to property or plant or animal life;
- c. harm or material discomfort to any person;
- d. an adverse effect on the health of any person;
- e. impairment of the safety of any person;
- f. rendering any property or plant or animal life unfit for human use;
- g. loss of enjoyment of normal use of property; and
- interference with normal conduct of business. (Source: PPS, 2020~~14~~)

8. **Affordable:** means:

- a. In the case of ownership housing, the least expensive of:
 - i. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or
 - ii. housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the County.
- b. In the case of rental housing, the least expensive of:

i. a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or

ii. a unit for which the rent is at or below the average market rent of a unit in the County.

For the purposes of this definition:

Low and moderate income households means, a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the County; or in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the County. (Source: PPS, 2020~~14~~)

9. Agricultural condition: means

a. in regard to specialty crop areas, a condition in which substantially the same areas and same average soil capability for agriculture are restored, the same range and productivity of specialty crops common in the area can be achieved, and, where applicable, the microclimate on which the site and surrounding area may be dependent for specialty crop production will be maintained or restored; and

b. in regard to prime agricultural land outside of specialty crop areas, a condition in which substantially the same areas and same average soil capability for agriculture are restored. (Source: PPS 2020~~14~~)

10. Agricultural uses: means the growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and accommodation for full-time farm labour when the size and nature of the operation requires additional employment. (Source: PPS 2020~~14~~)

11. Agri-tourism uses: means those farm-related tourism uses, including limited accommodation such as a bed and breakfast, that promote the enjoyment, education or activities related to the farm operation. (Source: PPS 2020~~14~~)

12. Agriculture-related uses: means those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity. (Source: PPS 2020~~14~~)

13. Airports: means all Ontario airports, including designated lands for future airports, with Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) mapping. (Source: PPS 2020~~14~~)

14. Alternative energy source or system: means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems. (Source: PPS, 2020~~14~~)

15. **Archaeological resources:** means artifacts, archaeological sites and marine archaeological sites, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*. (Source: PPS, 2020~~44~~)

16. **Areas of archaeological potential:** means areas with the likelihood to contain archaeological resources. Criteria to identify archaeological potential are established by the Province. The Ontario Heritage Act requires archaeological potential to be confirmed by a licensed archaeologist. (Source: PPS, 2020)~~means areas with the likelihood to contain archaeological resources. Methods to identify archaeological potential are established by the Province, but municipal approaches which achieve the same objectives may also be used. The Ontario Heritage Act requires archaeological potential to be confirmed through archaeological fieldwork.~~ (Source: PPS, 2014)

17. **Areas of Natural and Scientific Interest (ANSI):** means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education. (Source: PPS, 2020~~44~~)

18. **Assisted housing:** means housing that is available to low and moderate income households for rent or purchase where part of the housing cost is subsidized through a government program.

19. **Barrier:** means anything that prevents a person with a disability from fully participating in all aspects of society because of his or her disability, including a physical barrier, an architectural barrier, an information or communications barrier, an attitudinal barrier, a technological barrier, a policy or a practice. (Source: *Accessibility for Ontarians with Disabilities Act, 2005*)

20. **Bed and breakfast establishment:** means a single detached dwelling in which the owners currently hold as a primary residence with the primary purpose of providing short-term overnight accommodations, including the provision of meals.

21. **Brownfield sites (brownfields):** means undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant. (Source: PPS, 2020~~44~~)

22. **Built heritage resources:** means a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal-Indigenous community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the *Ontario Heritage Act*, or included on local, provincial and/or federal registers. (Source: PPS, 2020~~44~~)

23. **Built-up area:** means all land within the delineated built boundary. (Source: Growth Plan for the Greater Golden Horseshoe, 2006~~20~~)

24. **Built Boundary, Delineated:** The limits of the developed urban area as defined by the Minister in consultation with affected municipalities for the purpose of measuring the minimum intensification target of the Growth Plan~~means the limits of the developed urban area as defined by the Minister of Municipal Affairs and Housing in accordance with Policy 2.2.3.5 of the Growth~~

Plan and identified on Schedule B1 to this Plan. (Source: Growth Plan for the Greater Golden Horseshoe, 202006)

25. ~~Character: means the collective qualities and characteristics that distinguish a particular area or neighbourhood.~~

26. **Complete application:** means all supporting studies required by this Plan must be submitted at the time of submitting the application in order to deem the application complete.

27. **Community infrastructure:** refers to lands, buildings, and structures that support the quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, security and safety, and affordable housing. (~~Source: Growth Plan for the Greater Golden Horseshoe, 2006~~)

28. **Compact urban-Built form:** A land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and A Place to Grow | 67 Definitions institutional) all within one neighbourhood, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semidetached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a wellconnected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation. ~~means a land use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.~~ (Source: Growth Plan for the Greater Golden Horseshoe, 202006)

29. **Complete communities:** Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided. (~~Source: Growth Plan for the Greater Golden Horseshoe, 202006~~)

30. **Conserve:** means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments. (Source: PPS, 202014)

31. **Countryside Area:** means a system of lands within municipalities that includes rural lands, prime agricultural areas, natural heritage features and areas, and resource areas. (Source: Adapted from PPS, 2020⁴⁴ definition of Rural Areas)

32. **Cultural heritage landscape:** means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms. ~~means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).~~ (Source: PPS, 2020⁴⁴)

33. **Density targets:** The density target for designated greenfield areas is defined in ~~Policies 2.2.7.2, 2.2.7.3 and 2.2.7.5 of~~ the Growth Plan. (Source: Growth Plan ~~for the Greater Golden Horseshoe~~, 2020⁰⁶)

34. **Deposits of mineral aggregate resources:** means an area of identified mineral aggregate resources, as delineated in Aggregate Resource Inventory Papers or comprehensive studies prepared using evaluation procedures established by the Province for surficial and bedrock resources, as amended from time to time, that has a sufficient quantity and quality to warrant present or future extraction. (Source: PPS, 2020)

35. **Designated Greenfield area:** Lands within settlement areas (not including rural settlements) but outside of delineated built-up areas that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan. Designated greenfield areas do not include excess lands. ~~The area within a settlement area that is not built-up area. Where a settlement area does not have a built boundary, the entire settlement area is considered designated greenfield area.~~ (Source: Growth Plan ~~for the Greater Golden Horseshoe~~, 2020⁰⁶)

36. **Designated vulnerable area:** means areas defined as vulnerable, in accordance with provincial standards, by virtue of their importance as a drinking water source. (Source: PPS, 2020⁴⁴)

37. **Development:** means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act, but does not include:

- activities that create or maintain infrastructure authorized under an environmental assessment process;
- works subject to the Drainage Act; or

- c. for the purposes of policy 2.1.4(a), underground or surface mining of minerals or advanced exploration on mining lands in significant areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as under the Mining Act. Instead, those matters shall be subject to policy 2.1.5(a). (Source: PPS, 2020~~14~~)

38. **Development application:** means a formal request for an Official Plan Amendment, change in zoning, site plan approval, land conveyance, part lot control, minor variance approval, plan of subdivision, and/or condominium.

39. **Dwelling unit:** means a room or suite of rooms designed and intended for use by one household in which full culinary and sanitary facilities are provided for the exclusive use of that household.

40. **Ecological function:** means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socioeconomic interactions. (Source: PPS, 2020~~14~~)

41. **Employment Area:** means those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities. (Source: PPS, 2020~~14~~)

42. **Environmental Impact Study (EIS):** means an analysis of the potential effects on the natural environment from a project.

43. **Existing use:** means the use of any land, building or structure legally existing on the day of adoption of the Plan.

44. **Endangered species:** means a species that is listed or categorized as an "Endangered Species" on the Ontario Ministry of Natural Resources' official Species at Risk List, as updated and amended from time to time. (Source: PPS, 2020~~14~~)

45. **Erosion hazard:** means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using considerations that include the 100-year erosion rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance. (Source: PPS, 2020~~14~~)

46. **Essential emergency service:** means services which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion. (Source: PPS, 2020~~14~~)

47. **Fish:** means fish, which as defined in the *Fisheries Act*, includes fish, shellfish, crustaceans, and marine animals, at all stages of their life cycles. (Source: PPS, 2020~~14~~)

48. **Fish habitat:** as defined in the *Fisheries Act*, means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes. (Source: PPS, 2020~~14~~)

49. **Flood fringe:** for river, stream and small inland lake systems, means the outer portion of the flood plain between the floodway and the flooding hazard limit. Depths and velocities of flooding

are generally less severe in the flood fringe than those experienced in the floodway. (Source: PPS, 2020~~44~~)

50. Flood plain: for river, stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards. (Source: PPS, 2020~~44~~)

51. Flooding hazard: means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

a. Along river, stream and small inland lake systems, the flooding hazard limit is the greater of:

i. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;

ii. the one hundred year flood; and

iii. a flood which is greater than 1. or 2. which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources; except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard). (Source: Adapted from the PPS, 2020~~44~~)

52. Flood proofing standard: means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate flooding hazards, wave uprush and other water-related hazards along river and stream systems. (Source: Adapted from the PPS, 2020~~44~~)

53. Floodway: for river, stream and small inland lake systems, means the portion of the flood plain where development and site alteration would cause a danger to public health and safety or property damage. Where the one zone concept is applied, the floodway is the entire contiguous flood plain. Where the two zone concept is applied, the floodway is the contiguous inner portion of the flood plain, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the two zone concept applies, the outer portion of the flood plain is called the flood fringe. (Source: PPS, 2020~~44~~)

54. Floor area, gross: means the total floor area in a building or structure measured between the exterior faces of the exterior walls of the building or structure at the level of each storey below, at and above grade, excluding the area used for off-street unloading, parking and mechanical.

55. Freight-supportive: in regard to land use patterns, means transportation systems and facilities that facilitate the movement of goods. This includes policies or programs intended to support efficient freight movement through the planning, design and operation of land use and

transportation systems. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives. (Source: PPS, 2020~~14~~)

56. **Garden suite:** means a one-unit detached residential structure containing bathroom and kitchen facilities that is ancillary to an existing residential structure and that is designed to be portable. (Source: *Planning Act*, 1990)

57. **Green Building:** means a building designed to conserve resources and reduce negative impacts on the environment - whether it is energy, water, building materials or land. This may include conforming to energy efficiency standards, such as LEED and Passive House, the incorporation of sustainably-sourced and replaceable materials, designs that respond to and support ecological function, and/or building techniques that incorporate the same considerations in the building's construction.

58. **Green infrastructure:** means natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs. (Source: PPS, 2020~~14~~)

59. **Greenbelt Area:** means the geographic area of the Greenbelt as defined by the Ontario Regulation 59/05 as provided by the *Greenbelt Act, 2005*. (Source: Growth Plan for the Greater Golden Horseshoe, 2020~~06~~)

60. **Greyfields:** means previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant. (Source: Growth Plan for the Greater Golden Horseshoe, 2020~~06~~)

61. **Ground water features:** means water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations. (Source: PPS, 2020~~14~~)

62. **Group home:** means a single housekeeping unit in a residential dwelling in which three to ten residents (excluding staff or the receiving family) live as a unit under responsible supervision. Group homes are licensed or approved under provincial statute.

63. **Habitat of endangered species and threatened species:** means
a. ~~a-~~ with respect to a species listed on the Species at Risk in Ontario List as an endangered or threatened species for which a regulation made under clause 55(1)(a) of the *Endangered Species Act, 2007* is in force, the area prescribed by that regulation as the habitat of the species; or

b. ~~b-~~ with respect to any other species listed on the Species at Risk in Ontario List as an endangered or threatened species, an area on which the species depends, directly or indirectly, to carry on its life processes, including life processes such as reproduction, rearing, hibernation, migration or feeding, as approved by the Ontario Ministry of Natural Resources; and places in the areas described in

clause (a) or (b), whichever is applicable, that are used by members of the species as dens, nests, hibernacula or other residences. (Source: PPS, 2020~~44~~)

64. **Hazard lands:** means property or lands that could be unsafe for development due to naturally occurring processes. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits. (Source: Adapted from PPS, 2020~~44~~)

65. **Hazardous forest types for wildland fire:** means forest types assessed as being associated with the risk of high to extreme wildland fire using risk assessment tools established by the Ontario Ministry of Natural Resources, as amended from time to time. (Source: PPS, 2020~~44~~)

66. **Hazardous sites:** means property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography). (Source: PPS, 2020~~44~~)

67. **Hazardous substances:** means substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological. (Source: PPS, 2020~~44~~)

68. **Heritage attributes:** means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a protected heritage property). (Source: PPS, 2020~~44~~)

69. **High quality:** means primary and secondary sand and gravel resources and bedrock resources as defined in the Aggregate Resource Inventory Papers (ARIP). (Source: PPS, 2020~~44~~)

70. **Hydrologic function:** means the functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things. (Source: PPS, 2020~~44~~)

71. **Individual on-site sewage services:** means sewage systems, as defined in O. Reg. 332/12 under the *Building Code Act, 1992*, that are owned, operated and managed by the owner of the property upon which the system is located. (Source: PPS, 2020~~44~~)

72. **Individual on-site water services:** means individual, autonomous water supply systems that are owned, operated and managed by the owner of the property upon which the system is located. (Source: PPS, 2020~~44~~)

73. **Infill:** means the development of additional buildings on a property, site or area to support intensification, create higher densities, and fill development gaps in existing neighbourhoods.

74. **Infrastructure:** means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities. (Source: PPS, 2020~~14~~)

75. **Institutional use:** for the purposes of Section 6.2.1, means land uses where there is a threat to the safe evacuation of vulnerable populations such as older persons, persons with disabilities, and those who are sick or young, during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion. (Source: Adapted from PPS, 2020~~14~~)

76. **Intensification:** means the development of a property, site or area at a higher density than currently exists through:

~~a. a-~~ redevelopment, including the reuse of brownfield sites;

~~b. b-~~ the development of vacant and/or underutilized lots within previously developed areas;

~~c. c-~~ infill development; or

~~d. d-~~ the expansion or conversion of existing buildings. (Source: PPS, 2020~~14~~)

77. **Intensification areas:** mean lands identified by municipalities or the Minister of Municipal Affairs and Housing within a settlement area that are to be the focus for accommodating intensification. Intensification areas include urban growth centres, intensification corridors, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields. (~~Source: Growth Plan for the Greater Golden Horseshoe, 2006~~)

78. **Intensification target:** the intensification target is as established in ~~Policies 2.2.3.1, 2.2.3.2, 2.2.3.3, and 2.2.3.4 of the Growth Plan. (Source: Growth Plan for the Greater Golden Horseshoe, 2006)~~

79. **Legal or technical reasons:** means severances for purposes such as easements, corrections of deeds, quit claims, and minor boundary adjustments, which do not result in the creation of a new lot. (Source: PPS, 2020~~14~~)

80. **Lot:** means a parcel or tract of land which is recognized as a separate parcel of land under the provisions of the *Planning Act*.

81. **Major facilities:** means facilities which may require separation from sensitive land uses, including but not limited to airports, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities. (Source: PPS, 2020~~14~~)

82. **Major goods movement facilities and corridors:** means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: intermodal facilities, ports, airports, rail facilities, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods.

Approaches that are freight-supportive may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives. (Source: PPS, 2020~~14~~)

83. **Minerals:** means metallic minerals and non-metallic minerals as herein defined, but does not include mineral aggregate resources or petroleum resources. Metallic minerals means those minerals from which metals (e.g. copper, nickel, gold) are derived. Non-metallic minerals means those minerals that are of value for intrinsic properties of the minerals themselves and not as a source of metal. They are generally synonymous with industrial minerals (e.g. asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, and wollastonite). (Source: PPS, 2020~~14~~)

84. **Mineral aggregate operation:** means:

- a. ~~a.~~ lands under license or permit, other than for wayside pits and quarries, issued in accordance with the *Aggregate Resources Act*, or successors thereto;
- ~~b.~~ for lands not designated under the *Aggregate Resources Act*, established pits and quarries that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and
- b. ~~e.~~ associated facilities used in extraction, transport, beneficiation, processing or recycling of mineral aggregate resources and derived products such as asphalt and concrete, or the production of secondary related products. (Source: PPS, 2020~~14~~)

85. **Mineral aggregate resources:** means gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the *Aggregate Resources Act* suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the *Mining Act*. (Source: PPS, 2020~~14~~)

86. **Mineral deposits or resources:** means areas of identified minerals that have sufficient quantity and quality based on specific geological evidence to warrant present or future extraction. (Source: Adapted from PPS, 2020~~14~~)

87. **Mineral mining operation:** means mining operations and associated facilities, or, past producing mines with remaining mineral development potential that have not been permanently rehabilitated to another use. (Source: PPS, 2020~~14~~)

88. **Minimum distance separation formulae:** means formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities. (Source: PPS, 2020~~14~~)

89. **Multimodal transportation system:** means a transportation system which may include several forms of transportation such as automobiles, walking, trucks, cycling, buses, rapid transit, rail (such as commuter and freight), air and marine. (Source: PPS, 2020~~14~~)

90. **Municipal sewage services:** means a sewage works within the meaning of section 1 of the Ontario Water Resources Act that is owned or operated by a municipality, including centralized and decentralized systems. ~~means a sewage works within the meaning of Section 4 of the Ontario Water Resources Act that is owned or operated by a municipality.~~ (Source: PPS, 2020~~14~~)

91. **Municipal water services:** means a municipal drinking-water system within the meaning of section 2 of the *Safe Drinking Water Act, 2002*, including centralized and decentralized systems ~~means a municipal drinking-water system within the meaning of Section 2 of the *Safe Drinking Water Act, 2002*.~~ (Source: PPS, 202014)

92. **Mixed use:** means development that includes a range of uses, including commercial and residential uses, that provides a variety of housing opportunities, retail, office, leisure, recreation and social opportunities.

93. **Natural environment:** means the land, air or water or any combination or part thereof.

94. **Natural heritage features and areas:** means features and areas, including significant wetlands, fish habitat, significant woodlands and significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River), habitat of endangered species and threatened species, significant wildlife habitat, and significant areas of natural and scientific interest, which are important for their environmental and social values as a legacy of the natural landscapes of an area. (Source: Adapted from PPS, 202014)

95. **Natural heritage system:** means a system made up of natural heritage features and areas, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include natural heritage features and areas, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable ecological functions to continue. The Province has a recommended approach for identifying natural heritage systems, but municipal approaches that achieve or exceed the same objective may also be used. (Source: PPS, 202014)

96. **Negative impacts:** means:

- a. ~~a-~~ in regard to policy 1.6.6.4 and 1.6.6.5 of the Provincial Policy Statement, degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development. Negative impacts should be assessed through environmental studies including hydrogeological or water quality impact assessments, in accordance with provincial standards;
- b. ~~b-~~ in regard to policy 2.2 of the Provincial Policy Statement, degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities;
- c. ~~c-~~ in regard to fish habitat, any permanent alteration to, or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the *Fisheries Act*; and
- d. ~~d-~~ in regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple or successive development or site alteration activities. (Source: Adapted from PPS, 202014)

97. **Normal farm practices:** means a practice, as defined in the *Farming and Food Production Protection Act, 1998*, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under

similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. Normal farm practices shall be consistent with the *Nutrient Management Act, 2002* and regulations made under that Act. (Source: PPS, 2020~~14~~)

98. **On-farm diversified uses:** means uses that are secondary to the principal agricultural use of the property, and are limited in area. On-farm diversified uses include, but are not limited to, home occupations, home industries, agri-tourism uses, and uses that produce value-added agricultural products. Ground-mounted solar facilities are permitted in prime agricultural areas, including specialty crop areas, only as on-farm diversified uses. ~~means uses that are secondary to the principal agricultural use of the property, and are limited in area. On farm diversified uses include, but are not limited to, home occupations, home industries, agri-tourism uses, and uses that produce value-added agricultural products.~~ (Source: PPS, 2020~~14~~)

99. **One-hundred year flood:** for river, stream and small inland lake systems, means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of 100 years on average, or having a 1% chance of occurring or being exceeded in any given year. (Source: PPS, 2020~~14~~)

100. **One-hundred year flood level:** means
a. ~~a.)~~ for large inland lakes, lake levels and wind setups that have a 1% chance of being equalled or exceeded in any given year, except that, where sufficient water level records do not exist, the one hundred year flood level is based on the highest known water level and wind setups. (Source: Adapted from PPS, 2020~~14~~)

101. **Partial services:** means:
~~a.~~ a. Municipal sewage services or private communal sewage services and individual on-site water services; or
b. Municipal water services or private communal water services and individual onsite sewage services. (Source: PPS, 2020~~14~~)

102. **Petroleum resource operations:** means oil, gas and salt wells and associated facilities and other drilling operations, oil field fluid disposal wells and associated facilities, and wells and facilities for the underground storage of natural gas and other hydrocarbons. (Source: PPS, 2020~~14~~)

103. **Petroleum resources:** means oil, gas, and salt (extracted by solution mining method) and formation water resources which have been identified through exploration and verified by preliminary drilling or other forms of investigation. This may include sites of former operations where resources are still present or former sites that may be converted to underground storage for natural gas or other hydrocarbons. (Source: PPS, 2020~~14~~)

104. **Portable asphalt plant:** means a facility:
a. ~~a.~~ with equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and
b. ~~b.~~ which is not of permanent construction, but which is to be dismantled at the completion of the construction project. (Source: PPS, 2020~~14~~)

105. **Portable concrete plant:** means a building or structure:

- a. ~~a.~~ with equipment designed to mix cementing materials, aggregate, water and admixtures to produce concrete, and includes stockpiling and storage of bulk materials used in the process; and
- b. ~~b.~~ which is not of permanent construction, but which is designed to be dismantled at the completion of the construction project. (Source: PPS, 2020~~44~~)

106. **Prime agricultural area or agricultural area:** means areas where prime agricultural lands predominate. This includes areas of prime agricultural lands and associated Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. Prime agricultural areas may be identified by the Ontario Ministry of Agriculture and Food using guidelines developed by the Province as amended from time to time. A prime agricultural area may also be identified through an alternative agricultural land evaluation system approved by the Province. (Source: PPS, 2020~~44~~)

107. **Prime agricultural land:** means specialty crop areas and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection. (Source: PPS, 2020~~44~~)

108. **Private communal sewage services:** means a sewage works within the meaning of Section 1 of the *Ontario Water Resources Act* that serves six or more lots or private residences and is not owned by a municipality. (Source: PPS, 2020~~44~~)

109. **Private communal water services:** means a non-municipal drinking-water system within the meaning of Section 2 of the *Safe Drinking Water Act*, 2002 that serves six or more lots or private residences. (Source: PPS, 2020~~44~~)

110. **Protected heritage property:** means property designated under Parts IV, V or VI of the *Ontario Heritage Act*; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites. (Source: PPS, 2020~~44~~)

111. **Protection works standards:** means the combination of non-structural or structural works and allowances for slope stability and flooding/erosion to reduce the damage caused by flooding hazards, erosion hazards and other water-related hazards, and to allow access for their maintenance and repair. (Source: PPS, 2020~~44~~)

112. **Provincial plan:** means a provincial plan within the meaning of Section 1 of the *Planning Act*. (Source: PPS, 2020~~44~~)

113. **Public service facilities:** means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. Public service facilities do not include infrastructure. (Source: PPS, 2020~~44~~)

114. **Quality and quantity of water:** is measured by indicators associated with hydrologic function such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime. (Source: PPS, 2020~~44~~)

115. **Rail facilities:** means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future rail facilities. (Source: PPS, 2020~~44~~)

116. **Redevelopment:** means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites. (Source: PPS, 2020~~44~~)

117. **Rehabilitate:** means the treatment of land, buildings or structures so that their use or condition is restored to its former use or condition, or may be changed to another use or condition that is or will be compatible with adjacent land uses.

118. **Renewable energy source:** means an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces. (Source: PPS, 2020~~44~~)

119. **Renewable energy system:** means a system that generates electricity, heat and/or cooling from a renewable energy source. (Source: PPS, 2020~~44~~)

120. **Renewable energy project:** means the construction, installation, use, operation, changing or retiring of a renewable energy generation facility. (Source: *Green Energy Act*, 2009)

121. **Renewable Energy Undertaking:** means a renewable energy generation facility, a renewable energy project, a renewable energy testing facility or a renewable energy testing project. (Source: *Planning Act*, ~~1990~~)

122. **Reserve sewage system capacity:** means design or planned capacity in a centralized waste water treatment facility which is not yet committed to existing or approved development. For the purposes of policy 1.6.6.6, reserve capacity for private communal sewage services and individual on-site sewage services is considered sufficient if the hauled sewage from the development can be treated and land-applied on agricultural land under *the Nutrient Management Act*, or disposed of at sites approved under *the Environmental Protection Act* or *the Ontario Water Resources Act*, but not by land-applying untreated, hauled sewage. (Source: PPS, 2020~~44~~)

123. **Reserve water system capacity:** means design or planned capacity in a centralized water treatment facility which is not yet committed to existing or approved development. (Source: PPS, 2020~~44~~)

124. **Residence surplus to a farming operation:** means an existing habitable farm residence that is rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation). (Source: PPS, 2020~~44~~)

125. **River, stream and small inland lake systems:** means all watercourses, rivers, streams, and small inland lakes or waterbodies that have a measurable or predictable response to a single runoff event. (Source: PPS, 2020~~44~~)

126. **Residential intensification:** means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

~~a. a:~~ redevelopment, including the redevelopment of brownfield sites;

~~b. b:~~ the development of vacant or underutilized lots within previously developed areas;

- c. ~~e~~- infill development;
- d. ~~e~~- the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- e. ~~e~~- the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, second units and rooming houses. (Source: PPS, 202044)

127. **Rural lands:** means lands which are located outside settlement areas and which are outside prime agricultural areas. (Source: PPS, 202044)

128. ~~**Second residential units:** means a separate and complete dwelling unit that is contained within the structure of a single detached, semi-detached, or townhouse residential dwelling or within a secondary building on the same property as a principal dwelling unit.~~

~~**129. Sensitive land uses:** means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities. (Source: PPS, 202044)~~

130. **Servicing agreement:** means a legal agreement between a property owner and the municipality to extend or modify municipal services within the municipal road allowance in order for a site to be developed.

131. **Settlement areas:** means Urban Settlement Areas and Community Settlement Areas within municipalities (such as towns, villages and hamlets) that are:

- a. ~~a~~- built up areas where development is concentrated and which have a mix of land uses; and
- b. ~~b~~- lands which have been designated in an official plan for development over the long-term planning horizon. In cases where land in designated growth areas is not available, the settlement area may be no larger than the area where development is concentrated. (Source: Adapted from PPS, 202044)

132. **Settlement area, Urban:** means a settlement area that includes the Town of Orangeville, Town of Shelburne, and the urban area of Grand Valley.

133. **Settlement area, Community:** means a settlement area that is identified as community settlement area in Table 3.3 of this Plan.

134. **Sewage and water services:** includes municipal sewage services and municipal water services, private communal sewage services and private communal water services, individual on-site sewage services and individual on-site water services, and partial services. (Source: PPS, 202044)

135. **Servicing plan:** means an analysis of the local municipality's provisioning and phasing of water and wastewater and other infrastructure to service future growth and development.

136. **Significant:** means

- a. ~~a~~- in regard to wetlands and areas of natural and scientific interest, an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time;

- b. ~~b.~~ in regard to woodlands, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. These are to be identified using criteria established by the Ontario Ministry of Natural Resources;
- c. ~~c.~~ in regard to other features and areas in policy 2.1, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system;
- d. ~~d.~~ in regard to mineral potential, an area identified as provincially significant through evaluation procedures developed by the Province, as amended from time to time, such as the Provincially Significant Mineral Potential Index; and
- e. ~~e.~~ in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.

Criteria for determining significance for the resources identified in sections c. – e. are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used.

While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation. (Source: Adapted from PPS, 2020~~14~~)

137. **Site alteration:** means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

For the purposes of policy 2.1.4(a) of the PPS, site alteration does not include underground or surface mining of minerals or advanced exploration on mining lands in significant areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as in the *Mining Act*. Instead, those matters shall be subject to policy 2.1.5(a) of the PPS. (Source: PPS, 2020~~14~~)

138. **Site Plan Control:** means a process which requires the preparation of detailed site specific development plans, and enables the review of such matters as building location, and massing, access, outdoor storage, amenity space, walkways, landscaping, loading and parking facilities, accessibility, lighting, grading and external non-design features. Site Plan Control can only be used to establish on-site physical conditions such as setbacks and layout as well as road widening and intersection improvement.

139. **Sourcewater protection:** means the act of protecting drinking water sources from contamination or overuse. These sources of water can include surface water, such as lakes, rivers, streams, or groundwater.

140. **Source protection plan:** means a plan that protects drinking water sources from contamination or overuse. These sources of water can include surface water, such as lakes, rivers, streams, or groundwater.

141. **Supportive housing:** means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living.

Examples of **special-needs supportive** housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons. (Source: [Adapted from PPS, 2020](#)~~44~~)

142. **Special Policy Area:** means an area within a community that has historically existed in the flood plain and where site-specific policies, approved by both the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development. The criteria and procedures for approval are established by the Province.

A Special Policy Area is not intended to allow for new or intensified development and site alteration, if a community has feasible opportunities for development outside the flood plain. (Source: PPS, 2020~~44~~)

143. **Specialty crop area:** means areas designated using guidelines developed by the Province, as amended from time to time. In these areas, specialty crops are predominantly grown such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil, usually resulting from:

- a. ~~a-~~ soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both;
- b. ~~b-~~ farmers skilled in the production of specialty crops; and
- c. ~~c-~~ a long-term investment of capital in areas such as crops, drainage, infrastructure and related facilities and services to produce, store, or process specialty crops. (Source: PPS, 2020~~44~~)

144. **Streetscape:** means the visual appearance of a roadway formed by the location of physical features such as buildings, pedestrian, cycling and vehicular facilities and landscaping.

145. **Surface water feature:** means water-related features on the earth's surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics. (Source: PPS, 2020~~44~~)

146. **Sustainability:** means meeting the needs of people today without jeopardizing the ability to meet the needs of future generations.

147. **Threatened species:** means a species that is listed or categorized as a "Threatened Species" on the Ontario Ministry of Natural Resources' official species at risk list, as updated and amended from time to time. (Source: PPS, 2020~~44~~)

148. **Transit-supportive:** in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives. ~~in regard to land use patterns, means development that makes transit viable and improves the quality of the experience of using transit. It often refers to~~

~~compact, mixed-use development that has a high level of employment and residential densities. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.~~ (Source: PPS, 202044)

149. **Transportation demand management:** means a set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost. (Source: PPS, 202044)

150. **Transportation corridor:** means a thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A transportation corridor includes any or all of the following:

- ~~a.~~ Major roads, arterial roads, and highways for moving people and goods;
 - ~~b.~~ Rail lines/railways for moving people and goods;
 - ~~c.~~ Transit rights-of-way/transitways including buses and light rail for moving people.
- (Source: ~~Growth Plan for the Greater Golden Horseshoe, 2006~~)

151. **Transportation systems:** means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park 'n' ride lots, service centres, rest stops, vehicle inspection stations, inter-modal terminals, harbours, and associated facilities such as storage and maintenance. (Source: Adapted from PPS, 202044)

152. **Two zone concept:** means an approach to flood plain management where the flood plain is differentiated in two parts: the floodway and the flood fringe. (Source: PPS, 202044)

153. **Utility:** means a water supply, storm or sanitary sewage, gas or oil pipeline, electricity generation facilities, electricity transmission and distribution systems, towers, communications/telecommunications lines and other cabled services, waste collection or disposal or management, a public transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public interest.

154. **Valleylands:** means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year. (Source: PPS, 202044)

155. **Vulnerable:** means surface and/or ground water that can be easily changed or impacted. (Source: PPS, 202044)

156. **Waste management system:** means sites and facilities to accommodate solid waste from one or more municipalities and includes recycling facilities, transfer stations, processing sites and disposal sites. (Source: PPS, 202044)

157. **Watershed:** means an area that is drained by a river and its tributaries. (Source: PPS, 202044)

158. **Wayside pits and quarries:** means a temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way. (Source: PPS, 202044)

159. **Wetlands:** means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of

abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens.

Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition. (Source: PPS, 2020~~44~~) See also the definition for significant.

160. **Wildland fire assessment and mitigation standards:** means the combination of risk assessment tools and environmentally appropriate mitigation measures identified by the Ontario Ministry of Natural Resources to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, infrastructure and property from wildland fire. (Source: PPS, 2020~~44~~)

161. **Wildlife habitat:** means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. (Source: PPS, 2020~~44~~) ~~See also the definition for significant.~~

162. **Woodlands:** means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels. Woodlands may be delineated according to the *Forestry Act* definition or the Province's Ecological Land Classification system definition for "forest." (Source: PPS, 2020~~44~~)

Comment	Page	Action
<p>In other upper-tier OPs, I've seen climate change named in the purpose section as a way of stating the integration climate considerations as a climate lens. Throughout the OP, this means referring to the climate impacts and how they're mitigated in multiple sections, while also demonstrating linkages through a integrated systems approach.</p> <p>Some suggested wording here as a point to include could be: Integrate climate change considerations in planning and managing growth to effectively mitigate greenhouse gas emissions and strengthen the County's resilience in addressing and adapting to the ever-evolving climate challenges.</p> <p>Of course, climate considerations would have to be considered and integrated throughout the rest of the document.</p>	3	Added additional purpose on page 4.
<p>make it into a schedule</p>	16	No Change. All settlement areas are labelled on the schedules.
<p>Stronger language is needed here and more deliberate integration of climate considerations. Suggested wording:</p> <p>f) Local municipalities must establish land use patterns based on densities and a mix of land uses that rigorously adhere to the following climate change considerations:</p> <p>i. Optimize Land Utilization: Land use patterns should be designed to efficiently use land, resources, infrastructure, and public service facilities that are either planned or already available.</p> <p>ii. Infrastructure Efficiency: The land use plans must be appropriate for existing and planned infrastructure and public service facilities, aiming to utilize them efficiently and avoiding the need for their unjustified and uneconomical expansion, which may lead to increased energy consumption and greenhouse gas emissions.</p>	16	<p>Strengthened the language in accordance with the suggested language.</p> <p>NOTE: policy 3.3.1.f.iii. Describes negative impacts to air quality. 'negative impacts' is a defined term and the definition is related almost exclusively to water contexts. Recommend "emissions that contribute to climate change and/or the deterioration of air quality".</p>

<p>iii. Climate Impact Mitigation: Emphasize the</p>		
<p>We have to be careful when considering pedestrian traffic. Often pedestrian traffic is encouraged within new developments resulting in sidewalks being directed to County roads</p>	<p>18</p>	<p>No change</p>
<p>EA requierd</p>	<p>31</p>	<p>No change. If an EA is required for anything (new road, sewage works, bike lanes, etc), then it will be required regardless what the OP policy states. We don't need to include direction for EAs in the OP.</p>

ARUs	39	No change. ARU policy already included.
<p>knowing that the DCATT needs substantial work...or completely redone...do we want to cite it specifically or '...in accordance with the County's current active transportation, trails, etc. strategies, plans, etc...'</p> <p>The DCATT is outdated, and referencing it directly links us to a document desperately requiring a comprehensive update. Building upon Scott's suggestion to maintain a more generalized approach, we should also consider the possibility of incorporating future documents that might be more relevant to the County's needs...</p>	40	Revised language to refer to current ATTMP.
here.	40	N/A
This may be a section where future green development standards could be referenced, as a GDS would include areas mentioned here (e.g. tree canopy, pedestrian linkages to trails, etc.)	41	New Policy 3.9.1.f added enabling Green Development Standards for the County or local municipalities.
healthy communities design guidelines	41	No Change. Not clear what healthy community guidelines would look like in this context, or how it is different from existing policy.
<p>I'm not sure if there's a legal reason that this has to be included in the OP, but I'd just like to highlight that there's a section for oil and gas exploration, but the word "climate" is included only 8 times in this document (in comparison, the Region of Peel's OP has the word climate 94 times). This seems to be entirely out of touch with our current reality and building upon an antiquated and inadequate document. There is a need to build upon a more contemporary and comprehensive document that addresses the urgent climate challenges we encounter.</p> <p>I suggest that given climate risks and projections, that this policy should be included and stated that it in fact be policy to NOT extract to align with our community climate goals. Including this as is, is in direct conflict with our Council-adopted net-zero goals.</p>	59	Policy has been revised to prohibit extraction of petroleum resources. PPS requires petroleum resources to be protected by restricting development that would preclude petroleum resource development (with conditions) but does not state that municipalities may not prohibit extraction. Extraction of petroleum is incompatible with the sustainability objectives of the county.
Stronger language should be used here, or at least remove "where possible" which weakens it	61	Removed language
Language in this section could include stronger linkages	61	No change

This section could speak to the importance of preserving wetlands for flood mitigation and enhancing community resilience to climate impacts	63	No change
Does this only include "disposal", or does it also include other waste sites ("systems" as noted in e) below) including energy from waste facility, organics processing facility, hazardous waste depot etc.? Disposal refers to garbage or other materials that stay on the site, compared to other 'waste systems' that process the waste, with eventual transport of finished or end materials off-site (e.g. finished compost, ash from an energy-from-waste facility, transfer of household hazardous wastes once collected and sorted at a community depot for example).	76	Included "notwithstanding" to exclude methane capture and use from expansions of waste management systems. Waste disposal site is not defined, but falls under the definition of waste management system.
Addition	78	Typo corrected
Should we also include County Arterial roads? We could revise the wording to Provincial or Municipal Highways	79	No change: county only has one level of roads and including it might be onerous requirement.
agreed...update upon final TMP	80	N/A
'...and efficient ARTERIAL transportation system....'	80	No change. Local municipalities also have arterial roads County policy is for an efficient transportation system overall.
similar to previous comment...the DCATT may not be gospel... will need revisions based on the recent public engagement and updated TMP.	80	Input 'current'
should we single out by-passes as well...? or just leave that under the umbrella of 'transportation'?	80	No change. Bypasses would be included in "corridors and rights of way for infrastructure"
Innovative stormwater management strategies are important but let's not forget tested and proven measures.	80	Rephrased to be more direct and capture both ideas "establish effective... encourage innovative approaches".
This is likely not the correct location, but, should we add a point encouraging the removal of outdated and redundant infrastructure. Often these types of facilities are abandoned and left to the road authority for removal.	80	The removal of outdated infrastructure doesn't require OP policies.
.the preparation AND ONGOING MAINTENANCE of a County-wide...'	81	Language added.
The County, Local Municipalities, and the Province???	81	No change. The policy applies to county and municipalities
Same as above	81	No change. This is not a provincial responsibility.
Why are we highlighting AT specifically for commercial areas?	81	Commercial areas are destinations and tend to have higher traffic volumes than

		residential areas, therefore there is a greater potential to convert car trips to active transportation trips within close proximity to commercial areas. Have added AT for policy d) as well.
Do we want to include any other triggers for land dedication? i.e. any development related application.	82	No change.
'...existing development, FUTURE INTERSECTION WORK, or other unique...'	82	No change
This is covered below		
I agree with all of these points but how does this statement align with development charges?	83	No change. Dev charges are not related to road improvements identified here. These requirements only apply for developments that can't be handled by existing roads.
This statement should to be replicated for County Arterial roads	84	Policy added in 7.2.2.2.
This is really up to the Province, not the County or local municipality	84	No change. The proponent needs to demonstrate to the County or Local Municipality that the Province will support their proposal so they don't end up approving something the province won't grant access to.
delete 'encouraged'	84	Changed to "will seek".
do we need to cite specific policies? i'm hoping not but want to ask the question	84	No change
How do we define adequate sightlines? Should we include specific terms or a general reference to provincial standards?	84	No change. I believe this is an accepted term.
'...application procedures AND ENTRANCE POLICIES. AMONGST SEVERAL REQUIREMENTS IN LINE WITH POLICIES AND PROCEDURES, THE RELOCATION AND/OR REMOVAL OR EXISTING NON-CONFORMING ACCESS POINTS WILL BECOME CONDITIONS OF APPROVAL WHERE APPLICABLE.'	84	Suggestion implemented
This section should be linked back to climate action, where a effective active transportation system reduces GHGs	85	Included reference to reducing GHGs and the County's Climate Action Plan.
agree with comment re potentially replacing this reference.	85	n/a
Remove and replace all references to DCATT with current active transportation strategies	85	n/a
Consider including reference to neighbor/adjacent County's and community	86	Added text "neighbouring municipalities and community partners"

partners i.e. Grey, Simcoe, Wellington conservation authorities etc.		
Do we want to expand connectivity beyond the County? Consider comment provided above under c)	86	Added "including linkages to trail systems in neighbouring municipalities"
The implementation of trail systems and Active Transportation facilities...	86	Suggestion implemented
Currently pedestrian walking systems i.e. sidewalks are under the jurisdiction of the local municipality	86	No change. Local municipalities must conform to County OP.
define the required setbacks (Scott's team)	87	No change. The other policies address this comment.
this should be removed. as of July 1, 2023 the County is no longer involved in recycling. just remove what's in the brackets...the rest is good.	91	Suggestion implemented
We have a Long-Term Waste Management Strategy (LTWMS) that will be updated in 2024.	91	Added reference to LTWMS
delete 'the'	91	Suggestion implemented
delete	91	Suggestion implemented
There is starting to be a few new developments that are choosing to not build a hammer-head turnaround in their townhouse developments (for example). The collection vehicle cannot service the site if they cannot turn around, as the truck will not back out of the development (for safety reasons). These developments therefore acquire private waste collection for all waste streams. If they are considered a 'condo' development (apartments and townhouses for example), they can apply for the condo rebate for garbage collection, which is in the Waste By-law. Should there be anything in the OP about municipal/public collections vs. private, based on their decision to not build to the required specifications for collections? Markham has done work around this.	91	Added "collection" to the policy.
Consider including wording encouraging the removal of redundant or abandoned infrastructure. Often utility providers just abandoned outdated technology leaving it up to the Road Authority for future removal during capital works projects	92	No change. The removal of abandoned utility polls does not require a Planning Act application or enabling policies in the Official Plan.
This is a section is an opportunity to demonstrate the leadership that the section speaks of striving for in that the language can be strengthened. It is also a section that already	92	Added reference to climate action plan in preface.

<p>directly speaks to items to be included in the green development standards.</p> <p>It's also another section that needs to be much clearer about the climate connections and how each of these contribute to GHG mitigation and/or resiliency goals.</p>		
<p>Suggest revised points with stronger climate language and linkages:</p> <p>a) The County and local municipalities shall diligently evaluate and seize opportunities for the development of low-carbon energy supply, including robust electricity generation facilities and efficient transmission and distribution systems, to cater to both present and anticipated demands while taking climate considerations into account.</p> <p>b) The County and local municipalities shall ardently foster a culture of conservation across all sectors, engaging public, private, and community groups as well as citizens to actively reduce energy consumption in every facet of daily life.</p> <p>c) The County and local municipalities shall lead by example, exemplifying energy conservation and efficiency as an integral part of their decision-making processes and municipal operations.</p> <p>d) The County and local municipalities may, in accordance with the Green Energy Act, proactively devise Conservation and Demand Management Plans, further emphasizing their commitment to sustainable energy practices.</p> <p>e) The County and local municipalities shall vigorously promote renewable energy systems wherever feasible, aligning with provincial and federal requirements to forge a greener future.</p> <p>f) The County and local municipalities shall enthusiastically encourage the design and development of low-carbon neighborhoods and green buildings, maximizing energy conservation as a paramount consideration.</p>	<p>93</p>	<p>Made changes to the language of most of these policies, generally strengthening the language and more directly tying the policy to outcomes</p>

g) The County and local municipalities shall actively promote and incentivize participation among businesses and homeowners in energy-efficient technology programs, driving substantial investments in sustainability.

h) The County and local municipalities wholeheartedly endorse government initiatives and advocate for industries to significantly reduce the production of chemical products that detrimentally impact air quality.

i) The County and local municipalities may embark on tree planting, landscaping, and naturalization endeavors on municipal property where appropriate, to enhance air quality and ecological balance.

j) The County and local municipalities will champion the implementation of a living snow fence and strategic tree planting strategy along appropriate roadways, contributing to air quality improvement efforts.

k) The County and local municipalities shall diligently consider the impacts of climate change, such as intensified rain events and floods, when evaluating opportunities for upgrades to municipal infrastructure, ensuring the prevention of system failures.

l) The County and local municipalities shall actively advocate for compact urban forms, diverse land uses, and the promotion of active transportation and transit-supportive development, effectively reducing carbon footprints and mitigating climate impacts.

m) The County and local municipalities shall steadfastly endorse the utilization of low impact development technologies in all development and re-development proposals, ensuring environmentally sensitive and sustainable practices are at the core of planning initiatives.

'...the preparation AND ONGOING MAINTENANCE of a...'

94

implemented

Pre con	96	No change. Policy 8.7.1 regarding Pre-Application Consultation states that Pre-Consultation is required for County OPAs.
first nation consultation	98	New Indigenous consultation policy 8.4 d) and specification of which Indigenous communities are “adjacent”.
is required - pre con bylaw	105	Addressed
list should be updated	105	ok
Traffic Impact Study	106	implemented
Should we highlight preliminary engineering designs and servicing concept plans etc.?	106	Added to the list
Peer review cost by the applicant	106	ok
Do motorized vehicles qualify as AT? We should be cautious when defining new motorized methods of transportation within County road corridors	109	The definition is unchanged from prior version and is drawn directly from the PPS.
new definition	110	No change. Definitions is drawn from the PPS
Suggested definition expansion: a sustainable and environmentally responsible approach to construction and design that prioritizes resource efficiency, minimizes environmental impact, and enhances occupant health and well-being. Green buildings incorporate innovative practices, technologies, and materials to optimize energy and water usage, reduce waste, and promote indoor air quality, contributing to the overall sustainability of the built environment, and support the community's climate action goals.	116	Definition expanded.
This definition should be more comprehensive in the context of an official plan: a holistic and enduring approach to development that strives to balance the social, economic, and environmental aspects of the community, fostering its well-being and prosperity while safeguarding resources for future generations. It encompasses practices that promote ecological integrity, equitable access to resources and opportunities, and the efficient use of resources, thereby contributing to resilient and thriving communities that can adapt to changing conditions and meet the needs of both the present and future residents.	127	No change.

AMENDMENT NO. ZZ

TO THE

DUFFERIN COUNTY

OFFICIAL PLAN

Location: This Official Plan Amendment applies to the entire corporate limits of the County of Dufferin.

Date: September XX, 2023

Approval Authority: Ontario Ministry of Municipal Affairs and Housing

AMENDMENT NO. ZZ

To the Dufferin County Official Plan

The attached, constituting Amendment No. ZZ to the Dufferin County Official Plan, as authorized by the provisions of Section 22 of the Planning Act, R.S.O. 1990, c.P.13, was adopted by Council of Dufferin County by By-law 20XX-XX on the XXth day of MONTH, YEAR in accordance with the Planning Act, R.S.O. 1990, c.P.13.

AMENDMENT NO. ZZ

To the Dufferin County Official Plan

PART A - THE PREAMBLE - does not constitute part of this Amendment.

PART B - THE AMENDMENT - consisting of the text which constitutes Amendment No. ZZ

PART C - THE APPENDICES - do not constitute part of this Amendment.

AMENDMENT NO. ZZ

To the Dufferin County Official Plan

PART A - THE PREAMBLE

1.0 PURPOSE AND EFFECT

The purpose and effect of the Official Plan Amendment is to update the policies of the Official Plan to address general policy input received over the course of the Municipal Comprehensive Review, to respond to the changing needs of residents and businesses in the County, and to simplify and clarify the policies of the Official Plan. The amendment conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and is consistent with the Provincial Policy Statement, 2020.

2.0 LOCATION

The Amendment applies to the entire corporate limits of Dufferin County.

3.0 BASIS OF THE AMENDMENT

The County of Dufferin Official Plan was adopted in 2015. New Official Plans are required to be reviewed and updated within ten years of adoption, however the release of an updated Growth Plan in 2017 included a requirement for upper-tier municipalities to update their Official Plans to conform by July 2, 2022.

The County undertook a comprehensive review to update population and employment growth forecasts and update mapping which were implemented through two previous Amendments. Over the course of preparing the previous amendments a number of general policy updates were recommended by County Staff, local municipalities and the general public. These include updates related to housing options, climate change, implementation and interpretation, among others.

PART B - THE AMENDMENT

4.0 DETAILS OF THE AMENDMENT

The document known as the Dufferin County Official Plan hereby amended:

- 1) In Section 1.0 by adding “ and implements provincial policy” after “County significance” and by replacing the word “citizens” with “residents”.
- 2) By replacing all instances of “Provincial Policy Statement, 2014” or “PPS, 2014” with “Provincial Policy Statement, 2020” or “PPS, 2020”.
- 3) In Section 1.1.3., by deleting the words up to and including “conducted planning administration”.

- 4) In Section 1.1.3.3), by deleting the words that follow “Dufferin County”.
- 5) By deleting Section 1.1.3.4) and renumbering subsequent sections as appropriate.
- 6) In Section 1.1.4.2), by deleting the words “20 year”, and by replacing the date “2036” with “2051”.
- 7) By inserting the following as a new Section 1.1.4.9):

“Integrate climate change considerations in planning and managing growth to effectively mitigate greenhouse gas emissions and strengthen the County’s resilience in adapting to the evolving climate.”

- 8) In Section 1.1.5.f), by replacing the words “foster the creation of” with “implement”
- 9) In Section 1.1.5.h), by deleting the words “and defining *character*”.
- 10) In Section 1.1.5.j), by deleting the words “which is appropriate to the local context and character”.
- 11) In Section 1.1.5.k), by replacing the word “opportunities” with “options”,
- 12) By replacing all instances of the words “special needs housing” with “supportive housing”.
- 13) In Section 1.1.5.l), by deleting the words “and character”.
- 14) In Section 1.1.5.n), by inserting the words “Active Transportation network of complete streets” following the word “connected”.
- 15) In Section 1.1.5.o), by replacing the word “tourists” with the word “visitors”.
- 16) In Section 2.0, by deleting the word “three”.
- 17) In Section 3.0 by replacing the words “that are on”, with the word “with”, and by adding the following to the end of the first paragraph: “on partial, or private servicing”.
- 18) In Section 3.1.b), by replacing the words “a 20-year planning horizon”, with “the long-term”.
- 19) In Section 3.1.e), by replacing the words “and of a scale and character of development that is compatible with”, with “to meet the future needs of”.
- 20) In Section 3.2.1 by replacing the first instance of the word “should” with “shall”.
- 21) In Section 3.3.1.e)., by deleting the words “where appropriate”.
- 22) By deleting Section 3.3.1.f) and replacing it with the following:

“f) Local municipalities will establish land use patterns based on densities and a mix of land uses which adhere to the following:

- i. Efficiently use land, resources, *infrastructure* and *public service facilities* which

are planned or available.

ii. Are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.

iii. Eliminate, or where elimination is not feasible, minimize emissions that contribute to climate change and/or the deterioration of air quality, and promote energy efficiency throughout all aspects of development.

iv. Support *active transportation*, are transit supportive and transit-oriented, where transit exists, is planned, or may be developed in the future, and appropriately integrate *freight-supportive* infrastructure.

v. Are appropriate to the type of *sewage and water services* which are planned or available.

vi. Accommodate the population allocations established in this plan, with an appropriate mix of housing sizes, types, and tenures to meet the diverse needs of residents.”

23) In Section 3.3.2.c), by replacing the words “alternative housing forms for special needs groups” with “supportive housing forms”.

24) In Section 3.3.2.f), by replacing the words “is compatible with the existing character” with “supports economic viability and cultural value”.

25) In Section 3.3.3.d), by replacing the word “character” with “scale”.

26) In Section 3.4, by deleting the first occurrence of the word “Agricultural” and replacing it with the word “Countryside”.

27) In Section 3.4.1.a), by deleting the last sentence.

28) In Section 3.4.2.b), by deleting the words “and character” and “and the protection of existing stable neighbourhoods”.

29) In Section 3.4.2.c), by replacing the words “a second unit” with “an additional residential unit”, by replacing “one or two units” with “additional residential units”, and by deleting both instances of the word “compatible”.

30) In Section 3.4.2.d), by deleting paragraph ix and replacing it with the following: “the proposed development supports the complete community policies of this plan and the future needs of the local municipality; and”.

31) In Section 3.4.2.f) iv., by replacing the word “character” with “density”.

32) In Section 3.5.1.1.b), by inserting the words “, while minimizing land consumption;” to the end of the sentence.

33) By adding the following as a new Section 3.5.1.1.d) and adjusting the numbering of the

following sections as appropriate:

“d) the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the application of all of the policies in this Plan, including the following:

- i. there is sufficient capacity in existing or planned infrastructure and public service facilities;
- ii. the infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets;
- iii. the proposed expansion would be informed by applicable water and wastewater master plans or equivalent and stormwater master plans or equivalent, as appropriate;
- iv. the proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water;
- v. key hydrologic areas and the Natural Heritage System shall be avoided where possible;
- vi. prime agricultural areas shall be avoided where possible. To support the Agricultural System, alternative locations across the upper- or single-tier municipality will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the Agricultural System and in accordance with the following:
 - a. expansion into specialty crop areas is prohibited;
 - b. reasonable alternatives that avoid prime agricultural areas are evaluated;
and
 - c. where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;
- vii. the settlement area to be expanded is in compliance with the minimum distance separation formulae;
- viii. any adverse impacts on the agri-food network, including agricultural operations, from expanding settlement areas would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;
- ix. the proposed expansion would meet any applicable requirements of the Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans and any applicable source protection plan; and

x. within the Protected Countryside in the Greenbelt Area:

- a. the settlement area to be expanded is identified in the Greenbelt Plan as a Town/Village;
- b. the proposed expansion would be modest in size, representing no more than a 5 per cent increase in the geographic size of the settlement area based on the settlement area boundary delineated in the applicable official plan as of July 1, 2017, up to a maximum size of 10 hectares, and residential development would not be permitted on more than 50 per cent of the lands that would be added to the settlement area;
- c. the proposed expansion would support the achievement of complete communities or the local agricultural economy;
- d. the proposed uses cannot be reasonably accommodated within the existing settlement area boundary;
- e. the proposed expansion would be serviced by existing municipal water and wastewater systems without impacting future intensification opportunities in the existing settlement area; and
- f. expansion into the Natural Heritage System that has been identified in the Greenbelt Plan is prohibited.”

34) In Section 3.5.1.1.d), by adding the word “public” prior to the word “services”.

35) By deleting the text of Section 3.5.1.1.i) and replacing it with the following: “the expanding settlement area supports active transportation, and the transportation system can accommodate the additional volume of vehicular traffic and demand for services;”.

36) In Section 3.5.1, by adding the following text as new sections prior to the sentence that starts with “An amendment to this Plan will be required...”:

“3.5.1.2 Settlement Area Adjustments

Municipalities may adjust settlement area boundaries outside of a municipal comprehensive review, provided:

- a) There would be no net increase in land within the settlement area;
- b) The adjustment would support the municipality’s ability to meet the intensification and density targets established pursuant to this Plan;
- c) The location of any lands added to a settlement area will satisfy the applicable requirements
- d) The location of any lands added to a settlement area will satisfy the applicable requirements
- e) The affected settlement areas are not rural settlements or in the Greenbelt Area; and

f) The settlement area to which lands would be added is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands.

g) Privately-initiated Settlement Area adjustment requests must identify the lands proposed to be added, as well as the lands proposed to be removed from the settlement area.

3.5.1.3 Settlement Area Expansion In Advance of a Municipal Comprehensive Review

A settlement area boundary expansion may occur in advance of a municipal comprehensive review, provided:

a) The lands that are added will be planned to achieve at least the minimum density target in policy 3.4.3, as appropriate;

b) The location of any lands added to a settlement area will satisfy the applicable requirements of policy 3.5.1.1;

c) The affected settlement area is not a rural settlement or in the Greenbelt Area;

d) The affected settlement area is not a rural settlement or in the Greenbelt Area;

e) The settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands; and

f) The settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands; and

g) The additional lands and associated forecasted growth will be fully accounted for in the land needs assessment associated with the next municipal comprehensive review.”

37) In Section 3.5.1, by numbering the paragraph that begins with “An amendment to this Plan will be required...” as 3.5.1.4.

38) By deleting Sections 3.5.2. and 3.5.3. in their entirety and renumbering subsequent sections as appropriate.

39) In Section 3.5.4.b), by adding the following at the end of the sentence: “as well as population and employment projections and allocations in this Plan;”.

40) In Section 3.5.4.d), by adding the following at the end of the paragraph: “and consider alternative directions for growth or development”.

41) In Section 3.5.4.f), by adding the following at the end of the paragraph: “and determine how best to accommodate development while protecting provincial interests”.

42) In Section 3.6.a), by deleting the words “Require local municipal plans to designate” and replacing them with “Designate”.

43) In Section 3.6.2.a), by deleting the first paragraph and replacing it with the following:

“Proposals to convert lands within an *employment area* designation to another type of

land use will be reviewed through a municipal comprehensive review. An Amendment to this Plan will be required to implement an *employment area* conversion for lands designated Employment in this plan. Lands that are designated for Employment in a local Official Plan, but not the County Official Plan, will not require a County Official Plan Amendment. The intent of this policy is to ensure that an adequate supply of employment land for a wide variety of employment uses is available at all times in the County.”

- 44) In section 3.7, by deleting the first paragraph and replacing it with “Planning for the human environment promotes the community’s quality of life and ensures that the housing needs of people of all ages, incomes and abilities are met.”.
- 45) In Section 3.7.1.1.a), by replacing “are encouraged to provide” with “shall plan”, by replacing both occurrences of “housing types” with “housing sizes, types, tenures”, by replacing the number “10” with the number “15”, by replacing the number “3” with “three”, and by replacing “those with special needs” with “supportive housing”.
- 46) In Section 3.7.2.d), by deleting the words “, where appropriate,”, and by adding “, people with disabilities” after “lower-income seniors”.
- 47) In Section 3.7.2.h), by replacing “affordable housing” with “affordable and barrier-free housing”.
- 48) By creating a new Section 3.7.2. l) with the following text: “The County will regularly review and renew the Housing and Homelessness Plan. The period for reviewing will be at least once every 10 years but may be more frequent to address changing affordable housing needs.”
- 49) In Section 3.7.3, by replacing “housing for those people with special needs” with “supportive and barrier-free housing”.
- 50) In Section 3.7.3.a), by replacing “with special needs” with “in need of supportive housing”.
- 51) In Section 3.7.3.d), by deleting the words “the use is compatible with adjacent uses and”.
- 52) By replacing all instances of “second residential unit” with “additional residential unit”.
- 53) By replacing Section 3.7.4 with the following:

“Additional Residential Units and garden suites are a means to provide a greater diversity of housing types, sizes and tenures, additional income and housing affordability. An Additional Residential Unit may take the form of a basement apartment, secondary suite, coach house dwelling, or other secondary residential dwelling unit located on the same lot as a primary residential dwelling.

It is the policy of the County that:

- a) Up to two *Additional residential units* shall be permitted within single-detached house, semi-detached house, and townhouse ; *or*
- b) Up to one *Additional Residential Unit* shall be permitted within an *accessory structure*

secondary to a single-detached house, semi-detached house or townhouse provided there is no more than one *Additional Residential Unit* within the primary house.

c) Local municipal official plans and implementing zoning by-laws may contain detailed policies and requirements relating to *Additional Residential Units*, but must permit them in conformity with this plan.

c) Additional Residential Units shall be subject to all Building Code, Fire Code and sewer and water servicing requirements.

d) Local municipalities are encouraged to establish policies related to *garden suites* in their official plans, where appropriate.

e) Additional residential units shall generally be permitted wherever single-detached dwellings, semi-detached dwellings, and/or townhouse dwellings are permitted.”

54) In Section 3.8.1, by inserting the following as a new Section e):

“Local municipalities shall engage with the school board in larger development proposals’ pre-application consultations, and by circulating complete applications to the school board.”.

55) In Section 3.8.2.a), by replacing “County of Dufferin Active Transportation and Trails Master Plan (DCATT)” with “County’s current active transportation and trails master plan and/or strategy”.

56) In Section 3.9.1, by inserting the following after the first sentence: “Complete communities provide access to all the needs of everyday life, help support a greater sense of community safety and well-being by encouraging more public activities and help achieve climate change goals by supporting active transportation.”.

57) In Section 3.9.1.b), by deleting Section i. in its entirety and renumbering the subsequent sections.

58) In Section 3.9.1.b), by deleting the words “physical character, “.

59) In Section 3.9.1, by deleting section d. in its entirety and renumbering the subsequent sections.

60) In Section 3.9.1, by inserting the following as a new Section f.:

“The County or local municipalities may establish Green Development Standards, which establishes guidelines for development related to sustainability goals including, but not limited to, energy efficiency, renewable energy systems, water, wastewater and stormwater management, indoor air quality, environmentally preferable building materials, tree plantings, water efficient and drought resistant landscaping, green roofs, and waste diversion during construction.”

61) By replacing all instances of “Aboriginal” with “Indigenous”.

62) In Section 4.2.2.e), by inserting the following at the end of the paragraph: “The local

municipality may permit on-farm diversified uses as of right.”.

63) In Section 4.4.4., by deleting all the text and replacing it with the following:

“Throughout Dufferin there is a potential for the exploration, discovery and production of *petroleum resources*. The PPS (2020) protects petroleum resources for long-term use and generally discourages development and activities on those lands or adjacent lands that would preclude or hinder the establishment of new operations or access to petroleum resources, excepting if the resource is not feasible, or the proposed land use or development serves a long-term public interest, and issues of public health, public safety and environmental impact are addressed.

The extraction of *petroleum resources* is contrary to the County’s Climate Action Plan and community climate goals towards net zero emissions. The extraction of *petroleum resources* contributes to and increases the risks associated with climate change, and is contrary to the long-term public interest, public health, public safety, and the environment.

It is the policy of the County that, if *petroleum resources* are identified, the development of new sites for the extraction of *petroleum resources* is not permitted.”

64) By inserting the following as a new Section 4.4.6:

“4.4.6 Cultural Heritage and Archaeology

It is the policy of the County that:

- a) significant built heritage resources and significant cultural heritage landscapes shall be conserved;
- b) development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved;
- b) planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved;
- d) planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources; and
- e) planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources”

65) In Section 5.0, by deleting “where possible”

66) In Section 5.3, by numbering the paragraphs.

67) By deleting Table 5.1 and replacing it with the following:

Extent of Adjacent Lands Natural Heritage Feature Extent of <i>Adjacent Lands</i>
--

Provincially Significant Wetlands	120 (m)
Significant Habitat of Endangered Species and Threatened Species	120 (m)
Significant Woodlands	120 (m)
Significant Wildlife Habitat	120 (m)
Significant Valleylands	120 (m)
<i>Fish Habitat</i>	120 (m)
Provincially Significant Areas of Natural and Scientific Interest – Life Science	120 (m)
Provincially Significant Areas of Natural and Scientific Interest - Earth Science	50 (m)
Unevaluated Wetlands	120 (m)
Locally or Regionally significant wetlands	120 (m)

68) In Section 5.4.1., by inserting the following as a new Section f): “Local municipalities shall implement source water protection policies and regulations through the development approval process at the local level.”.

69) In Section 6.0, by replacing the words “of the County and property” with “, property and natural environment of the County”, and by adding the word “human” before the word “health”.

70) In Section 6.2., by replacing “managing” with “mitigating” and by replacing “occupants of loss of life” with “occupants including loss of life”.

71) In Section 6.2.1.b), by inserting the words “emergency response resources,” before “the nature of the development”.

72) In Section 6.2.1.f), by replacing sections ii. and iii. with the following:

“ii. an essential emergency service such as that provided by fire, police and ambulance stations, telecommunications and electrical substations;

iii. uses associated with the disposal, manufacture, treatment or storage of hazardous substances; and

iv. Uses associated with the administration of government, justice, or corrections.”

73) In the second paragraph of Section 6.2.2., by inserting the words “or other public agency” after “Conservation Authority, ”.

74) In Section 6.2.3.c), by replacing the word “should” with “must”.

75) In Section 6.3.1.e), by inserting at the beginning of the paragraph “Notwithstanding policy d)”, and changing the subsequent word to be lower-case.

76) In Section 6.3.5, by inserting the word “major facilities” after “relationships between”.

77) In Section 6.3.5.a), by inserting the following at the end of the paragraph:

“In addition, the proponent must demonstrate the following:

i) there is an identified need for the proposed use;

ii) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;

iii) adverse effects to the proposed sensitive land use are minimized and mitigated; and

iv) potential impacts to industrial, manufacturing or other uses are minimized and mitigated”

78) In Section 7.1.c), by inserting the word “current” before “Dufferin County Active Transportation Master Plan”, and deleting “2010”.

79) In Section 7.1., by replacing paragraph g) with the following: “Establish effective stormwater management measures and encourage innovative approaches to support water quality maintenance and flood management.”.

80) In Section 7.2.1.a), by inserting the words “and ongoing maintenance” after the words “the preparation”.

81) In Section 7.2.1.d), by inserting the words “, including support for active transportation,” after the words “appropriate transportation service”.

82) In Section 7.2.1., by inserting the following as a new Section j): “The County will require a Transportation Impact Study for any proposal or development or site alteration in proximity to a County Road.”.

83) In Section 7.2.2.1.c), by replacing the words “is encouraged” with “will seek”.

84) In Section 7.2.2.2, by inserting the following as a new Section a) and renumbering the subsequent sections: “Where development is proposed in proximity to a County Road, Ministry of Environment Noise Assessment Criteria will be applied.”.

85) In Section 7.2.2.2.a), by inserting the following at the end of the paragraph: “and entrance policies. Amongst several requirements in line with County policies and procedures, the relocation and/or removal of existing non-conforming access points will become conditions of approval where applicable.”.

86) In Section 7.2.3, by replacing the second sentence of the first paragraph with the following: “This Plan recognizes that active transportation, such as bicycle and pedestrian trails and paths contribute to healthy communities, supports sustainable modes of travel, and contributes to the achievement of reducing greenhouse gas emissions and the County’s Climate Action Plan.”.

87) In Section 7.2.3.c), by inserting the words “neighbouring municipalities, and community partners”, after “with the local municipalities”.

88) In Section 7.2.3.e), by inserting the following at the end of the sentence: “, including linkages to trail systems in neighbouring municipalities.”.

89) In Section 7.2.3.h), by inserting the words “and active transportation facilities” after “trail systems”, and by replacing “the quality of neighbourhood character” with “safety”.

90) In Section 7.3.1, by placing the second paragraph in a new section “7.3.1.1 Servicing Strategy”, replacing the word “encourages” with “requires”, replacing the word “encouraged” with “required and by adding the following to the end of the paragraph:

“that will:

a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

i. municipal sewage services and municipal water services; and

ii. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;

b) ensure that these systems are provided in a manner that:

i. can be sustained by the water resources upon which such services rely;

ii. prepares for the impacts of a changing climate;

iii. is feasible and financially viable over their lifecycle; and

iv. protects human health and safety, and the natural environment;

c) promote water conservation and water use efficiency;

d) integrate servicing and land use considerations at all stages of the planning process; and

e) where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through in this plan provided that the specified conditions are met.”

91) In Section 7.3.1, by placing the third paragraph in a new section “7.3.1.2 Servicing Hierarchy”, and by deleting the text of existing sections a) and b) and replacing it with the following:

“a) Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing

municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

- b) Where municipal sewage services and municipal water services are not available, planned or feasible, private communal sewage services and private communal water services are the preferred form of servicing for multi-unit/lot development to support protection of the environment and minimize potential risks to human health and safety.”

92) In Section 7.3.1, by inserting the following as a new Section 7.3.1.2.e) and renumbering subsequent sections as appropriate:

“Planning authorities may allow lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services or private communal sewage services and private communal water services. The determination of sufficient reserve sewage system capacity shall include treatment capacity for hauled sewage from private communal sewage services and individual on-site sewage services.”

93) In Section 7.3.2.a), by replacing the word “encourage” with “require”.

94) In Section 7.4.a), by deleting “(composting and recycling)”, and by inserting the words “in accordance with the County’s Long-Term Waste Management Strategy (LTWMS)” at the end of the first sentence.

95) In Section 7.4.e), by deleting the second occurrence of the word “the”, and by deleting “recycling program and improve”.

96) In Section 7.4.h), by inserting the word “collection, ” before the word “management”.

97) By deleting Section 7.6 in its entirety and replacing it with the following:

“7.6 Energy Conservation, Air Quality and Climate Change Adaptation
Energy efficiency and conservation is an important element of *sustainable* policy and contributes to the achievement of the County’s Climate Action Plan. Reduced energy demand allows for a more *sustainable* approach to the management of energy use and could provide additional opportunities for local *renewable energy projects*. By reducing the impacts of greenhouse gas emissions, energy conservation is an important part of lessening climate change. Energy conservation facilitates the replacement of non-renewable resources with *renewable energy sources*.”

It is the policy of the County that:

- a) The County and local municipalities will pursue opportunities for the development of energy supply including *renewable energy systems*, electricity generation facilities and transmission and distribution systems to accommodate current and projected needs, and to contribute to the elimination of emissions that contribute to climate change. .
- b) The County and local municipalities will contribute to and promote a culture of conservation among all public, private, community groups and local citizens, which

includes increasingly efficient and lower levels of energy use in all sectors.

c) The County and local municipalities will be leaders in energy conservation and efficiency by incorporating considerations for renewable energy development, and energy conservation and efficiency into decision-making and operations.

d) The County and local municipalities may prepare a Conservation and Demand Management Plan in accordance with the *Green Energy Act*.

e) The County and local municipalities will promote *renewable energy systems*, wherever feasible, in accordance with provincial and federal requirements.

f) The County and local municipalities will encourage and may require the design and development of *green buildings*, and neighbourhoods comprised of *green buildings*.

g) The County and local municipalities will promote and encourage business and homeowner participation in programs that reward or incentivize investments in energy efficient technologies.

h) The County and local municipalities support government programs and encourage industries to substantially reduce the production of chemical products known to have adverse effects on air quality, and eliminate emissions and activities known to adversely affect air quality.

i) The County and local municipalities may undertake tree planting, landscaping, and naturalization initiatives, where appropriate, on municipal property to improve air quality.

j) The County and local municipalities will promote a living snow fence, tree planting strategy along appropriate roadways to improve the safety of roadways and contribute to improved air quality.

k) Opportunities for upgrades to municipal *infrastructure* will consider the impacts of climate change including more frequent and more severe rain events and floods, which may require the provision of stormwater management infrastructure that is designed for a larger capacity than is conventionally considered to prevent a failure of existing systems.

l) The County and local municipalities will promote and may require *compact urban forms*, a mix of land uses and the use of *active transportation* and *transit-supportive development* as a means of mitigating adverse environmental and climate impacts

m) The County and local municipalities will promote and may require the use of low impact development technologies when considering development and re-development proposals.

n) The County and local municipalities will support and may require a heightened level of stormwater management facilities to accommodate extreme weather events.

o) The County and local municipalities will consider trees and other vegetation as infrastructure that has measurable benefits to quality of life and climate change adaptation, and which appreciates in value over time. The County supports the creation

of tree planting and management plans and/or *green infrastructure* management plans.

p) The County and local municipalities will promote *development* that is resilient to the effects of climate change, especially in the *development* of sensitive land uses. This includes consideration for buildings that are safe, functional and accessible for all ages and abilities in cases of power outages. For example, tall buildings reliant on elevators and pumped water could pose a hazard during power outages, and poorly insulated and poorly ventilated buildings reliant on air-conditioning may not be habitable during power outages due to extreme heat.”

98) In Section 7.7, by inserting the words “and ongoing maintenance” before the words “of a County-wide Transportation Master Plan”.

99) In Section 8.3.1.a), by deleting the first occurrence of “will” and replacing it with “shall”, by deleting “for the proposed change, ”, by deleting the first two occurrences of “if applicable”, by inserting the word “and” before “site plans”, and by inserting parentheses around “as appropriate and applicable”.

100) In Section 8.4.a)ii., by inserting the following at the end of the paragraph: “Adjacent Indigenous communities include the Mississaugas of the Credit First Nation, Six Nations of the Grand River, Chippewas of Rama First Nation, Chippewas of Beausoleil First Nation, and the Chippewas of Georgina Island.”.

101) In Section 8.4, by inserting the following as a new Section d): The County and local municipalities will engage with Indigenous communities in land use matters and continue to build meaningful partnerships with Indigenous communities.”.

102) In Section 8.5.a)viii., by replacing “Provincial Policy Statements such as the Ontario Housing Policy Statement” with “policy statements issued under Section 3 of the Planning Act”.

103) In Section 8.6.1, by inserting the following after the first sentence of the third paragraph: “Copies of the official plan amendment application and other information will be forwarded to the County in accordance with the Planning Act.”.

104) In Section 8.6.2, by adding heading numbers 8.6.2.1 through to 8.6.2.4 to the following headings: “Local Zoning By-laws”, “Holding Zones”, “Temporary Use By-laws”, and “Interim Control By-laws”.

105) In Section 8.6.2, by deleting the first occurrence of “its character,”.

106) In Section 8.6.2, in the paragraph for Temporary Use By-laws, by inserting the following after the words “not to exceed three years”: “(except in the case of Garden Suites, which may be permitted for up to 20 years).”

107) In Section 8.6.2, by deleting text and policies following and including the heading “Height and Density Incentives”, and by inserting the following as a new Section 8.6.2.5:

“8.6.2.5 Community Benefits Charges

The local municipalities, in accordance with Section 37 of the *Planning Act*, may prepare a community benefits charge strategy that identifies the facilities, services and matters that will be

funded with community benefits charges. This will enable the municipality to pass a by-law to impose community benefits charges against land to pay for the capital costs of facilities, services and matters required because of development or redevelopment in the area to which the by-law applies.

a) A community benefits charge may be imposed only with respect to development or redevelopment that requires:

- i. the passing of a zoning by-law or of an amendment to a zoning by-law
- ii. the approval of a minor variance under section 45;
- iii. a conveyance of land to which a by-law applies;
- iv. the approval of a plan of subdivision;
- v. a consent
- vi. the approval of a description under section 9 of the Condominium Act, 1998; or
- vii. the issuing of a permit under the Building Code Act, 1992 in relation to a building or structure.

b) A community benefits charge may not be imposed with respect to:

- i. development of a proposed building or structure with fewer than five storeys at or above ground;
- ii. development of a proposed building or structure with fewer than 10 residential units;
- iii. redevelopment of an existing building or structure that will have fewer than five storeys at or above ground after the redevelopment;
- iv. redevelopment that proposes to add fewer than 10 residential units to an existing building or structure; or
- v. such types of development or redevelopment as are prescribed.”

108) In Section 8.6.4, by deleting the first occurrence of “Council or”.

109) In Section 8.6.8 by replacing the heading with “Community Planning Permit System”.

110) In Section 8.7.1, by deleting the first occurrence of the word “or”, and by inserting the words “or files an application for a land located on a County road, a regional or provincial road within the County,” after the words “consent or minor variance”, and by deleting the words “may be” with “is”.

111) In Section 8.7.2, by inserting the following before the first sentence: “The County will not accept any application for which a person or public body has not consulted with County Staff.”.

- 112) In Section 8.7.3.c) xxiii., by replacing “Transportation” with “Traffic”.
- 113) In Section 8.7.3.c), by inserting the following as new numbers xxxi. and xxxii. and renumbering subsequent numbers: “Preliminary Engineering Designs;” and “Servicing Concept Plans;”
- 114) In Section 8.8.1.j), by inserting the following at the end of the paragraph: “Terms and words not defined in this Plan, or by any other planning documents or legislation, shall have the ordinary dictionary meaning.”
- 115) In Section 8.8.1.q), by replacing the words “2014 and conform” with “in effect at the time of adoption and to conform”.
- 116) In Section 8.8.2. by deleting the definition for “Active Transportation” and replacing it with the following: “means human-powered travel, including but not limited to walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed (PPS, 2020).”
- 117) In Section 8.8.2, by deleting the definition of the word “Areas of archaeological potential” and replacing it with the following: means areas with the likelihood to contain archaeological resources. Criteria to identify archaeological potential are established by the Province. The Ontario Heritage Act requires archaeological potential to be confirmed by a licensed archaeologist. (Source; PPS, 2020).”
- 118) In Section 8.8.2.23, by inserting the word “delineated” before “built boundary”, and by replacing “2006” with “2020”.
- 119) In Section 8.8.2, by replacing paragraph 24 with the following: “Built Boundary, Delineated: The limits of the developed urban area as defined by the Minister in consultation with affected municipalities for the purpose of measuring the minimum intensification target of the Growth Plan. (Source: Growth Plan for the Greater Golden Horseshoe, 2020)”.
- 120) By deleting 8.8.2.25, the definition of the word “Character”, and renumbering all subsequent paragraphs.
- 121) In Section 8.8.2.27, the definition of “Community Infrastructure”, by deleting the last part within parentheses, reading “(Source: Growth Plan for the Greater Golden Horseshoe, 2006)”
- 122) By deleting sections 8.8.2.28 and 8.8.2.29 and replacing them with the following:

“28. **Compact Built form:** A land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace) all within one neighbourhood, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well connected network, destinations that are easily accessible by transit and active transportation, sidewalks with

minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation. (Source: Growth Plan, 2020)

29. Complete communities: Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts (Source: Growth Plan, 2020)”

123) In Section 8.8.2.32, by deleting the definition for the word “Cultural heritage landscape” and replacing it with the following:

“means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms. (Source: PPS, 2020)”

124) In Section 8.8.2.33 by replacing the definition for Density Targets with: “The density target for designated greenfield areas is defined in the Growth Plan. (Source: Growth Plan, 2020)”

125) In Section 8.8.2.34, by inserting the words “(Source: PPS, 2020)” to the end of the definition.

126) In Section 8.8.2.35 by deleting the definition of the word “Designated Greenfield Area” and replacing it with the following: “Lands within settlement areas (not including rural settlements) but outside of delineated built-up areas that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan. Designated greenfield areas do not include excess lands. (Source: Growth Plan, 2020)”

127) In Section 8.8.2.57, by inserting the following text after the sentence: “This may include conforming to energy efficiency standards, such as LEED and Passive House, the incorporation of sustainably-sourced and replaceable materials, designs that respond to and support ecological function, and/or building techniques that incorporate the same considerations in the building’s construction.”

128) In Section 8.8.2.77, by deleting the following words “(Source: Growth Plan for the Greater Golden Horseshoe, 2006)”

129) In Section 8.8.2.78, by deleting the definition of “Intensification target” and replacing it with the following: “the intensification target is as established in the Growth Plan. (Source: Growth Plan, 2020)”

130) In Section 8.8.2.90, by deleting the definition of the word “Municipal Sewage Services” and replacing it with the following: “means a sewage works within the meaning of section

1 of the Ontario Water Resources Act that is owned or operated by a municipality, including centralized and decentralized systems. (Source: PPS, 2020)”

- 131) In Section 8.8.2.91, by deleting the definition of the word “Municipal water services” and replacing it with the following: “means a municipal drinking-water system within the meaning of section 2 of the *Safe Drinking Water Act, 2002*, including centralized and decentralized systems (Source: PPS, 2020)”
- 132) In Section 8.8.2.98, by deleting the definition of the word “On-farm diversified uses” and replacing it with the following: “means uses that are secondary to the principal agricultural use of the property, and are limited in area. On-farm diversified uses include, but are not limited to, home occupations, home industries, agri-tourism uses, and uses that produce value-added agricultural products. Ground-mounted solar facilities are permitted in prime agricultural areas, including specialty crop areas, only as on-farm diversified uses. (Source: PPS, 2020)”.
- 133) In Section 8.8.2.121, by deleting the number “, 1990”.
- 134) In Section 8.8.2.128, by deleting the definition of “Second residential units” in its entirety and renumbering subsequent sections.
- 135) In Section 8.8.2.141, by inserting the words “Adapted from” in front of “PPS”.
- 136) In Section 8.8.2.148, by deleting the definition of the word “Transit-supportive” and replacing it with the following: “in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives. (Source: PPS, 2020)”
- 137) In Section 8.8.2.150, by deleting the words “(Source: Growth Plan for the Greater Golden Horseshoe, 2006)”.
- 138) In Section 8.8.2.161, by deleting the words “See also the definition for significant.”.

DUFFERIN COUNTY

Transportation Master Plan

Date: September 2023



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DRAFT



EXECUTIVE SUMMARY

Introduction

The Dufferin County Transportation Master Plan (TMP) presents multi-modal transportation investments to accommodate the forecast growth of population and employment for the County to the year 2051. The TMP was prepared following the Municipal Class Environmental Assessment (MCEA) process for master plans, addressing Phase 1 (problem/opportunity statement), and Phase 2 (assessment of alternatives), and included multiple opportunities for input in the Municipal Comprehensive Review and TMP processes.

The Vision for the TMP, which addresses Phase 1 of the MCEA process is:

“A vibrant and integrated community that supports users of all ages and abilities through active transportation facilities, transit routes and roads. The multi-modal transportation network should provide mobility and connectivity in an accessible, equitable, environmentally, and financially sustainable manner. Viable transportation options should be provided to foster healthier, more sustainable choices for its residents and visitors.”

To address Phase 2 of the MCEA process (assessment of alternatives), a travel demand model was prepared to analyze three scenarios for the 2051 horizon year:

1. Alternative 1:
 - Business as usual (no further investment in the County's transportation network)
2. Alternative 2:
 - Dufferin County Roads:
 - Widening of Dufferin County Road 109 to 4-lane roadway between Dufferin County Road 25 and Highway 10.
 - Widening of Dufferin County Road 16 to 4-lane roadway between Highway 10 and Mono Amaranth Townline Road.



- Widening of Dufferin County Road 7 to 4-lane roadway between Highway 10 and Side Road 5.
- Widening of Dufferin County Road 25 to 4-lane roadway between Dufferin County Road 109 and Dufferin County Road 10.
- Widening of Provincial Highways:
 - Widening of Highway 9 to 4-lane roadway from Highway 10 to Dufferin County Road 18.
 - Widening of Highway 10 to 4-lane roadway between Side Road 15/Mono Center Road and Highway 89.
 - Widening of Highway 10 to 4-lane roadway between Highway 89 and Dufferin County Road 17.
 - Widening of Highway 89/Highway 10/Main St to 4-lane roadway between Owen Sound Street and Greenwood Street.

3. Alternative 3:

This alternative proposes the following roadway improvements (County initiatives):

- Widening of Dufferin County Road 109 to 4-lane roadway between Dufferin County Road 25 and Highway 10;
- Widening of Dufferin County Road 16 to 4-lane roadway between Highway 10 and Mono Amaranth Townline Road;
- Widening of Dufferin County Road 7 to 4-lane roadway between Highway 10 and Side Road 5; and
- Construct a new two-lane road along Amaranth East Luther Townline to bypass Grand Valley, from Dufferin County Road 109 to Dufferin County Road 10 (Grand Valley).

In addition to the Dufferin County improvements, the third alternative includes Provincial improvements along highways, Dufferin County and local road improvements related to the Shelburne bypass in the following:



- Rehabilitate and upgrade 30 Side Road to MTO roadway standards between Dufferin County Road 11 and 4 Line (Shelburne);
- Rehabilitate and upgrade 4 Line to MTO roadway standards between 30 Side Road and Highway 10 (Shelburne). This needs to be adequately designed, paved, and strengthened to accommodate higher volumes and heavy truck traffic;
- Rehabilitate and upgrade Dufferin County Road 11/2nd Line to MTO roadway standards between 30 Side Road and Highway 89 (Shelburne). This needs to be adequately designed, paved, and strengthened to accommodate higher volumes and heavy truck traffic;
- Rehabilitate and upgrade Dufferin County Road 11/30 Side Road to MTO roadway standards between Victoria Street and 2nd Line (Shelburne);
- Widening of Highway 9 to a 4-lane roadway from Highway 10 to Dufferin County Road 18; and,
- Widening of Highway 10 to a 4-lane roadway between Side Road 15/Mono Centre Road and Highway 89.

Consultation and Engagement

Several rounds of consultation were conducted with the public and interested stakeholders. Meetings were held with the following groups in three rounds of consultation:

- The Public (Public Information Centres (PICs) on March 3, 2020, July 26, 2022, and January 21, 2023);
- Technical Agencies
- County Staff
- Councillors

The first round of consultation provided the opportunity for the public to learn about the Municipal Comprehensive Review (MCR) process including the Transportation Master Plan (TMP), ask questions, and participate in a visioning exercise. The second round of consultation presented the growth forecast of population and jobs for the municipalities within Dufferin County to the 2051 horizon year. The third round of



consultation was a joint MCR and TMP PIC. The last consultation was a MCR public workshop that focused on infrastructure topics including public transit, road access on highways and traffic volumes, as well as bypasses.

Common themes of the comments heard from the consultation rounds included:

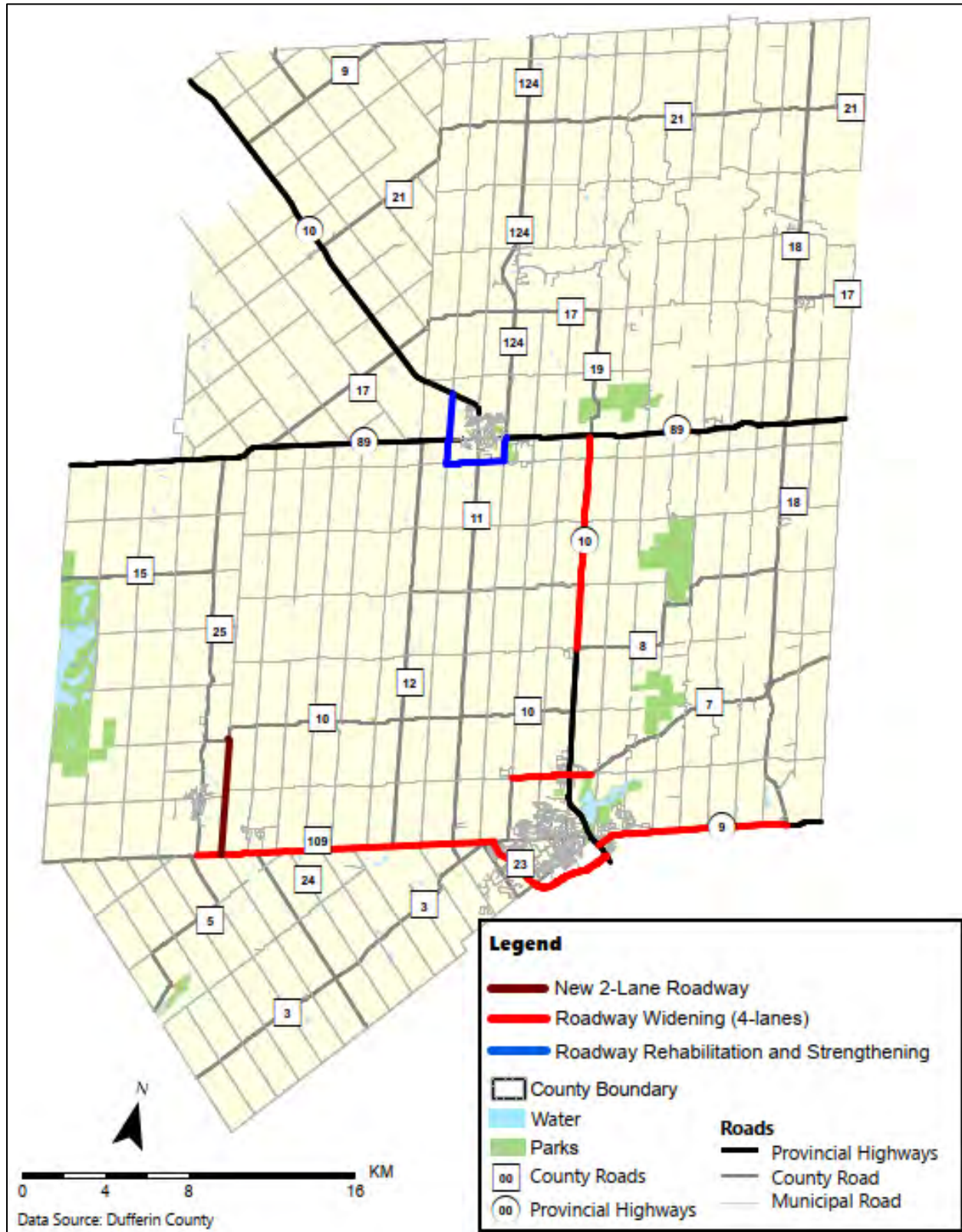
- Plan for improved and expanded transportation networks to support anticipated areas of growth in the future;
 - Consider bypasses of Shelburne and Grand Valley;
- Improve road safety and work towards the reduction of vehicular-related accidents;
- Maintain and improve the local roads and arteries throughout the County;
- Support accessible transit and transportation options across the County; and
- Promote active transportation and healthy active living through the improvement of access to trails and recreational uses.

Recommendations

Alternative 3 is the recommended alternative. Alternative 3 ensures that the identified roadway improvements are feasible for construction and fully accommodate the future traffic growth, while providing the County with efficient network connectivity. Alternative 3 is supported by an active transportation network utilizing County and local existing and proposed facilities, as well as recommendations for consideration of transit in the future, and policy initiatives involving Complete Streets, road safety, and the expansion of the number electric vehicle charging stations on public property. The recommended roadway improvements are shown on **Figure ES-1**.



Table ES-1. Recommended Roadway Improvements (Alternative 3)





1. DEVELOPING THE TMP

The Transportation Master Plan (TMP) for Dufferin County guides the enhancement of the existing multi-modal transportation network to accommodate the forecast growth in population and employment to the year 2051. The contents of this section provide the background needed to understand what Dufferin County's TMP is, including why and how it was developed.

1.1 TMP CONTEXT

1.1.1 WHAT IS A TMP?

A TMP is a flexible policy document which provides region-specific strategic transportation planning direction. Guided by community and municipal goals, the proactive plan examines future generations' needs for County-wide transportation services and infrastructure of all modes of travel. Demographics, existing conditions, emerging trends, best practices, stakeholder inputs and related policies are all assessed in a holistic manner across Dufferin County to produce long-term transportation recommendations that enhance the quality of life for residents and connected communities.

The contents and recommendations identified in this TMP reflect the Dufferin County context. The roles of this County-wide TMP include:



A community vision for the future of transportation in order to address the needs and abilities of its community members and visitors;



A communication tool to further discuss transportation challenges and opportunities with various audiences;



An opportunity for enhanced partnerships with both existing and future partners to improve coordination and collaboration;



An implementation guide to support short, medium, and long-term infrastructure objectives; and



A decision-making tool to support current and future key stakeholders involved in the implementation process.



An integrated, holistic, multimodal plan to address and integrate all modes of transportation, including walking, cycling, taking transit and private vehicle usage, in a cohesive manner.

A TMP is typically updated on a regular basis to proactively address changing social and economic patterns, new mobility trends and policy priorities. A strong TMP aligns with existing local community growth plans, as well as grander regional and provincial planning initiatives to achieve its goals. This document will continue to experience refinements in the future to reflect any changes Dufferin County may continue to witness in the years to come.

1.1.2 WHY DO WE NEED A TMP?

The County recognizes the benefits of a long-range planning approach to define, prioritize, and build infrastructure over an extended period of time. This approach has been taken in the preparation of the TMP, allowing the County to proactively address transportation issues and make informed decisions about capital investments in infrastructure. Dufferin County is developing the TMP to address the following key areas:



Growth in population and employment opportunities, especially in the County's urban settlement areas;



Alignment with existing and updated policies at the Provincial and Federal level;



Enhanced connectivity within the County and to surrounding municipalities for all modes of travel; and



Emerging trends a shift towards sustainable transportation, including walking, cycling, transit, and transportation demand management.



The TMP recognizes that the nature of transportation is changing. Mobile technology and new ways of providing mobility services are giving people more travel options. The intent of the document is to identify ways that these new transportation opportunities can be integrated into day-to-day life.

The TMP strives to identify enhanced active transportation options, transportation demand management strategies, transportation policies to improve the efficiency and effectiveness of the County’s transportation network. Developing a TMP enhances Dufferin County’s existing transportation facilities in the short-term and sets a course towards a more sustainable, integrated, and multimodal transportation system in the future.

1.1.3 HOW WAS THE TMP DEVELOPED?

To plan for and accommodate the growth anticipated, Dufferin County conducted a Municipal Comprehensive Review (MCR) to extensively review and update the Official Plan (OP) and related documents to implement the policies of the new Growth Plan for the Greater Golden Horseshoe (GGH) for the Province of Ontario (**Figure 1**).

The approach the County has taken is rooted in three areas of focus: growth management, integrated planning, and environment and sustainability. This TMP is a technical study under the MCR and aspires to address these three key areas in the transportation network and supporting infrastructure.

Figure 1. Components of Dufferin County’s Municipal Comprehensive Review



Transportation Master Plan	Planning & Engagement	Growth Management	Water and Wastewater Infrastructure	Municipal Fiscal Impact
Sustainability and Climate Change Response Framework	Community Services Master Plan	Natural Heritage System	Agricultural System	Watershed Planning



Dufferin County's TMP was developed as a collaboration between the County and WSP Canada Inc. (the consultant team), and included significant input and engagement with community residents, local stakeholders and interest groups, Dufferin County Council, as well as the surrounding jurisdictions and governmental agencies. The TMP was developed in accordance with the Municipal Class Environmental Assessment (MCEA) process for master plans, which requires the following:



Phase 1: Development of an opportunity statement, objectives and an overall TMP vision;



Phase 2: Development and evaluation of alternative scenarios and selection of a preferred alternative; and



Consultation: Engagement of public representatives and stakeholders at least twice over the course of the study.

Completion of Phases 1 and 2 allows the County to move on to implementation of any Schedule A, A+ or B projects and allows the County to continue to Phase 3 (Assessment of Design Alternatives) for the recommended projects that fall under Schedule 'C' of the Class EA Document. Further consultation will be required for any Schedule 'C' projects. The TMP was completed with four phases:

Context

1

- Research on key background information;
- Review of existing land use and mobility patterns; and,
- Identification of needs and opportunities in the network.

Assessment

2

- Identify potential alternatives to address transportation challenges;
 - Gather input on preliminary findings and existing travel conditions; and,
 - Develop preferred alternative and supporting strategies or policies.
-



Delineation

- 3
 - Develop an implementation strategy; and,
 - Identify strategic priorities for network improvements.
-

Application

- 4
 - Summarize transportation network recommendations into the TMP report; and,
 - Present outcomes to Council.

1.2 ABOUT THIS TMP

1.2.1 OVERVIEW OF EMERGING TRENDS

This section reviews some of the current and emerging trends that affect the transportation industry. A focus on emerging trends can help Dufferin County become more resilient to change in the coming decades and be better positioned to achieve its vision. These trends guide the approach taken in this TMP, shaping the analysis and recommendations to be more future ready and adaptable for the shift in focus.

1. NATURAL AND BUILT ENVIRONMENT

Over the past decade, there has been a heightened focus on the role of transportation in climate change. A variety of programs and policies in many jurisdictions have emerged, primarily focusing on promoting modes of transportation that serve as alternatives to the private, single-occupant vehicle. By encouraging the use of cycling, walking, and transit, there can be a reduction in the amount of released greenhouse gas emissions. The multi-modal network recommended by TMPs typically provides strategic improvements to reduce the barriers to these sustainable alternative modes. Related transportation approaches to improving the environment include considering transportation demand management to incentivize sustainable modes, parking management strategies to discourage single-occupant vehicle use, and Complete Streets concepts to make active transportation more viable and appealing.

Municipalities are encouraged to focus on supporting urban intensification through urban growth policies. Urban growth policies are present in all levels of government to



strategically plan for growth and project where the residential and employment areas should be. Denser areas should be developed to accommodate a more integrated transportation network. These areas of intensification form complete communities where major points of interests are located nearby. The use of active modes, such as walking and cycling, becomes a more viable and practical option as well. Public transit greatly benefits areas of intensification where it is considered a faster, more convenient, and more affordable option compared to private vehicles. Significant investments in transit projects have emerged over the past decade and investments in further transit projects, including rapid transit networks, are expected to increase.

2. TECHNOLOGY

Emerging mobility technologies have expanded the travel options over the past decade. Technologies such as ride-sharing platforms, electric vehicles, and automated vehicles are creating a new mobility landscape that will continue to evolve and affect transportation as a whole.

The concept of Mobility-as-a-Service (MaaS) describes a shift from viewing transportation as a product or a privately-owned mode and instead treat it as a service in which users pay per use based on their needs. Ridesharing platforms, such as Uber, Lyft, and other transportation network companies, offer these services. Ridesharing allows for private vehicle owners to register and provide transportation from users that can access the service on smartphones and mobile applications. Users are able to access this on-demand mobility option by requesting their pick-up and drop-off locations. In denser urban areas, some carpool features allow for multiple users travelling to a similar location to share one vehicle. Overall, ridesharing options tend to be more cost-competitive than taxis, though less cost competitive than transit.

Electric vehicles (EVs) are motor vehicles that operate partially or fully on an electric engine rather than the traditional combustion engine. These vehicles generate less air pollution and greenhouse gas emissions compared to the conventional vehicle. The adaptation of widespread use of EVs requires the appropriate infrastructure to be in place, such as charging stations. The provision of implementing charging infrastructure as well as other incentives may encourage more users to switch to EVs and produce a more sustainable, lower-carbon future.



Other emerging technology trends in the transportation sector include intelligent transportation systems (ITS) and the concept of smart cities. ITS use a combination of information and communication technologies to improve the safety, efficiency, and sustainability of transportation networks. Activities traditionally conducted by humans can be automated and better monitored to understand how to improve operations. Within the concept of ITS, autonomous vehicles (AVs) are examples of how widespread use within a network can enhance the traffic operations. AVs use advanced sensors and artificial intelligence to operate vehicles. The technology, although advanced in terms of development, is not widely deployed. Research into AVs show that if deployed in a wider scale, it is expected that AVs will improve road safety, enable flexible use of commute time for drivers, decrease cost of ride-sharing trips, reduce the demand for vehicle ownership, and reduce parking demand. **Section 6.2** provides a more detailed description of what EVs and AVs impact will be on the County of Dufferin's transportation network.

3. SOCIO-ECONOMIC

Equity is a fundamental aspect to resilient planning. The transportation network has a great impact on the movement of residents within their communities, and therefore their safety and level of comfort while using these modes. An increased focus has been placed on consideration for vulnerable road users and ensuring that there are accessible options for users of all ages and abilities. There are several approaches to actively promote road safety where emphasis is placed on the system itself to reduce the number of traffic-related deaths and injuries. Planners, engineers, and other system designers are encouraged to recognize that human errors are unavoidable and therefore systems should be intentionally designed to reduce these collisions. Additional traffic monitoring programs and school safety reviews are common with municipalities to understand how to improve safety for all road users, whether they are travelling by foot, bicycles, transit, or private vehicles. **Section 6.2.1** of this document helps address how to enhance road safety through incident reduction initiatives, existing road safety measures, and possible implementation steps that the County could initiate.

Economically, transportation is shifting towards shared mobility options, in addition to on-demand ride-sharing options discussed in the previous section. Outside of ridesharing, the concept of shared mobility or mobility as a service can also be applied



to multiple users having access to a transportation mode. Most commonly, there are carshare and bikeshare programs in which users can have a short-term rental of the vehicle or bicycle as needed. Since users do not own the mode of transportation, there are typically savings in the cost of using it. Dense urban areas are adopting bikeshare and scooter-sharing services to encourage active modes of transportation as alternatives, especially for short to medium-distanced trips.

4. POLICY GUIDELINES

A number of supporting policies provide a toolkit to support infrastructure investment and help achieve an inclusive, accessible, and safe transportation network. A Complete Streets approach is increasingly being adopted in TMPs and as standalone policies. Complete Streets refers to roads that are planned, designed, constructed, operated, and maintained in a way that accommodates all transportation modes and users. By redefining streets to encourage pedestrians, cycling and transit activity alongside private or commercial vehicles, there is greater connectivity and integration. This approach also encourages context sensitive solutions, promoting the idea that there is no “one size fits all” solution to transportation networks. Complete Streets guides indicate consideration for current and planned land use and other circumstances and affect the municipality’s own socio-economic and environmental landscapes.

Another policy that is increasingly widespread is transportation demand management (TDM). TDM refers to strategies and programs that focus on reducing the number of single-occupant vehicles by promoting alternatives and, more sustainable modes of travel. These measures optimize the distribution and use of available transportation resources to alleviate congestion, reduce pollution, and improve public health. These strategies can be considered at a municipality-wide level or site specific, including programs specific to workplaces, households, and schools, depending on the key audience.

1.2.2 KEY AREAS OF FOCUS

Understanding the general trends in transportation, Dufferin County has several key areas of focus considered in this TMP.



1. GROWTH IN THE COUNTY

The population and employment allocation to 2051 within Dufferin County is in accordance with the Draft Land Needs Assessment Report presented by WSP Canada Inc. on July 13, 2022. Based on the Growth Plan set out by the Provincial government, the County's OP is mandated to accommodate a total of 95,000 people and 39,000 jobs by 2051. The projected population and employment growth from 2021 to 2051 for the County needs to be appropriately and equitably allocated among the various municipalities.

There are different criteria that must be met from the Growth Plan in order for the County to allocate project growth. Based on the criteria, the Town of Grand Valley, the Town of Orangeville, and the Town of Shelburne have delineated built-up areas/designated greenfield areas and full municipal water and sewer services. The other municipalities within Dufferin are primarily rural lands that have less "community settlement areas" on partial services, or private individual services only.

Section 5.2 of this report goes into further detail about future population and employment allocation within the County. More information about existing and proposed population and employment can be found in the Draft Lands Needs Assessment Report.

2. SHELburne DOWNTOWN BYPASS

As one of the fastest growing communities in the County, there has been increasing traffic to the Town of Shelburne. In particular, the Downtown area is in consideration for a bypass to divert and calm the traffic that passes through this area. The implementation of a bypass can have significant economic and environmental improvements. The bypass would be to facilitate movement on two provincial highways, Highway 10 and Highway 89, that presently intersect in the middle of downtown Shelburne. The Dufferin County TMP examines the bypass, recognizing that the ultimate solution will require further study and will be the responsibility of the Province, with input from the County and Town.

3. ORANGEVILLE WEST

As the largest community in the County, Orangeville is expected to take on a significant amount of population and employment. Growth pressures on the west end of



Orangeville need to be studied in further detail to plan the County's network for the greater community to ensure multi-modal traffic flow. Concurrent with development of the TMP, Dufferin County is undertaking the Dufferin County Road 109 Schedule C Municipal Class Environmental Assessment to examine the road network in the vicinity of the Dufferin County Road 109 and 3 intersections. The EA is expected to identify a solution that will facilitate development and optimize the Dufferin County road network in this area with the future development in mind.

4. GRAND VALLEY GROWTH

The Town of Grand Valley is planning to grow and accommodate some of the increase in population allocated to the County. Dufferin County Road 25 presently is a north-south County road that traverses through the centre of the Grand Valley community, providing connectivity for through traffic. As Grand Valley grows and further develops its community, this through route needs to be re-examined to determine if a bypass of the downtown could be developed to maintain the north-south connectivity for through trucks and cars in this part of the county. The TMP addresses on a high level the county-wide flow of vehicles today and what is expected in the future and provides options for a bypass.



1.2.3 TMP REPORT ORGANIZATION

The TMP tells the story of how Dufferin County will move towards a more integrated, sustainable, and diverse transportation system to accommodate future growth. The organization of the TMP report is summarized below:

Chapter 1 Developing the TMP	Outlines the purpose of the study, how it was developed and the key areas of focus influencing the County;
Chapter 2 Who We Are	Describes the community context, the policy framework, and the existing context of the transportation network;
Chapter 3 Vision, Goals and Objectives	Provides the over-arching vision and the main goals and objectives of the study used as the foundation for analysis;
Chapter 4 Outreach and Engagement Strategy	Reports the consultation and engagement process and the input and key themes received throughout the rounds of engagement;
Chapter 5 Planning for Tomorrow	Identifies and evaluates alternative transportation scenarios, outlines the future needs for the different modes and recommends improvements for the future network;
Chapter 6 Supporting Policies	Identifies various supporting policies to support the future multimodal network, based on Complete Streets and emerging technologies;
Chapter 7 Implementing the TMP	Documents the proposed implementation approach, process, and tools to aid in the furthering the recommendations proposed in the TMP, including the key priorities; and



2 WHO WE ARE

This section presents the existing conditions of the transportation network, focusing on County-owned or managed active transportation, transit, roads, and goods movement networks. These existing conditions will allow to identify opportunities and challenges in the transportation network and will form a baseline for comparison with the future network recommended in this TMP.

2.1 OUR GEOGRAPHY

Dufferin County is an upper-tier municipality located in the north-western portion of the GGH. The County is north and west of the Greater Toronto Area, east of the Kitchener-Waterloo area and north of the City of Guelph. Five major headwaters, the Credit, Humber, Grand, Saugeen and Nottawasaga Rivers, are located within Dufferin County.

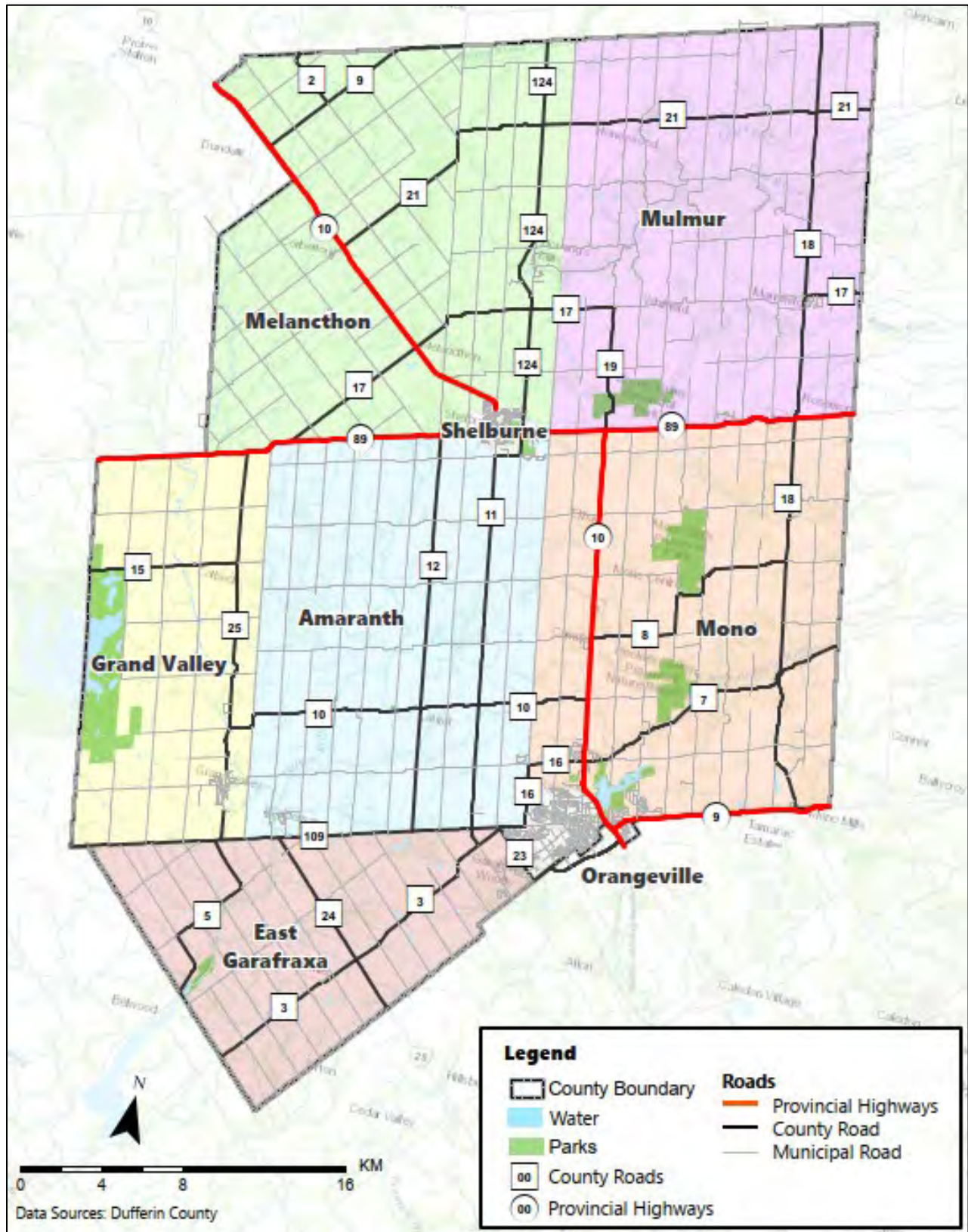
The County is comprised of the following eight lower-tier municipalities, as shown in

Figure 2:

- Township of Amaranth;
- Township of East Garafraxa;
- Town of Grand Valley;
- Township of Melancthon;
- Town of Mono;
- Township of Mulmur;
- Town of Orangeville; and
- Town of Shelburne.



Figure 2. Dufferin County TMP Study Area





2.2 OUR POLICY FRAMEWORK

Federal, Provincial, County, and local-level policies and plans provide overarching guidance which determine the nature of future development and growth. A review of pertinent policy documents at all levels of government provides the policy context for Dufferin County's TMP recommendations (**Section 5**).

A brief overview of key policies and relevance in the TMP development process is provided in this section.

2.2.1 FEDERAL POLICIES



Applies to all of Canada

Federal policies provide a very high-level guidance on the planning of various geographic areas. The general trend has been a shift towards climate change and sustainability. As a result, several policies focus on alternative modes of transportation and provide direction on how regional and local governments can address and

manage these trends.

The **Federal Sustainable Development Act (2008)** and **Strategies for Sustainable Transportation Planning: A Review of Practices and Options (2005)** are two documents that provide frameworks for how to conduct sustainable planning at different levels of government. These provide a precedent for policy initiatives that reduce the environmental impact of transportation networks and services. Federally, there has also been policies that focus on the integration and promotion of alternative, more sustainable modes of transportation, including **Communities in Motion: Bringing Active Transportation to Life Initiative (2008)** and the **National Vision for Urban Transit to 2020 (2001)**. These policies provide the fundamentals for addressing the need for active transportation and transit as part of a comprehensive transportation network that is accessible to users of all ages and abilities.



2.2.2 PROVINCIAL POLICIES

Similar to Federal policies, Provincial policies also provide high-level, strategic direction on the planning and development of wider regions. Sustainability trends are prevalent throughout this level of jurisdiction as well, providing specific guidance to municipalities to implement policies unique to their conditions.



Applies to all of Ontario

The **Provincial Policy Statement (2014)** sets the foundation for regulating land use planning and development within Ontario, promoting diverse land uses and transportation options. The **Accessibility for Ontarians with Disabilities Act (2005)** is an important legislated policy that ensures that challenges to accessibility are removed. Transportation networks should be proactively reviewed for any barriers that may affect users. Active transportation strategies at this level focus on accessibility and creating facilities that are enjoyable by a wide range of users of all ages and abilities. Strategies such as the **#CycleON Action Plan (2018)** and **Ontario Trail Strategy (2010)** provide the guidance to facilitate more infrastructure for both utilitarian / commuting and recreational travel purposes.



Applies to part of Ontario

At a smaller scale, policies such as the Growth Plan for the Greater Golden Horseshoe – Places to Grow (2019 Update) and Niagara Escarpment Planning and Development Act (2019) are Provincial policies that affect a portion of Ontario. These two policies apply to Dufferin County and have been reviewed as part of this TMP. The Growth Plan encourages intensification in built-up areas and key corridors. Intensification objectives have been adopted into the TMP. As part of Dufferin County is located within the Niagara Escarpment, there are increased environmental consideration to be taken to protect the integrity of the land.



2.2.3 COUNTY POLICIES



Applies to all of Dufferin County

As an upper-tier municipality, Dufferin County provides several policy documents that set out the goals and objectives intended to manage the growth across the region. Natural and built environmental, societal, and economic policies set out in this level applies to the lower-tier municipalities to create a cohesive vision for long-range transportation.

The **Dufferin County Official Plan (Under development, expected 2023 or 2024)** sets out a 2051 planning horizon and provides upper-tier land use planning direction across the County to manage growth and development, achieving its long-term vision and goals. This provides the foundation for the County’s other region-wide policies. It includes future population and employment forecasts as well as strategies to enhance the quality of life, employment opportunities, transportation system and commercial intensification while protecting natural resources, heritage, and County character.

The **Dufferin County Active Transportation and Trails (DCATT) Master Plan (2010)** has recommendations that will be inputted directly into the analysis and considerations outlined in this TMP. The DCATT shows the initiative the County has taken to progress its transportation network to be more multi-modal and sustainable for projected growth.

Economically, the **Dufferin County Economic Development Strategy Plan (2017)** and **Development Charges Background Study (Under development, expected 2023 or 2024)** provide the financial basis for what infrastructure the County is prioritizing and in what area. This provides insight on previously planned initiatives that will be implemented and will affect the transportation network.

The **Dufferin County Climate Action Plan (2021)** sets forth the County’s strategy for the community to reach net-zero greenhouse gas emissions by 2050. Almost half of current emissions are attributed to the transportation sector, The Action Plan addresses transportation in the “On the Move” focus area, which states:

Actions to support active, shared, and public transit modes, expand EV charging networks, and accelerate the transition to EVs. Key objectives include:

- Increasing use of active, shared, and public modes of transportation;



- Promoting climate-friendly driving habits;
- Shifting towards electric vehicles and alternative fuels;
- Designing urban areas to reduce vehicle use; and
- Creating a Transportation Demand Management Plan (TDM).

The **Dufferin County Asset Management Plan (2022)** describes the actions required to manage the County’s portfolio of assets in order to support established service levels, including the management of risks and costs. The document provides transparency and financial management considerations of limited resources. This Plan focuses on the 10-year period from 2022. Major sections of the report include state of the infrastructure, levels of service, lifecycle management strategy, financial strategy, and monitoring.

At the time of the preparation of the TMP, Dufferin County was undertaking the **Dufferin County Road 109 Schedule C Municipal Class Environmental Assessment** to determine the optimal road network for the lands around the Dufferin County Road 109 and 3 intersection and the surrounding area to help facilitate development of lands in Amaranth and potentially East Garafraxa.

2.2.4 MUNICIPAL POLICIES



Applies to individual municipalities

The County’s TMP will be a key guiding document for the development of the future network in the local municipalities. To ensure a coordinated effort between jurisdictions, local policies and plans were reviewed, as summarized in **Table 1**.

Table 1. Summary of Reviewed Policies for Dufferin County

Township of Amaranth	Official Plan (2004)
	Development Charges (2019)
Township of East Garafraxa	Official Plan (2004)
	Development Charges (2019)



Town of Grand Valley	Official Plan (2017) Development Charges (2019) Engineering Standards (2013) Transportation Master Plan (2017) Conservation and Demand Management Plan (2019)
Township of Melancthon	Official Plan (2014) Development Charges (2019) Strategic Plan (2017) Conservation and Demand Management Plan (2019)
Town of Mono	Official Plan (2018) Development Charges (2019)
Township of Mulmur	Official Plan (2012) Development Charges (2019)
Town of Orangeville	Official Plan (2018) Development Charges (2014) Downtown Parking Study (2017) Parks Master Plan (2015) Commercial Urban Design Study (2005) Land Needs Assessment (2016) Housing Needs Analysis (2010) Environmental Protection of New Residential Development Adjacent to the Orangeville-Brampton Railway (2001) Downtown Orangeville Heritage Conservation District Guidelines (2002)



	Cycling and Trails Master Plan (2019)
Town of Shelburne	Official Plan (2017)
	Development Charges (2020)
	Active Transportation Plan Study (2008)
	East Area Transportation Study (2012)
	Asset Management Plan (2016)
	Economic Development Strategy (2016)
	Parks Master Plan (2009)

2.3 OUR COMMUNITY

Dufferin County has experienced fast growth over the last few decades. Exhibit 3 in the **Draft Lands Needs Assessment Report, 2022** (the “2022 Lands Needs Report”) summarizes the estimated population and employment drawn from the 2021 Census data and projected 2051 numbers. Key recommendations for Towns impacted by 2051 growth have been drawn from the 2022 Lands Needs Report and are summarized in **Table 2**. These recommendations helped guide the 2051 future transportation network described in **Section 5**.

According to the 2016 Census, the Town of Shelburne grew 39% from 2012-2016, which makes it the fastest growing small town within Ontario and the second fastest expanding small town in Canada. The 2016 Census also indicates that Shelburne has a density of 1,239.7 per square kilometre and is expected to increase. The rapid growth of Shelburne along with safety of pedestrians, cyclists, and quality of life are key factors for the implementation of a truck bypass, as further described in **Section 2.4.5**.

Table 2. Lands Needs Assessment Report Key Recommendations for Dufferin County

Recommendation	Town		
	Grand Valley	Orangeville	Shelburne



Settlement Area Expansion Required?	Yes	No	Yes
Density of New Developments	Same as existing	Same as existing	Higher than existing
Additional Capacity at 40% Minimum Intensification Rate	795 dwelling units	909 dwelling units	483 dwelling units
Minimum Greenfield Density Goals	55 people and jobs per hectare	46 people and jobs per hectare	41 people and jobs per hectare
Industrial Land Needs & Conversions	Up to 2.6 hectares of land. Continue to monitor employment lands to ensure 21 jobs per net hectare on average.	Site-specific conversions up to 20 net hectares may be considered. Continue to monitor employment lands to ensure 21 jobs per net hectare on average.	Continue to monitor employment lands to ensure 21 jobs per net hectare on average.

2.4 OUR TRANSPORTATION NETWORK TODAY

2.4.1 TRAVEL CHARACTERISTICS

The Transportation Tomorrow Survey (TTS) data provides an overview of travel behaviour for both internal and external trips within Dufferin County. Data has been published for surveys completed in 2006, 2011, and 2016 and presents the shifts in travel behaviour for Dufferin County. At the time of writing this report, data from the 2021 TTS (which was postponed until 2022 due to the COVID-19 pandemic) has not been published.

As shown in **Table 3**, the TTS data from 2006 to 2016 presents a steady shift in travel behaviour for both internal and external trips. Internal trips made within Dufferin County have declined in contrast to the increasing total travel distance. On the other hand,



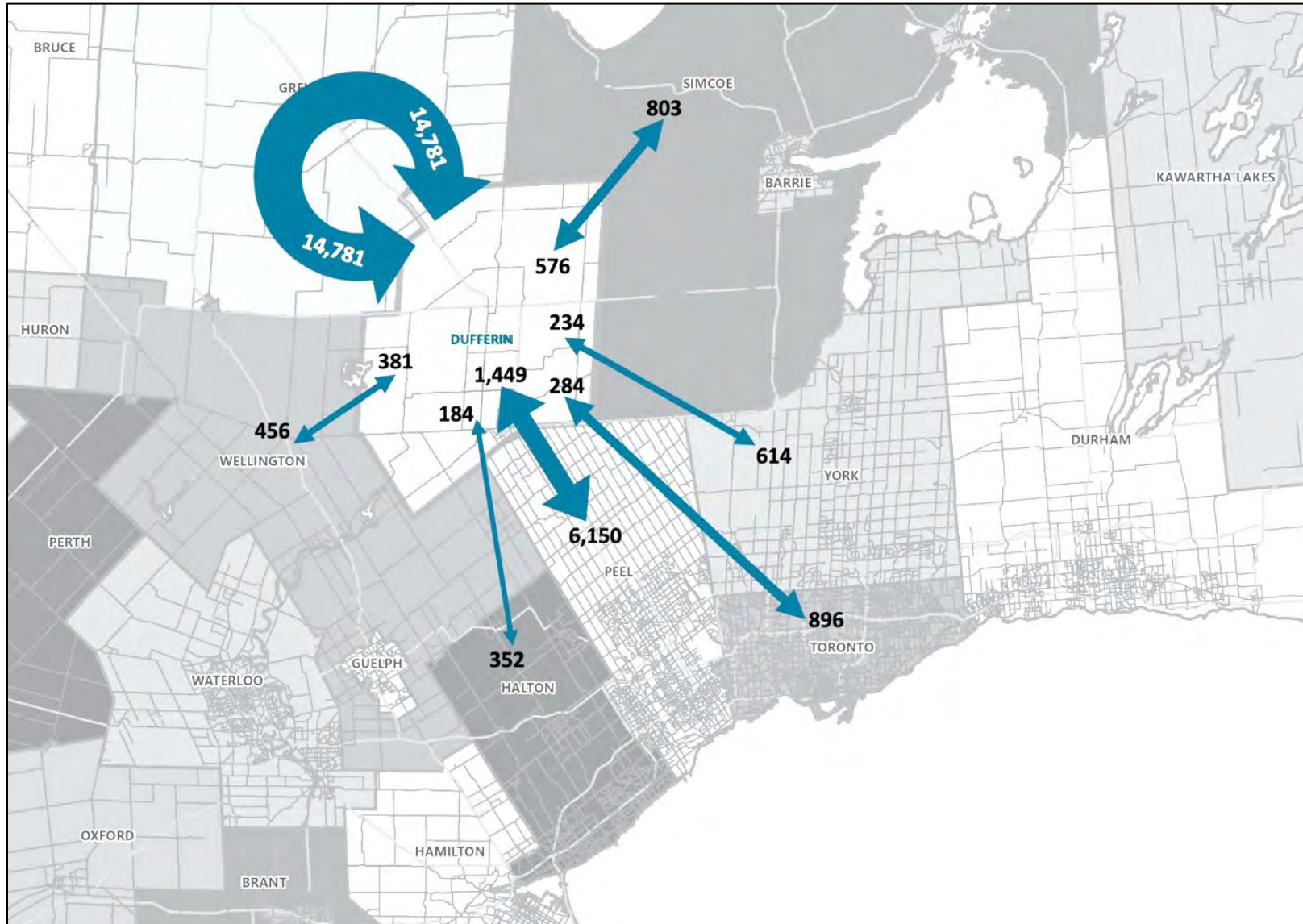
external trips to destinations outside of Dufferin County have increased. The data further indicates a 2.7% increase in trips between 2001 to 2006, and a 2.6% increase by 2016. The distribution of trips for the a.m. peak hour is shown in **Figure 3**.

Table 3. Transportation Tomorrow Survey Highlights

Trip Type	Description	2006	2011	2016
Average Daily Trips	Average daily trips (internal + external) made during the peak period	27,535	28,278	29,017
Internal Trips	Trips originating from and destined to Dufferin County	15,649 (57%)	14,810 (52%)	14,781 (51%)
External Trips	Trips destined to Dufferin County	11,886 (43%)	13,468 (48%)	14,236 (49%)
Transit Share	% of trips taken by transit	0.3%	1.0%	1.3%
Vehicle Occupancy	Measure of vehicle ownership	1.16	1.13	1.13



Figure 3. Existing AM Travel Patterns





2.4.2 ACTIVE TRANSPORTATION

One of the goals outlined in the Dufferin County Official Plan is to foster the creation of complete, healthy, and sustainable communities as well as enhancing the quality of life for all residents. A key component to supporting this goal is to build and maintain active transportation (AT) infrastructure and policies that encourage walking and cycling across the County. Active transportation refers to any form of human-powered transportation, including walking, cycling, using a wheelchair, and scootering.

Dufferin County's existing active transportation network consists of pedestrian, cycling and/or multi-use routes, including off-road routes, conventional and separated bike lanes on local municipal roads, paved shoulders (some with buffers) and signed routes. The following sections provide an overview of the existing and previously planned AT network.

SIDEWALK NETWORK

Existing sidewalks within Dufferin County are primarily located in the urban areas of Orangeville, Shelburne, and Grand Valley, with at least a sidewalk on one side of the road in the main settlement area. Paved shoulders on rural roads or on other non-urbanized roads act as a facility for both pedestrians and other active transportation users. The pedestrian infrastructure including sidewalk is typically the responsibility of the local level government in accordance with the Municipal Act.

CYCLING & MULTI-USE NETWORK

To understand the current AT context in the County, the existing and previously planned cycling and multi-use routes from the following documents were reviewed:

- Dufferin County Active Transportation and Trails (DCATT) Master Plan (2010);
- Dufferin County Official Plan (2017);
- Town of Orangeville Cycling and Trails Master Plan (2019);
- Town of Shelburne Official Plan (2017);
- Town of Grand Valley Transportation Master Plan Study (2017); and,
- Township of Mulmur Recreation Master Plan (2021).



Table 4 summarizes the active transportation network lengths by facility type and municipality. The existing and previously planned network is illustrated in **Figure 4A and B**.

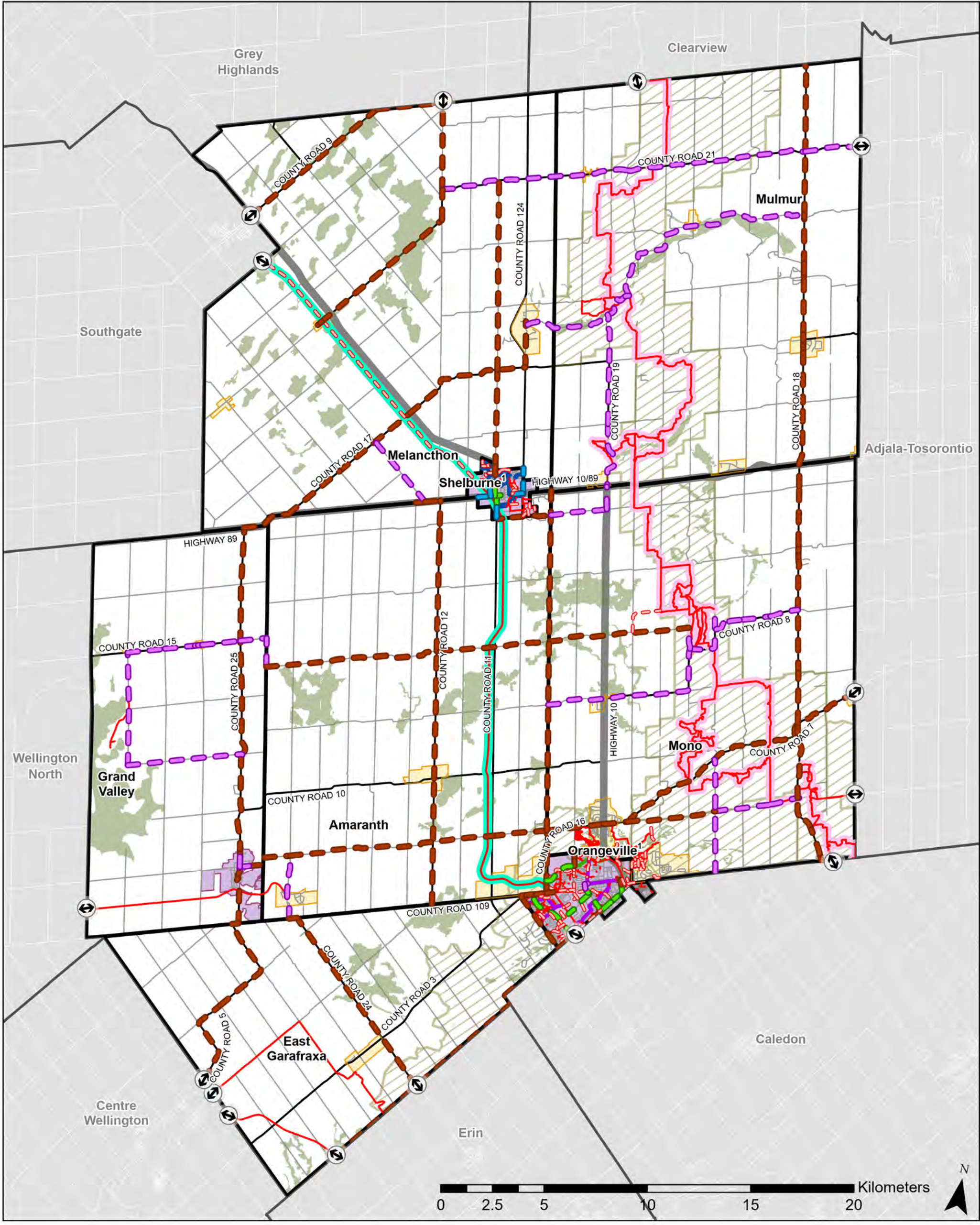
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Table 4. Existing and Previously Planned Active Transportation Network Summary by Facility and Municipality (in KM length)

Facility	Status	Geographic Location								
		Amaranth	East Garafraxa	Grand Valley	Melancthon	Mono	Mulmur	Orangeville	Shelburne	Total
Off-Road Route	Existing	22.5	18.7	11.6	0.0	107.4	50.3	24.6	9.4	244.5
	Proposed	0.0	0.0	0.0	14.5	9.0	0.0	22.1	7.1	52.7
Buffered Paved Shoulder	Existing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Proposed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Paved Shoulder	Existing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Proposed	59.2	31.3	19.6	55.0	56.9	19.5	6.1	2.0	249.6
Bike Lane	Existing	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	1.9
	Proposed	0.0	0.0	0.0	0.0	0.0	0.0	8.6	2.4	11.0
Signed Route	Existing	0.0	0.0	0.0	0.0	0.0	0.0	8.9	0.0	8.9
	Proposed	4.5	0.0	19.0	10.8	30.7	39.8	0.4	0.0	105.2
On-Road Route	Existing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	9.5
	Proposed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	3.3
Total	Existing	22.5	18.7	11.6	0.0	107.4	50.3	35.5	18.9	264.9
	Proposed	63.6	31.3	38.6	80.2	96.7	59.3	37.2	14.8	421.7

Note: The segregation of facility by municipality is done using GIS tools and the GIS Shapefile data.



- Dufferin County Boundary
- Urban Settlement Area
- Community Settlement Area
- Provincial Plan Areas
- Provincially Significant Wetlands
- Provincial Highway
- County Road
- Other Road
- Bruce Trail (Hiking Only)
- AT Connections to Surrounding Municipalities
- Existing Off-Road Route
- Existing Bike Lane
- Existing Signed Route
- Existing On-Road Route¹
- Proposed Off-Road Route
- Proposed Bike Lane
- Proposed Paved Shoulder
- Proposed Signed Route
- Proposed On-Road Route¹
- Developing Route

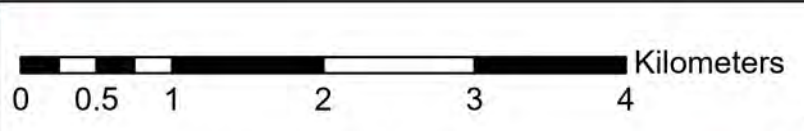
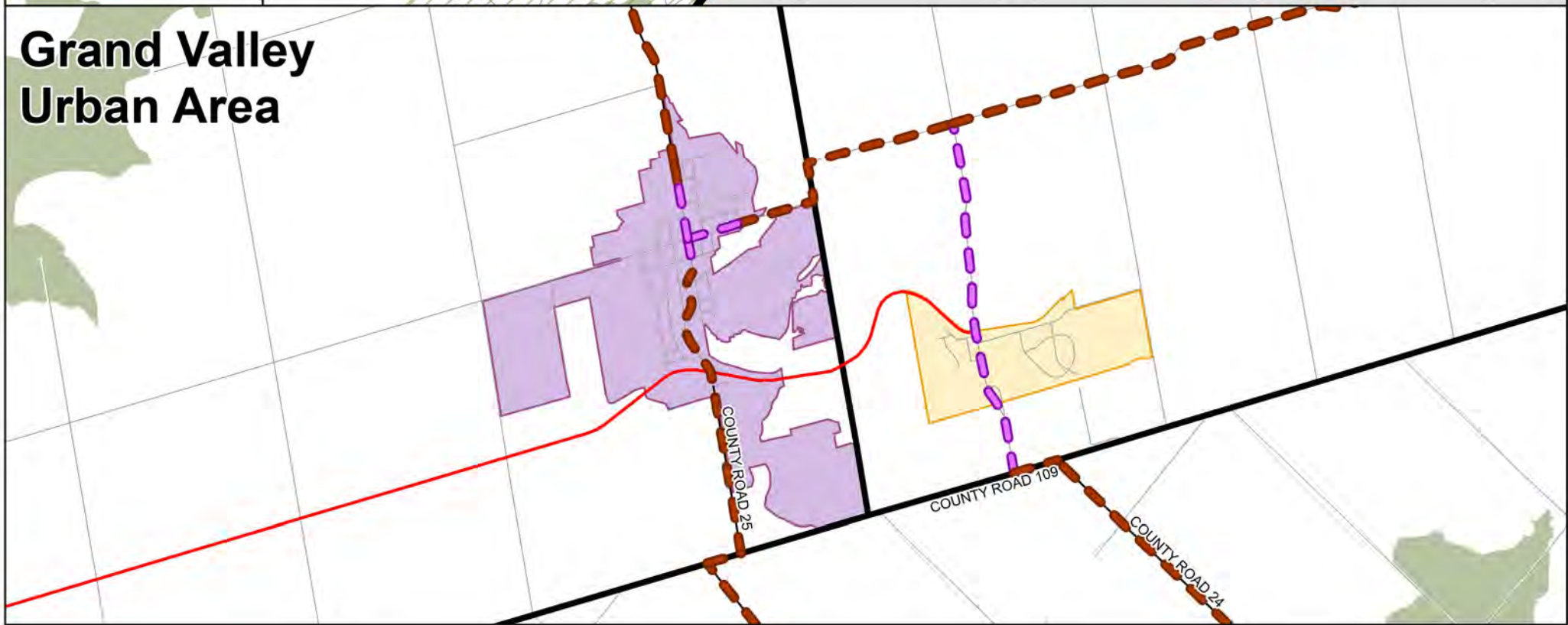
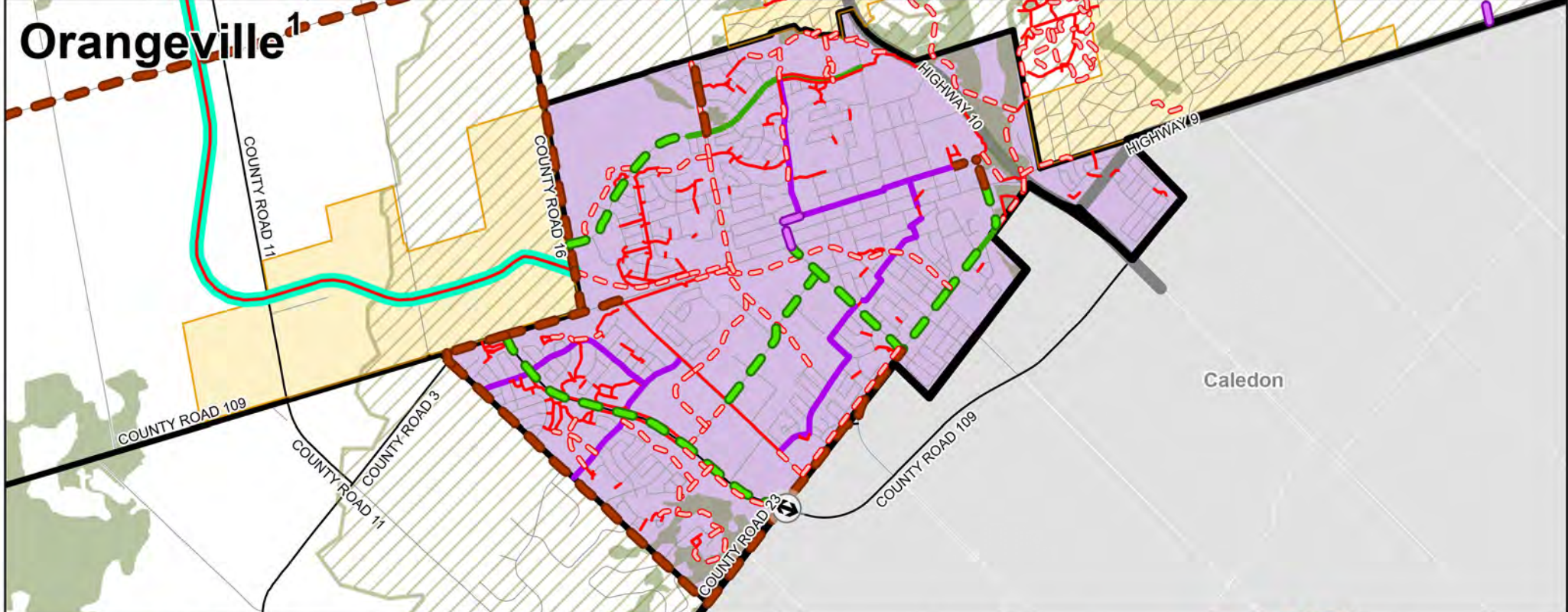
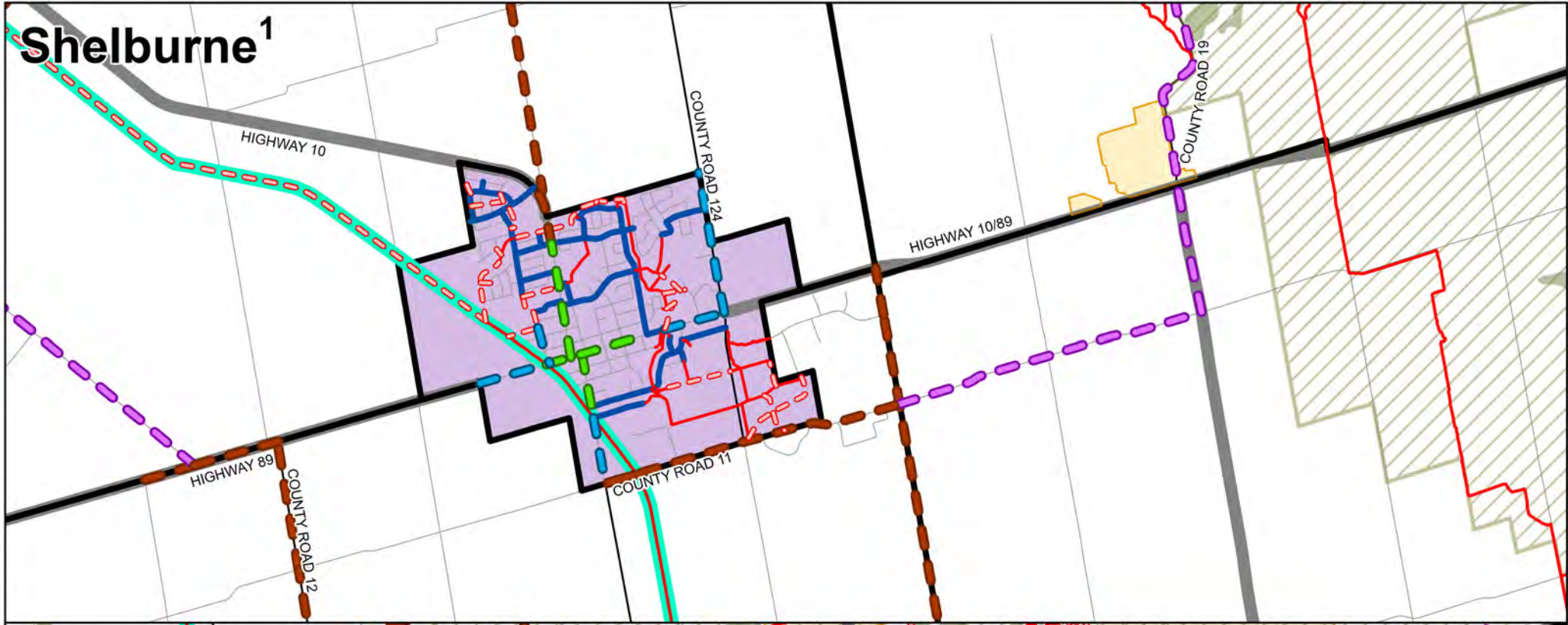
Figure 4A
Existing and Previously Proposed
Active Transportation Network

Dufferin
county

Thick dashed lines are County routes
Thin dashed lines are Local routes

Notes:
1. For existing and previously planned routes within the urban areas of Orangeville and Shelburne, refer to the Town of Orangeville Cycling and Trails Master Plan and Town of Shelburne Transportation Master Plan.
2. Proposed routes on gravel roads would only be constructed when the road is paved.

Last Updated: 8/10/23
Projection: GCS North American 1983 Transverse Mercator
Data obtained through: Land Information Ontario (LIO)
GeoHub and Dufferin County



- Dufferin County Boundary
- Urban Settlement Area
- Community Settlement Area
- Provincial Plan Areas
- Provincially Significant Wetlands
- Provincial Highway
- County Road
- Other Road
- Bruce Trail (Hiking Only)
- AT Connections to Surrounding Municipalities
- Existing Off-Road Route
- Existing Bike Lane
- Existing Signed Route
- Existing On-Road Route¹
- Proposed Off-Road Route
- Proposed Bike Lane
- Proposed Paved Shoulder
- Proposed Signed Route
- Proposed On-Road Route¹
- Developing Route

Figure 4B
Existing and Previously Proposed
Active Transportation Network
(Urban Areas)

Thick dashed lines are County routes
 Thin dashed lines are Local routes

Notes:
 1. For existing and previously planned routes within the urban areas of Orangeville and Shelburne, refer to the Town of Orangeville Cycling and Trails Master Plan and Town of Shelburne Transportation Master Plan.
 2. Proposed routes on gravel roads would only be constructed when the road is paved.

Last Updated: 8/10/23
 Projection:
 Data obtained through: Land Information Ontario (LIO), GeoHub and Dufferin County



2.4.3 TRANSIT

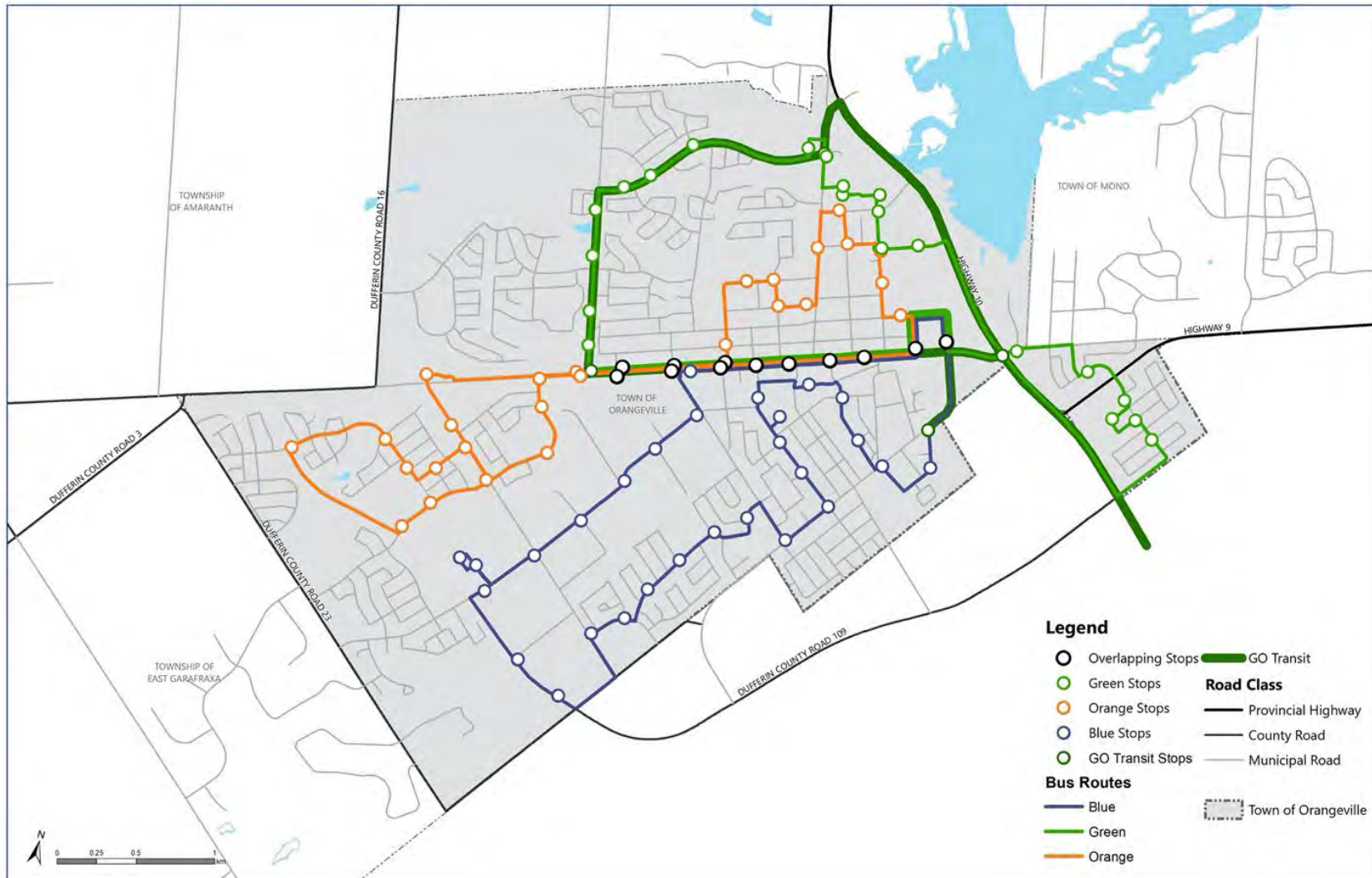
Transit is available locally in Orangeville and regionally through transit services provided by GO Transit and Grey Transit Route. The Town of Orangeville began providing transit services for visitors and residents since 1991.

In Orangeville, three local bus lines currently offer service between 7:15 a.m. to 8:45 p.m. Monday to Friday and from 7:15 a.m. to 6:15 p.m. on Saturday. There is no service on Sundays or holidays. Fares are \$2 for adults (ages 19 - 54) and \$1.5 for seniors (ages 55+) and students (ages 6 - 18 or anyone with a valid student card) for a single trip. Children 5 and under can ride for free. Monthly transit passes are available. During the COVID-19 pandemic, between April 2020 to March 2021, a fare-free transit program was offered as a COVID relief measure. Town's council has approved another two-year pilot for a fare-free transit that launched on January 2, 2023.

As shown in **Figure 5**, the local transit network contains three operating routes: Orange, Green and Blue. All routes have a 30-minute frequency and run on the same schedule from Monday to Friday (except after 6:15 p.m. on weekdays). There is a GO Bus operated by Metrolinx that services Orangeville to and from Brampton, specifically Route Number 37 shown in **Figure 6**.



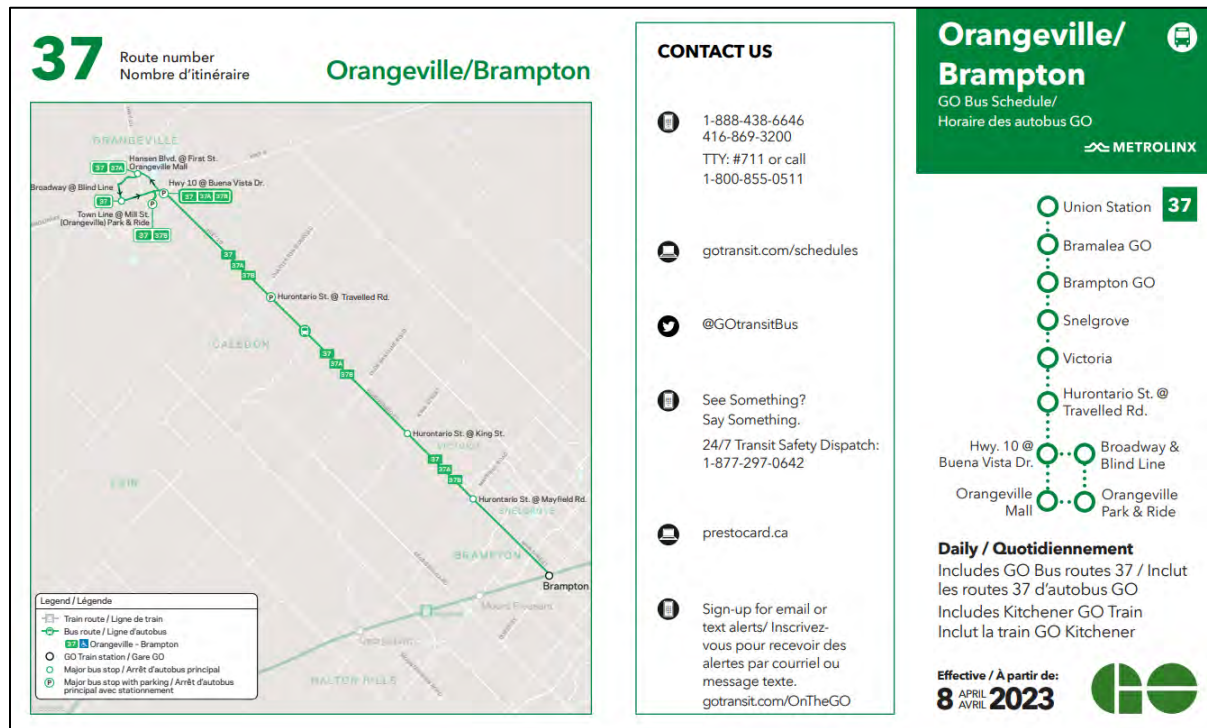
Figure 5. Existing Transit Routes Map (Orangeville Transit)



Source: Town of Orangeville, 2019



Figure 6. Existing GO Bus Services on Route 37 between Orangeville and Brampton



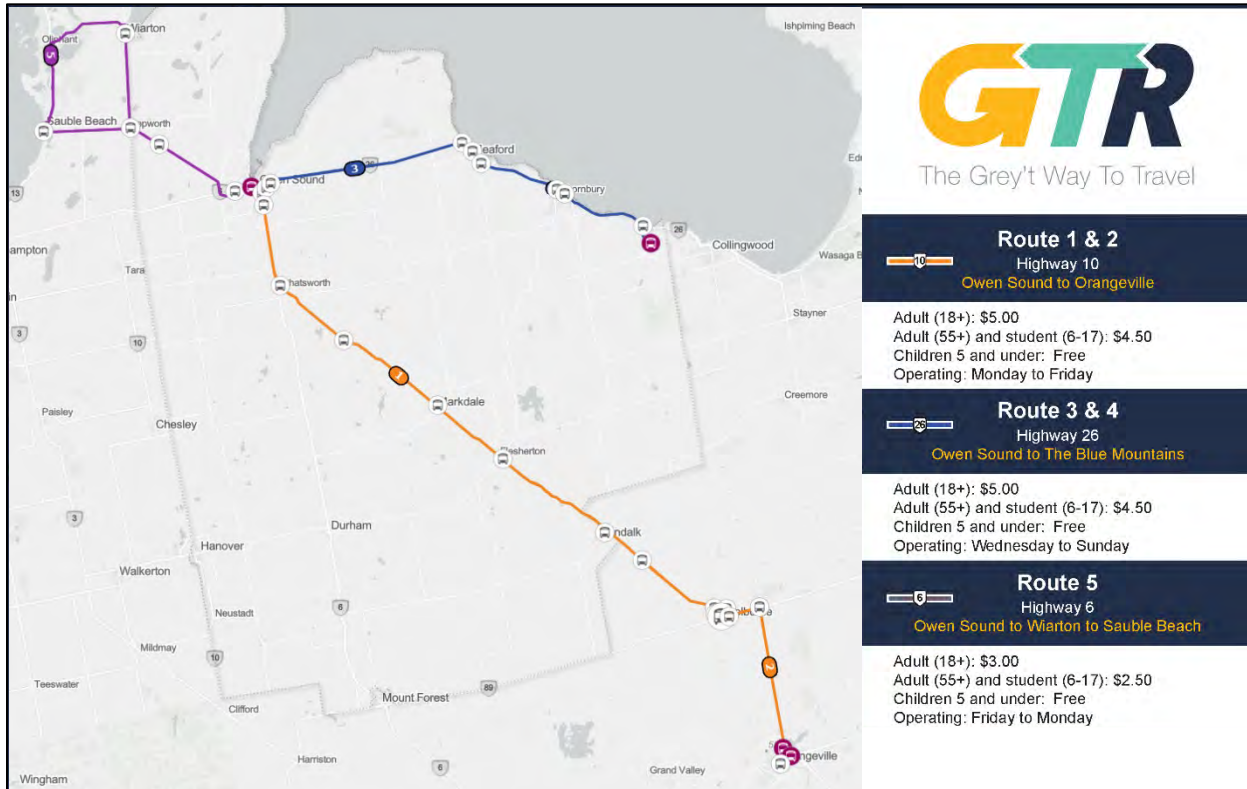
Source: Metrolinx, 2023

Grey County announced in August 2020 that a Grey Transportation Route (GTR) would begin service in September 2020. The route was made possible after Grey County received \$1,850,000 under the Ontario Community Transportation Program. Grey County contracted a local transportation company called Driverseat Owen Sound to provide 10 passenger vehicles for the GTR service. Payment can be made online through credit card, debit credit card, and ticket/ coupon codes. Payment can also be made through the phone by credit card, debit credit card, ticket/coupon code, and exact cash.

Routes One and Two offers services on Highway 10 between Owen Sound and Orangeville, the transit route is available five days a week, from Monday to Friday. Specifically, Route 1 is from Owen Sound to Dundalk and vice versa, while Route 2 is between Dundalk to Orangeville and vice versa. Transit fares vary based on the age of transit user and the route that is taken. The routes and transit fares are shown in **Figure 7**.



Figure 7. Existing Transit Routes Map, Route 1 and 2 (Grey County)



Source: Grey County, 2023

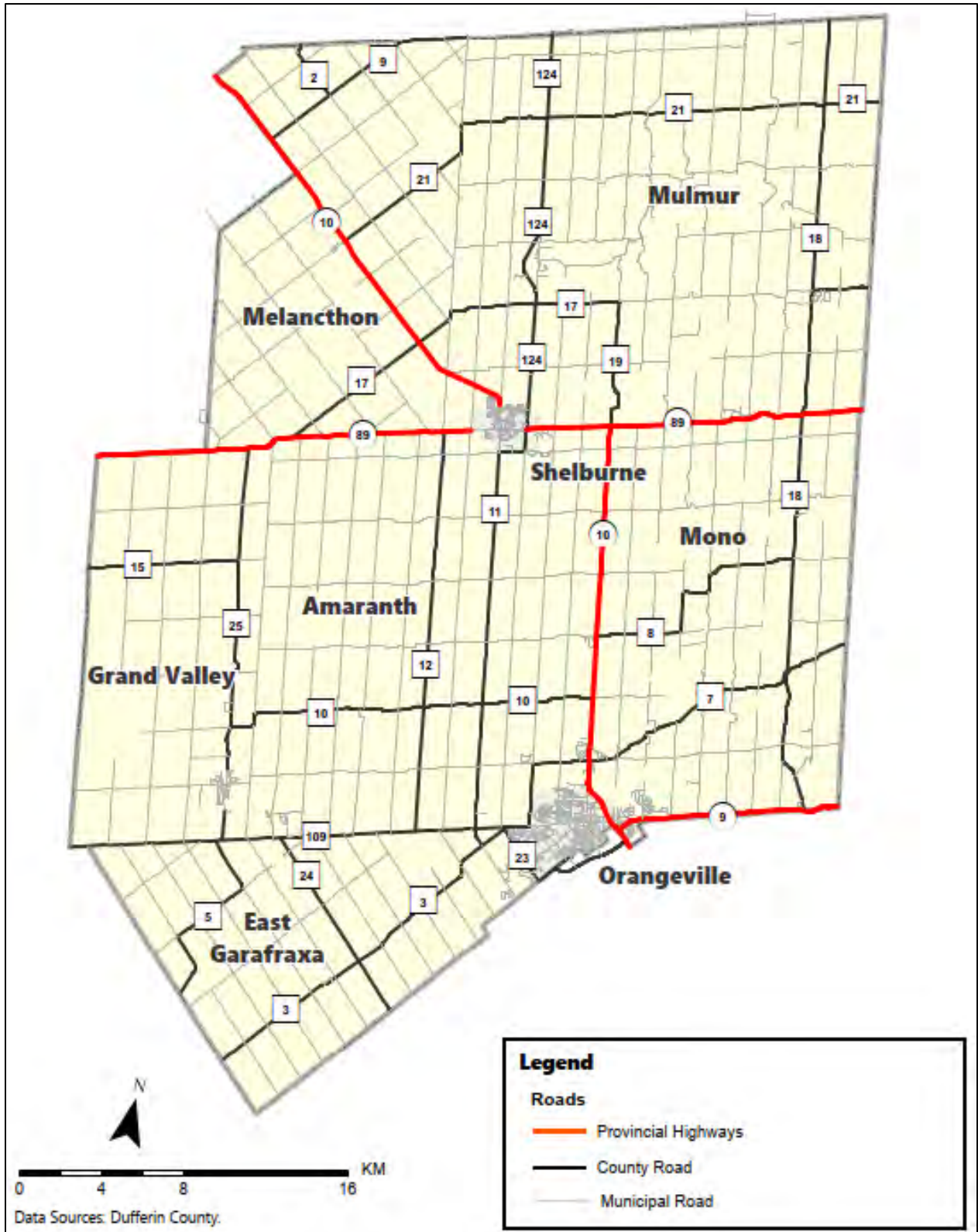
2.4.4 ROADS

Dufferin County has an extensive transportation network to support a variety of transportation modes. The road network within the County includes Provincial Highways, Dufferin County roads and municipal roads. The Dufferin County roads and municipal roads are further classified as arterial, collector and local roads depending on the function served by these roads.

The existing road in the County consists of approximately 1,850 kilometres of an urban and rural road network. This includes 88 kilometers of provincial highways, 315 kilometres of Dufferin County roads owned and maintained by the County, and 1445 kilometres of local and collector road network owned and maintained by the municipalities within the County. **Figure 8** presents the existing road network and provides additional information on roads within the County.



Figure 8. Existing Dufferin County Road Network





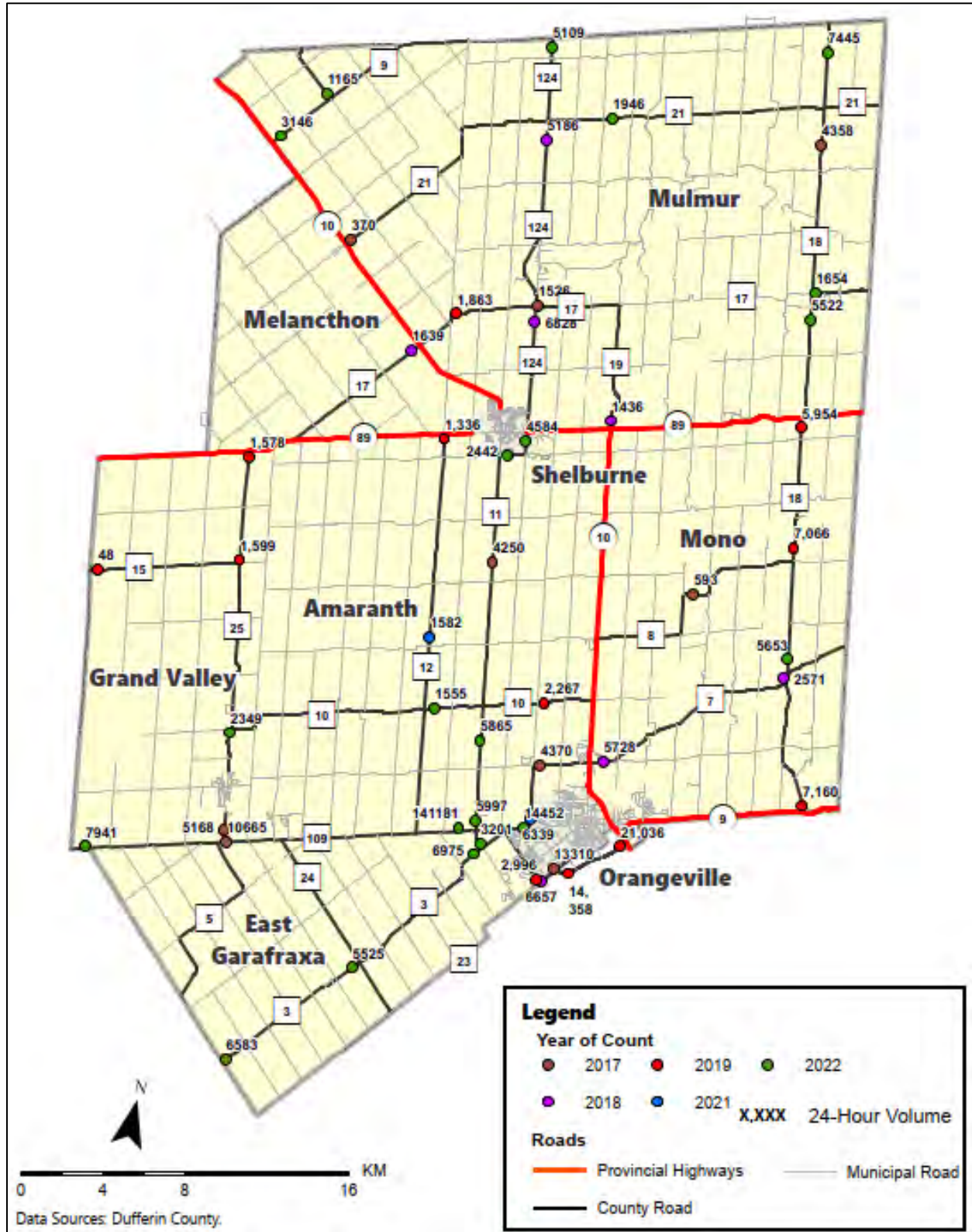
5. ANNUAL AVERAGE DAILY TRAFFIC (AADT)

Figure 9 shows the AADT counts on the Dufferin County roads that has been used to analyze the existing conditions. Dufferin County roads in the vicinity of the Town of Orangeville, as well as along Dufferin County Roads 3, 109 and 18 through Town of Mono, have higher traffic volumes than the rest of the roads within the County. The remainder of the Dufferin County roads have AADTs less than 5,000 in the study area.

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Figure 9. Existing 24-Hour Volume Counts on Dufferin County Roads





2.4.5 TOWN OF SHELBURNE TRUCK BYPASS

Traffic concerns for the Town include increased volume of transport truck, heavy equipment, seasonal traffic paired with daily residential traffic that goes through the downtown core. Truck traffic has negatively impacted downtown businesses, presented health and safety issues, and increased noise, wind, air pollution, and traffic congestion. The Town of Shelburne endorses a truck bypass as it would provide pedestrians and small vehicle traffic a safer environment when accessing the downtown area. If a long-term method was implemented, it would allow better efficiency in goods movement.

Figures 10 and 11 shows the truck route maps obtained from Town of Shelburne. **Figure 10** illustrates the current truck route for the northbound traffic in the Town of Shelburne, and **Figure 11** shows the westbound traffic.

In 2019, Mayor Wade Mills and Town representatives presented three truck bypass route options to the Minister of Transportation at the annual ROMA conference in Toronto. The Town of Shelburne residents have consistently requested the Ministry of Transportation (MTO) to implement a solution to address concerns of heavy truck traffic on Highway 10 and 89 since 2003.

Exploring Solutions

Three route options the Town provided for the truck bypass are:

- Route Option 1: single lane distance of 7.3 km- currently a combination of asphalt and gravel roads (**Figure 12**).
- Route Option 2: single lane distance of 8.9 km – currently a combination of asphalt and gravel roads (**Figure 13**)
- Route Option 3: single lane distance of 20.3 km – on asphalt roads (**Figure 14**).

Final routing of a bypass would need to be studied further and likely led by the Province, as the roads that need a bypass, Highways 89 and 10, are Provincial highways. These previously proposed options could be considered, in addition to other options that include constructing new roads for a bypass.

Through this TMP, areas in Shelburne, Orangeville, and Grand Valley have been reviewed to consider bypasses. All bypasses require coordination with the local municipal government, Shelburne and Orangeville also involve the Ministry of Transportation.



Figure 10. Current Truck Route (Northbound Traffic)



Disclaimer: Terms of use apply. Please contact the Town of Shelburne Municipal Office for more information.

Source: Town of Shelburne, 2019



Figure 11. Current Truck Route (Westbound Traffic)



Disclaimer: Terms of use apply. Please contact the Town of Shelburne Municipal Office for more information.

Source: Town of Shelburne, 2019



Figure 12. Truck Bypass Route - Option 1



Source: Town of Shelburne, 2019



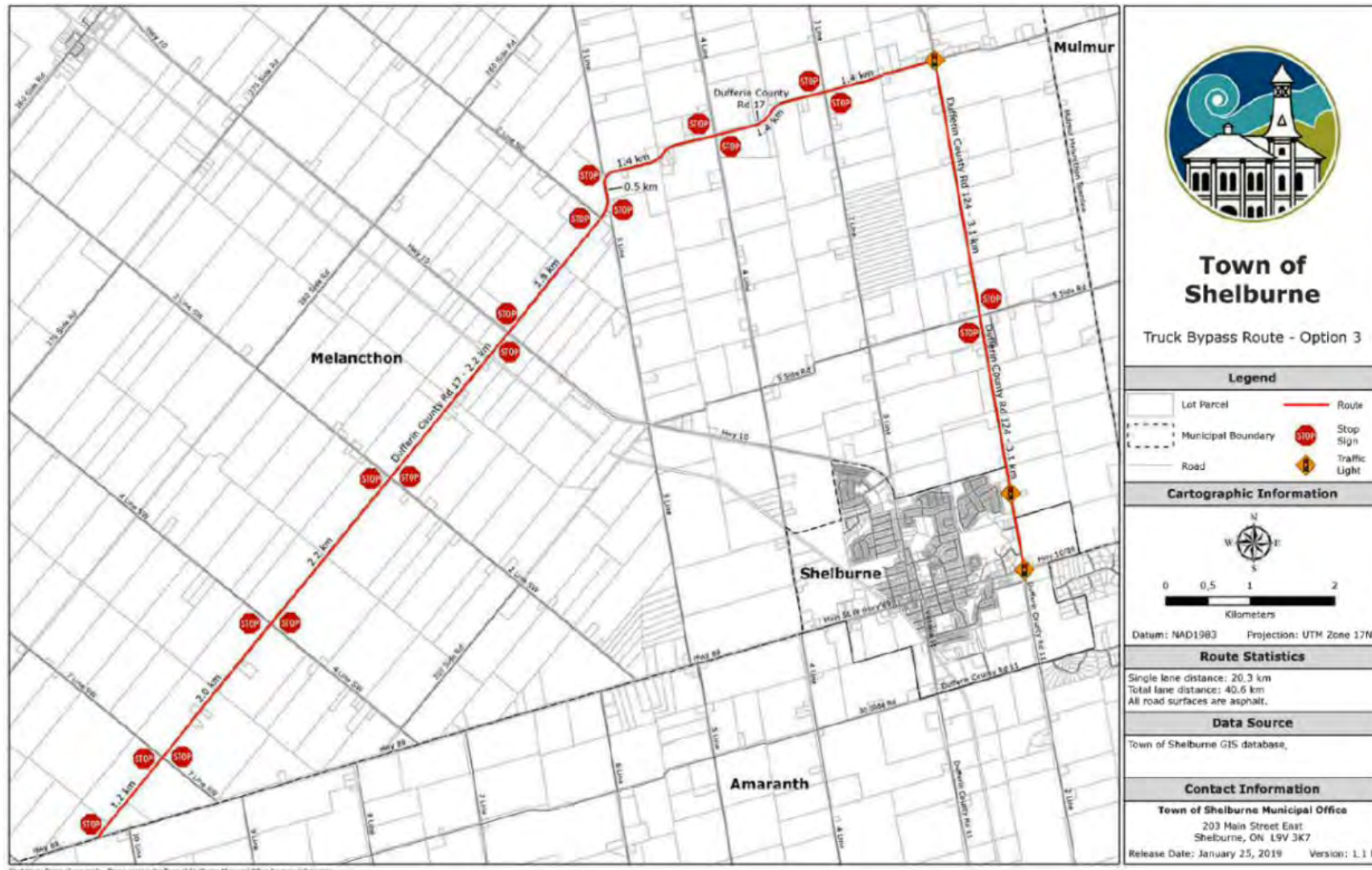
Figure 13. Truck Bypass Route - Option 2



Source: Town of Shelburne, 2019



Figure 14. Truck Bypass Route - Option 3



Source: Town of Shelburne, 2019



2.4.6 GOODS MOVEMENT

Highway 10 and Highway 89 have segments within the County, which help make the County a key gateway for freight movement and industrial activity.

- Township of Amaranth:
 - Amaranth has businesses distributed throughout the Township, including landscaping, carpentry, construction, and manufacturing sectors. Dufferin County Road 109, Dufferin County Road 11, and Dufferin County Road 10 are important goods movement routes, with Dufferin County Road 12 providing an additional north/south route.
- Township of East Garafraxa:
 - The Township is primarily rural with local businesses mainly in the industrial and farming sectors. The key roads for goods movement are Dufferin County Road 3, Dufferin County Road 24, Dufferin County Road 109, and Wellington County Road 26 that provide connections to the Town of Grand Valley, Town of Orangeville as well as outside the County boundary.
- Town of Grand Valley:
 - Trucks currently use the County roads for movement, primarily Dufferin County Road 25 for north-south movement and Dufferin County Road 109 for east-west movement. Several potential routes to bypass the Town have been identified. One route is on the east side of the Main Settlement Area and would use Amaranth East Luther Townline, then trucks would travel on Dufferin County Road 10 to Dufferin County Road 25. The second route would be using Sideroad 27 & 28 on the west of the Main Settlement Area and Concession Road 4/5. Truck routing would need to be investigated further to ensure that the current routes are functioning adequately.
- Township of Melancthon:
 - The Ontario Geological Survey showed that there was potential that there are large reserves of mineral aggregates in the Township and the extraction of the resources could potentially generate substantial amounts of truck traffic transporting mineral aggregates to markets within the Greater Toronto Area.



The Township favours the notion of minimizing truck traffic by utilizing Provincial highways and Dufferin County roads, which are designated as Arterial Roads according to the OP.

- Town of Mono:
 - Businesses are located predominantly in the south portion of the Town. The major roads that are used to transport goods are Highway 9, Highway 10, Dufferin County Road 18, and Dufferin County Road 7.
- Township of Mulmur:
 - The major roads that are used to transport goods are Highway 89, and Dufferin County Roads 17, 18, and 21.
- Town of Orangeville:
 - Highways 89 and 10 converge in Orangeville, making it a goods movement centre in the County. Dufferin County Road 109 provides a bypass of Orangeville that can be used to expedite goods movement.
- Town of Shelburne:
 - Historically, most of the Town's commercial and residential development was situated in the core settlement area adjacent to Highway 10/89. With the growth of residential and commercial developments, the Town has expanded across Highway 10/89. The Town is experiencing increased volumes of transport trucks including gravel trucks, heavy machinery transportation, and regular vehicles that go through Highway 10/89, which also travels through the downtown area during all hours of the day. The downtown area encompasses many small businesses, such as restaurants, retail stores, and the Town Hall. Residential homes, apartments, and schools also occupy the area. Truck traffic is negatively affecting the area by causing noise, wind, air pollution, and traffic congestion. A study conducted in May 2008 by MTO demonstrated that 90% to 95% of truck traffic was through only, meaning the Town of Shelburne was not the final destination for majority of the trucks. Another study conducted in 2015 found there were 850-1200 vehicles per peak hour that went through the stretch of highways, with approximately 50% being truck traffic. In addition, 76% of business owners believe that it is vital



to decrease the amount of truck traffic in order to revitalize the Town of Shelburne's downtown.

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3 VISION, GOALS AND OBJECTIVES

The purpose of the TMP is to address the growing mobility needs of the County and its local municipalities. It should align with the over-arching policies and be mindful and proactive in responding to emerging transportation trends and address pressing issues, like Dufferin County's Climate Action Plan. When developing a TMP, a Vision Statement should be established to provide the strategic foundation for the study. The Municipal Class Environmental Assessment process for master plans also requires a Vision Statement to fulfil Phase 1. This section will review the foundational vision, goals, and objectives of the TMP.

3.1 VISION STATEMENT

A vision establishes the desired future of the County. The TMP vision should be attainable, realistic and be based on a multi-faceted and integrated approach.

Dufferin County envisions...

a vibrant and integrated community that supports users of all ages and abilities through active transportation facilities, transit routes and roads.

The multi-modal transportation network should provide mobility and connectivity in an **accessible, equitable, environmentally, and financially sustainable** manner.

Viable transportation options should be provided to foster **healthier, more sustainable choices** for its residents and visitors.

The graphic features a vertical stack of five teal icons on the left: a person walking, a person in a wheelchair, a person on a bicycle, a car, and a truck. To the right of these icons is a large, dark teal, irregularly shaped text box with white text. The text box contains three paragraphs of text, with key terms in bold. The background of the page has a faint, large, light blue outline of the number '3'.



3.2 TMP OBJECTIVES

The objectives of the TMP include:

- Accommodate forecast growth in population and employment through improvements to the multi-modal transportation network;
- Identify solutions to pressing mobility concerns in Shelburne (Shelburne Bypass), Orangeville (Dufferin County Road 109 corridor west of town), and Grand Valley (Dufferin County Road 25 and a possible alternate route);
- Plan for expansion of the active transportation (primarily cycling) network;
- Consider the role of transit to meet County mobility needs; and
- Identify strategic road improvements to facilitate movement of people and goods.

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4 WHAT WE HEARD: OUTREACH AND ENGAGEMENT

Consultation and engagement are one of the core elements of the TMP and are a requirement through the MCEA process. Consultation and engagement can take many forms and needs to be adaptable to the needs of the people being consulted and the context of the times. For instance, the TMP began prior to the COVID-19 pandemic and was completed after the pandemic. During the pandemic, consultation shifted to completely online meetings and has evolved into a hybrid of online and in-person activities. The County's Join In Dufferin consultation website was used to publicize the MCR and TMP events, with a page dedicated to the overall MCR, including the TMP.

Additionally, as the TMP was prepared in conjunction with the County's Municipal Comprehensive Review, some joint consultation events were used to obtain feedback on transportation matters.

4.1 WHO WAS CONSULTED?

The consultation and engagement program were designed with the intention of exchanging ideas with the following key audiences:

- **Residents, Employees and Visitors:** people who live in and/or work in, commute to, and visit the County of Dufferin;
- **Technical Advisory Committee:** representatives from municipalities, conservation authorities, provincial agencies, and utility companies who share and have interests in the County right-of-way and transportation-related assets in the County of Dufferin;
- **County Staff:** County staff are responsible for the implementation, execution, monitoring, assessment, and reporting of the TMP; and,
- **Council:** Councillors are responsible for endorsement and oversight.



4.2 CONSULTATION EVENTS

Several consultation events were conducted over the timeline of the project to gain feedback. These included:

- On **March 3, 2020**, a Public Open House was held to allow the opportunity for the public to learn more about the OP Review process, ask questions, and participate in a visioning exercise, including the development of a Vision Statement and defining Goals for key themes. The event took place at Monora Park Pavilion in Mono from 6:30 - 8:30 PM. A portion of the event was dedicated to introducing the TMP purpose, objectives, and discussing some existing conditions.
- On **July 26, 2022**, a Public Information Centre was held to provide the growth forecast of population and jobs for the municipalities within Dufferin County to the 2051 horizon year. The event took place at Mel Lloyd Centre – 167 Centre Street in Shelburne from 11:30 AM – 6:30 PM. The relation to the TMP was included in the presentation materials, as the growth forecast is used to identify transportation improvements needed to accommodate this growth. The meeting was held in-person as a drop-in style session in Shelburne.
- On **January 21, 2023**, a joint MCR and TMP Public Information Centre was held in Orangeville at the County facilities located at 55 Zina Street. This session included an in-person drop in period where County and consulting staff were available to speak to participants and explain presentation boards on the MCR and TMP. After the drop-in session, a live online session was broadcast on the County's YouTube page to present the very same slides that were available for review for in-person attendees. The presentation was structured so that participants could attend online or in-person to hear the presentation. Questions were taken live from those in the in-person audience and those online, and answers were provided during this live session.
- On **July 6, 2023**, a MCR public workshop focused on infrastructure was held from 9:00 to 10:30am at the Monora Park Pavilion, 500 Monora Park Road, Mono. The infrastructure topics discussed included:
 - Public transit;
 - Road access on highways and traffic volumes;



- Bypasses.

TMP staff made presentations on these three topics and engaged in dialogue with attendees. The presentations then were recorded and placed online for others to watch and provide feedback.

Numerous meetings were held with County staff throughout the duration of the MCR / TMP process to coordinate and take direction and feedback on draft materials. Meetings were also held with local municipal staff.

4.3 CONSULTATION SUMMARY

Several themes related to transportation emerged from the various consultation events held and the comments received. The public engagement activities provided the Project Team a clear understanding of existing conditions and potential opportunities to improve the different modes of transportation including active transportation, transit, and the road network in Dufferin County. Many ideas and common themes were discussed during the consultation that was used to inform the development of the TMP and set the priorities for the County. Key themes are summarized below:

- Plan for improved and expanded transportation networks to support anticipated areas of growth in the future;
 - Consider bypasses of Shelburne and Grand Valley;
- Improve road safety and work towards the reduction of vehicular-related accidents;
- Maintain and improve the local roads and arteries throughout the County;
- Support accessible transit and transportation options across the County; and
- Promote active transportation and healthy active living through the improvement of access to trails and recreational uses.



5 PLANNING FOR TOMORROW

5.1 THE PROCESS

The understanding of existing conditions as well as input from the public and stakeholders has laid the foundation to move forward to plan for tomorrow. The future conditions analysis and recommendations are presented with the most vulnerable users in mind, the pedestrians and cyclists, and then move on to transit, the road network, and goods movement. Addressing the MCEA process for master plans Phase 2 – alternatives assessment, is covered in the Roads Improvement Strategy in **Section 5.5**, as walking, cycling, and transit typically follow the road network. The people that will require mobility in the future are described first in the population and employment forecasts. Then the multi-modal analysis is undertaken.

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5.2 POPULATION AND EMPLOYMENT GROWTH FORECASTS

Population and employment growth forecasts are the input data used to plan the multi-modal transportation network of the future for the County. Understanding where growth is forecast to occur and how much growth is expected is key to identifying appropriate transportation infrastructure to help ensure mobility. The existing and 2051 growth forecast by municipality within Dufferin County that has been used in the TMP analysis is shown in **Table 5**. The existing and 2051 employment forecast is presented in **Table 6**.

Table 5. Population by Municipality (2021 Estimate and Forecasted Allocations to 2051)

Municipality	Population (Nearest 100)		
	2021 Estimate	2051 Allocated	2021-2051 Growth
Amaranth	4,500	8,300	3,800
East Garafraxa	2,900	3,900	1,000
Grand Valley	4,000	16,500	12,500
Melancthon	3,200	4,300	1,100
Mono	9,700	9,600	-100
Mulmur	3,700	4,500	800
Orangeville	31,000	38,500	7,500
Shelburne	9,400	15,100	5,700

Table 6. Number of Jobs by Municipality (2021 Estimate and Forecasted Allocations to 2051)

Municipality	Employment (Nearest 100)		
	2021 Estimate	2051 Allocated	2021-2051 Growth
Amaranth	1,300	2,500	1,200
East Garafraxa	700	1,000	300
Grand Valley	900	4,600	3,700
Melancthon	600	900	300
Mono	2,800	3,300	500
Mulmur	900	1,200	300
Orangeville	14,700	21,700	7,000
Shelburne	3,100	5,700	2,600



5.3 ACTIVE TRANSPORTATION STRATEGY

The update to the active transportation network as part of this TMP focuses on the cycling and multi-use trail network. An iterative network development process was used to build upon the 2010 Dufferin County Active Transportation and Trails (DCATT) Master Plan. Since the development of the DCATT Master Plan:

- Changes to the County and local active transportation (AT) network based on previously planned routes have been reviewed, modified and/or implemented;
- Updates to the County's strategic goals which focus on building a comfortable, safe, and connected network that accommodates all ages and abilities;
- Advancements made to implementing a County-wide trail route along the rail corridor; and
- Updates to planning and design guidelines and standards relating to AT, including Ontario Traffic Manual Book 18: Cycling Facilities (2021).

5.3.1 ACTIVE TRANSPORTATION NETWORK UPDATE APPROACH

The network update approach is based on Ontario Traffic Manual Book 18: Cycling Facilities (2021), and uses a three-step process, consisting of reviewing the existing and previously proposed routes, setting objectives, establishing route selection criteria, and identifying routes for modification and areas that require a higher level of separation as guidance for the network recommendations. This high-level approach is intended to be used as a reference for future planning, design, and integration of AT into the County's multi-modal transportation network.

STEP 1: MAP EXISTING AND PLANNED CONDITIONS

The development process is a combination of technical analyses from georeferenced data and input from County staff and stakeholders regarding land use, transportation features and infrastructure. The goal is to create lasting recommendations that align with the County's context and vision. The database was updated throughout the project duration to reflect current conditions. Detailed existing conditions review for AT is provided in **Section 2.4.2**.

Outcome of Step 1: Map of existing and previously proposed routes.



STEP 2: IDENTIFY ROUTE SELECTION CRITERIA

The provision of convenient, safe, and connected walking and cycling infrastructure is at the core of promoting active transportation. Building off the understanding of the existing and previously proposed network, a review of key challenges was conducted to understand where opportunities for AT exist.

Challenges include:

- High motor vehicular speeds and volumes (determined from available AADT data);
- Safety for pedestrians and cyclists (and all road users) at road crossings, intersections, and trail access points; and
- Sight lines and roadway width constraints that can impact the design and implementation of AT facilities.

The following list of criteria are consistent with the principles outlined in best practices and planning documents and other active transportation studies of similar scope.

As a response to the challenges the following criteria were used to identify updates to the network. This list is consistent with best practices and planning documents such as OTM Book 18 and the Dufferin County OP.

- **Safe and Comfortable Facilities for All Ages and Abilities:** Planning and designing safe AT facilities that are appropriate for the context of the street and enhances the general perception of feeling safe;
- **Connectivity AT Routes:** Filling in gaps between existing facilities creates a connected AT network for both urban and rural contexts in the County that provides direct routes to key destinations such as recreational facilities, green spaces, and urban areas;
- **Resilient Facilities that Accommodate Future Trends:** Developing a future-proof AT network that accommodates micromobility (e-bikes, e-scooters) and other transportation trends; and
- **Support Multimodal Needs:** Enhancing connections to other modes of travel to facilitate first and last mile connectivity and connections to transit (where available).



Outcome of Step 2: Set of route selection criteria.

STEP 3: REVIEW AND CONFIRMING PREVIOUSLY PROPOSED ROUTES

With an understanding of the existing conditions and objectives, previously proposed on and off-road routes were re-assessed through a desktop review. The previously planned routes were reviewed against OTM Book 18's pre-selection nomographs based on the posted speed and average daily traffic volumes to confirm that the proposed facility is still appropriate for the context and operating conditions of the road. This included a detailed evaluation of the surrounding land use, roadway conditions, available platform and other unique factors that affect the roadway cross-section. The updated AT network is presented in **Figure 15 (A and B)**, with lengths summarized by geographic location in **Table 7** and by jurisdiction in **Table 8**. The facility type will be confirmed in the detailed design stage.

Outcome of Step 3: Map of updated AT network.

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Table 7. Updated Active Transportation Network Summary by Facility and Location (in KM Length)

Facility	Status	Geographic Location								
		Amaranth	East Garafraxa	Grand Valley	Melancthon	Mono	Mulmur	Orangeville	Shelburne	Total
Off-Road Route	Existing	22.5	18.7	11.6	0.0	107.4	50.3	24.6	9.4	244.5
	Proposed	2.3	0.0	4.4	14.5	9.0	0.0	22.1	7.2	59.5
Buffered Paved Shoulder	Existing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Proposed	15.0	19.8	20.0	6.4	0.9	15.0	1.1	0.0	78.2
Paved Shoulder	Existing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Proposed	57.6	14.2	1.1	55.5	36.4	2.7	5.0	2.0	174.5
Bike Lane	Existing	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	1.9
	Proposed	0.0	0.0	0.0	0.0	0.0	0.0	8.6	2.5	11.0
Signed Route	Existing	0.0	0.0	0.0	0.0	0.0	0.0	8.9	0.0	8.9
	Proposed	17.6	0.0	20.9	5.2	44.1	27.8	0.4	0.0	116.0
On-Road Route	Existing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	9.5
	Proposed	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	2.3
Total	Existing	22.5	18.7	11.6	0.0	107.4	50.3	35.5	18.9	264.9
	Proposed	92.4	34.1	46.4	81.5	90.4	45.5	37.2	14.1	441.5

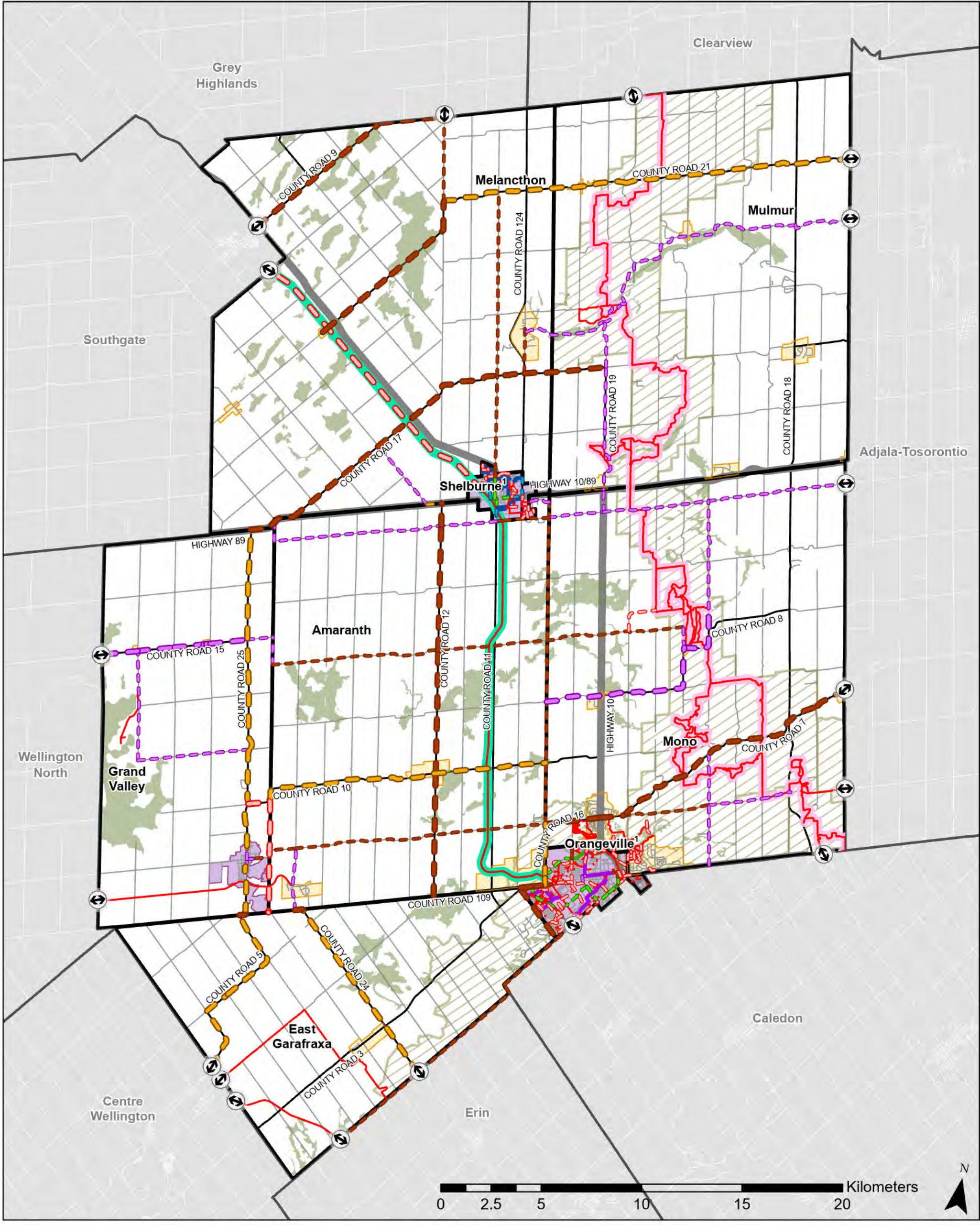
Note: The segregation of facility by municipality is done using GIS tools and the GIS Shapefile data.



Table 8. Proposed AT Network by Route Jurisdiction (in KM Length)

Municipality	County Share	Local Share	Total
Amaranth	37.5	55.0	92.4
East Garafraxa	22.5	11.5	34.1
Grand Valley	31.8	14.6	46.4
Melancthon	55.0	26.6	81.5
Mono	30.1	60.3	90.4
Mulmur	17.7	27.8	45.5
Orangeville	2.7	34.4	37.2
Shelburne	1.0	13.1	14.1
Total	198.2	243.3	441.5

Note: The segregation of facility by municipality/jurisdiction is done using GIS tools and the GIS Shapefile data.



	Dufferin County Boundary		Existing Off-Road Route
	Urban Settlement Area		Existing Bike Lane
	Community Settlement Area		Existing Signed Route
	Provincial Plan Areas		Existing On-Road Route ¹
	Provincially Significant Wetlands		Proposed Off-Road Route
	Provincial Highway		Proposed Bike Lane
	County Road		Proposed Buffered Paved Shoulder
	Other Road		Proposed Paved Shoulder
	Bruce Trail (Hiking Only)		Proposed Signed Route
	AT Connections to Surrounding Municipalities		Previously Planned On-Road Route ¹

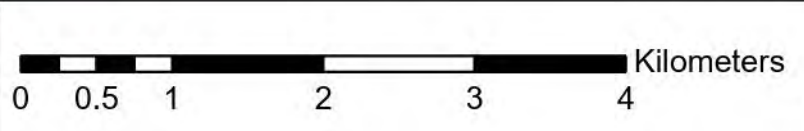
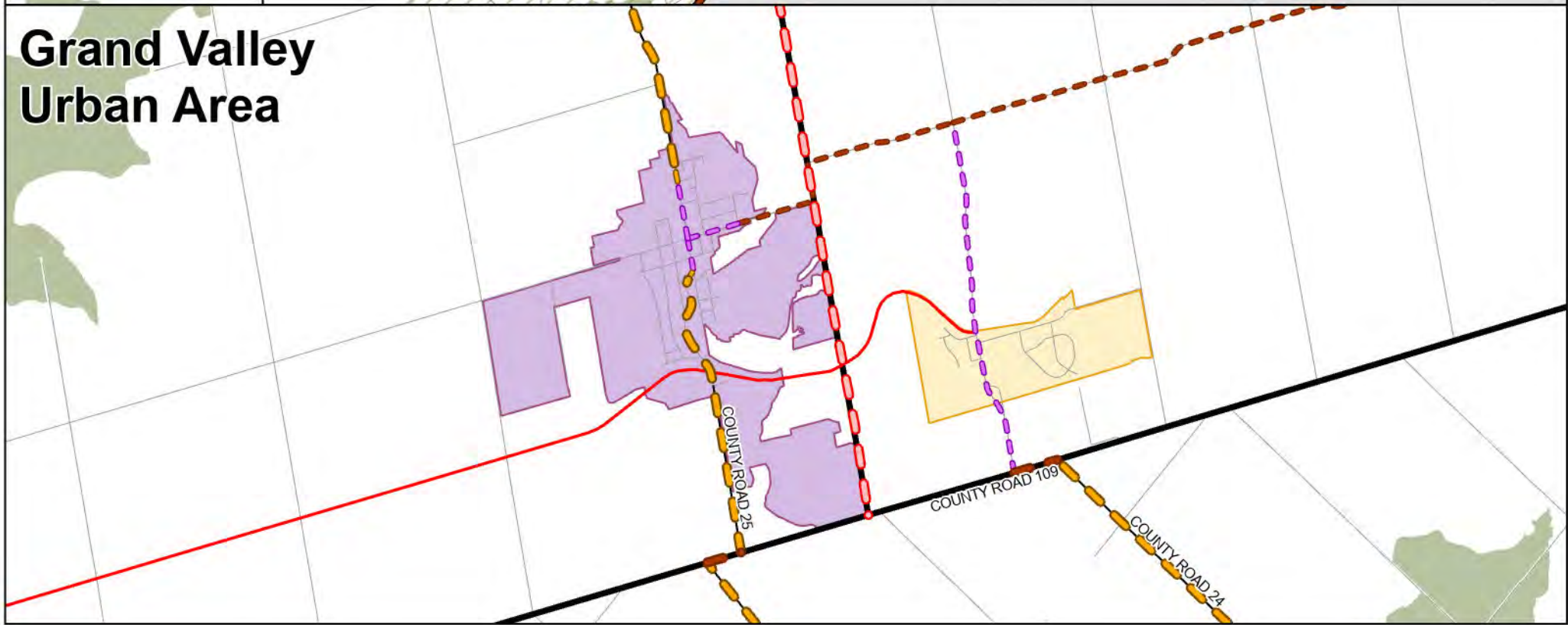
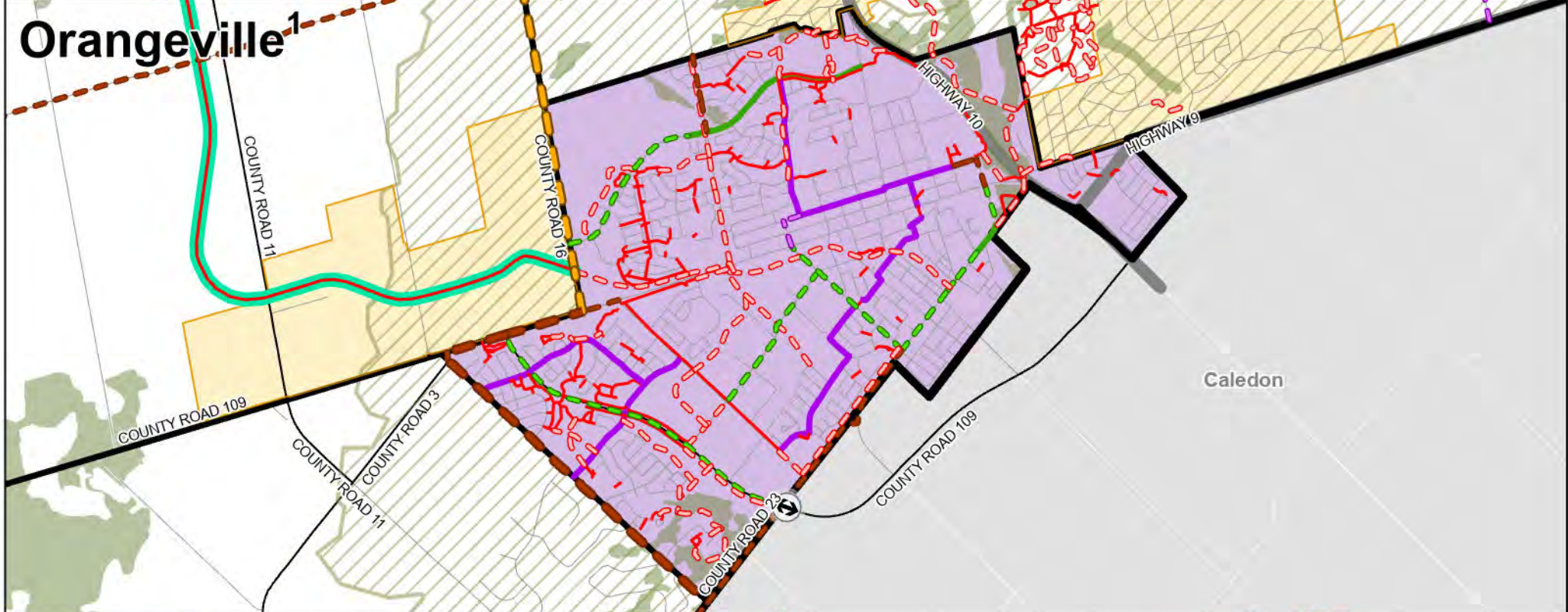
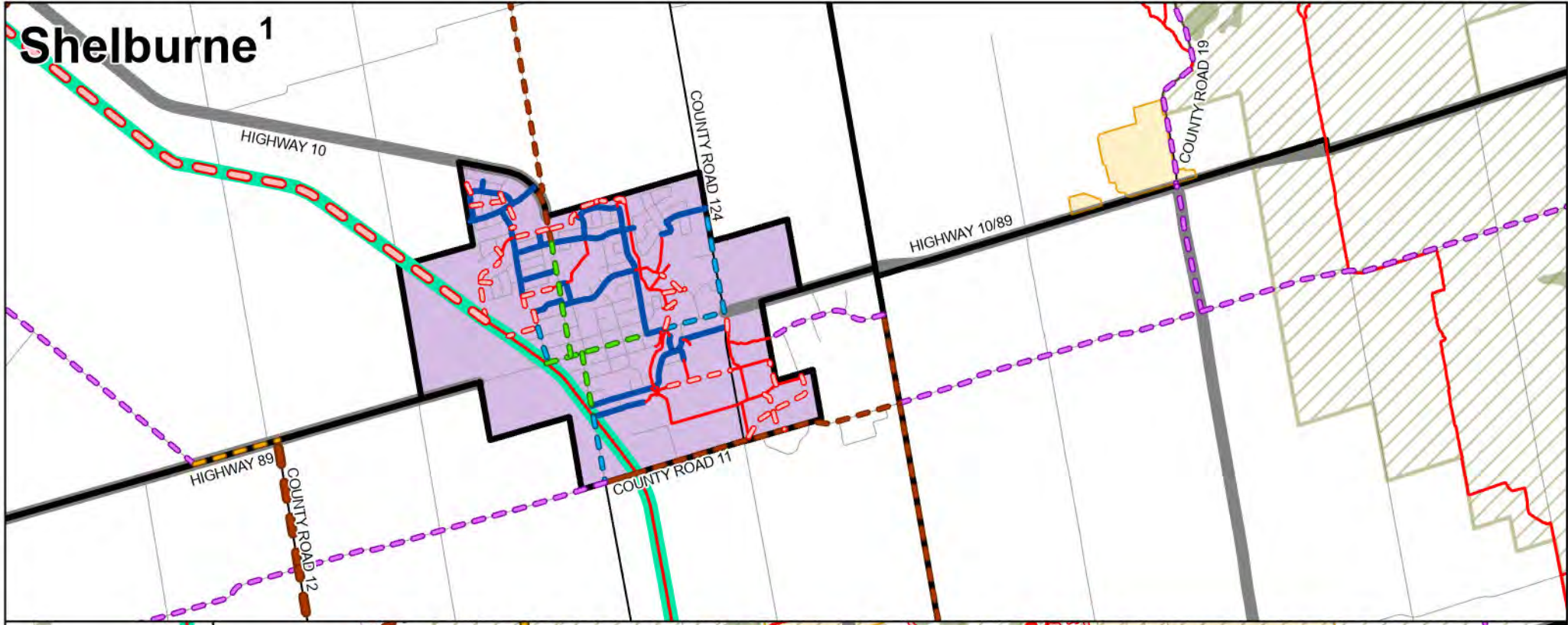
Figure 15A

Updated Active Transportation Network

Notes:

- For existing and previously planned routes within the urban areas of Orangeville and Shelburne, refer to the Town of Orangeville Cycling and Trails Master Plan and Town of Shelburne Transportation Master Plan.
- Proposed routes on gravel roads would only be constructed when the road is paved.
- Facility type will be confirmed in the detailed design stage.

Last Updated: 8/10/23
 Projection: GCS North American 1983 Transverse Mercator
 Data obtained through: Land Information Ontario (LIO)
 GeoHub and Dufferin County



- Dufferin County Boundary
- Urban Settlement Area
- Community Settlement Area
- Provincial Plan Areas
- Provincially Significant Wetlands
- Provincial Highway
- County Road
- Other Road
- Existing Off-Road Route
- Existing Bike Lane
- Existing Signed Route
- Existing On-Road Route¹
- Proposed Off-Road Trail
- Proposed Bike Lane
- Proposed Buffered Paved Shoulder
- Proposed Paved Shoulder
- Proposed Signed Route
- Previously Planned On-Road Route¹
- Developing Route
- Thick dashed lines are County routes
- Thin dashed lines are Local routes

Figure 15B
Updated Active
Transportation Network
(Urban Areas)

Notes:
 1. For existing and previously planned routes within the urban areas of Orangeville and Shelburne, refer to the Town of Orangeville Cycling and Trails Master Plan and Town of Shelburne Transportation Master Plan.
 2. Proposed routes on gravel roads would only be constructed when the road is paved.
 3. Facility type will be confirmed in the detailed design stage.

Last Updated: 8/10/23
 Projection:
 Data obtained through: Land Information Ontario (LIO)
 GeoHub and Dufferin County





5.3.2 INTEGRATING ACTIVE TRANSPORTATION

An important consideration for route and facility type selection is how the existing and proposed AT infrastructure can be best integrated to the overall transportation network. Integrating active transportation and expanding the network of active transportation facilities can be part of the County's strategy to support tourism while reducing carbon emissions by promoting sustainable travel and providing alternatives to single occupant vehicle travel. The following summarizes strategies that support the integration process:

- Integrating the existing and proposed AT routes with existing and planned transit development;
- Expanding AT facilities and infrastructure to improve the accessibility and connectivity of the network, such as bike parking and other supportive infrastructure; and
- Conducting outreach to promote AT routes and introducing benefits.

5.3.3 AT NETWORK RECOMMENDATIONS

Following the objectives summarized in the AT strategy, the network should adopt the following recommendations:

1. Incorporate the proposed active transportation network illustrated in **Figure 15. Updated Active Transportation Network** as an update to Schedule H in the County's Official Plan. This TMP will inform the future implementation of AT routes. Note that the proposed routes on gravel roads would only be constructed when the road is paved.
2. Develop an Active Transportation Master Plan (ATMP) to establish a detailed strategy with input from local municipalities for recommending additional local candidate routes that support the network. As part of the ATMP, it is recommended that the County reconsider an alternate and parallel local municipal north-south corridor to Dufferin County Road 18 due to several obstacles associated with the roadway. The ATMP should include:
 - AT vision, goals, and objectives;
 - Summary of active transportation best practices, trends, and travel patterns;



- Detailed AT network strategy focused on recommendations on local roads that support the County spine network;
 - Recommendations for AT education and encouragement programs or initiatives; and
 - AT-specific public and stakeholder engagement to have discussions about the proposed network, maintenance, monitoring and programming to support the AT network.
3. Prioritize the formalization of the Dufferin Rail Trail to accommodate walking, cycling, snowmobiles, and ATVs. This route is an important connection for the County and will align with the connection to Peel Region in the south and Grey County in the north providing regional connectivity and ultimately connecting Lake Ontario with Lake Huron.
 4. Implementation of Share the Road signs at all approaches at the intersection of Highway 10 / Dufferin County Road 19 / Highway 89 by MTO to enhance the intersection and improve conditions for cyclists using the AT facilities.
 5. Consider implementing designated cycling facilities, such as conventional bike lanes, buffered bike lanes, and buffered paved shoulders when roads are planned for rehabilitation to achieve economies of scale with planned capital infrastructure projects.
 6. Use OTM Book 18: Cycling Facilities and OTM Book 15: Pedestrian Crossing Facilities as the key guidelines to inform the design and implementation of pedestrian and cycling facilities.
 7. Integrate AT with the transit strategy by providing connections to transit hubs and providing trip-end facilities to allow multimodal travel.



5.4 TRANSIT STRATEGY

A Transit Feasibility Study report was presented in November 2021 and approved by the County Council in May 2022. The report identifies the need for public transportation within the County, with growth predictions of 36% by 2036. With new transit technologies and the widespread use of smartphones, it is now possible to serve rural communities.

A “Needs and Opportunities” assessment revealed the need for transit in Dufferin County. It explored the existing transit network in inspected provincial and municipal initiatives and policies. Travel patterns were compared to similar demographic composite areas. The chosen alternative was an **On-Demand Curb-to-Curb** service. The operating company would be a third party that will be retained via a competitive Request for Proposals process. The process would be open to private transit operators, taxi companies, and technology companies. The service would cover the entire County and would operate Monday to Friday between 8:00 am and 6:00 pm. The service area would exclude the Town of Orangeville, which has its own transit service. One of the sections on the RFP would be providing a couple of light-duty vehicles, complying with accessible requirements for transit vehicles. Based on the report, the timeline for launching the service would be between four to five months after choosing the operator. The program was originally scheduled to be implemented in 2023.

County Council excluded funding for the on-demand curb-to-curb service in the 2023 budget. At its February 9, 2023, Council meeting, County Council received the report regarding the establishment of an On-Demand Transit program and directed staff to investigate alternate solutions to enhance transportation services for seniors through Dufferin County Community Support Services.

At the time of writing of this TMP, there is no timeline or funding in place to initiate an on-demand transit service as initially envisioned. As the population in Dufferin County grows, the demand for transit is expected to increase. Transit service can be part of the County’s strategy to reduce carbon emissions by providing alternatives to single occupant vehicle travel. The County should continue to consider external and internal opportunities for funding and when to introduce County-supported transit, with an on-demand service likely the most appropriate first step in terms of usefulness to the ridership and cost of provision of the service.



5.5 ROADS IMPROVEMENT STRATEGY

This section discusses the roads improvement strategy that is to be considered for implementation to address the future transportation demand in the County to the year 2051.

5.5.1 DEVELOPING ROADS IMPROVEMENT RECOMMENDATIONS

Dufferin County currently has a transportation network which provides an efficient system for the movement of goods and people. A transportation system should be efficient and effective to encourage and support economic development in the County and accommodate future growth. Therefore, in developing the roadway improvements, a comprehensive approach was adopted to meet the following transportation system-related objectives from the County's Official Plan:

- Promote the establishment of a comprehensive and efficient transportation system to move people and goods to support economic development objectives of the County.
- Support and encourage active transportation to contribute to the development of healthy, safe, and complete communities and minimize auto-dependence.
- Optimize the use of existing infrastructure and public facilities prior to considering the development of new infrastructure.

The development of roadway improvements also considered the inputs from the public and the study team to address the future growth areas and builds upon the previously identified recommendations in the Phase 1- Roads Rationalization Study, the Truck bypass briefing by the Town of Shelburne to MTO and the potential truck routes in the Grand Valley Transportation Master Plan Study. To identify capacity deficiencies across various corridors, a screenline analysis of the corridors across the County was also conducted by estimating future traffic volumes and assessing the available capacities along the roadway corridors. According to the Growth Plan for the Greater Golden Horseshoe 2020 report and the Land Needs Analysis Report prepared as part of the County's Municipal Comprehensive Review, about 90% of the future employment and population growth in the County is concentrated within the delineated built-up areas of Grand Valley, Orangeville, and Shelburne. This growth is expected to occur through intensification and expansions of the settlement areas. Thus, the road needs in the



growth areas were identified by conducting an area focused screenline analysis that evaluated the capacities of road corridors bordering these areas.

5.5.2 IDENTIFYING DEFICIENCIES BY SCREENLINE ANALYSIS

1. SCREENLINE ANALYSIS PROCESS

To establish the baseline conditions for the existing roadway network, a screenline analysis of the corridors was conducted for the year 2022 conditions by using the traffic volume data provided by the County for the study. The traffic data provided by the County was collected between the years 2004 and 2022. The traffic count data included volume, class, and speed by direction of travel. Owing to the large size of the County and scattered settlement areas throughout the County, the traffic growth rates were calculated by corridor using the historic counts which were year 2015 and newer for roads without 2022 data. These growth rates were used to develop the existing year 2022 volumes. The traffic growth rates were applied to the most recent counts available on the roadway network corridor. Directional volume proportions and peak hour volumes were estimated based on the traffic volume data.

The roadway capacity was calculated based on the road class hierarchy, as established by the Standard Capacity of Roadways ITE Transportation Planning Handbook (2nd edition). According to the Handbook, the arterials in rural areas like in the Dufferin County, have a capacity of 1000 vehicles per hour per lane. Per the GIS data provided by the County, all the Dufferin County roads are classified as arterials. For the purpose of the analysis, the provincial highways in the study area were also considered to be having capacity equal to the arterials. The screenline analysis was conducted for the road network across the entire County and around the Towns of Orangeville, Shelburne, and Grand Valley in the east-west and north-south directions to measure the directional network performance across key corridors. The network performance was used to identify problem areas and specific improvements to the existing road network.

The screenlines used for baseline and future scenarios are depicted in **Figure 16, Figure 17, Figure 18,** and **Figure 19** for the Countywide, Town of Orangeville, Town of Shelburne and Town of Grand Valley, respectively. The roadway transportation network was evaluated based on the volume to capacity ratio ranges which were classified according to the following industry standards:



- At or over road capacity, equivalent to high congestion, yielding a volume to capacity (v/c) ratio greater than or equal to 1.
- Reaching road capacity, equivalent to moderate congestion, yielding a volume to capacity (v/c) ratio between 0.8 and 0.99.
- Available road capacity, equivalent to free-flow conditions or low congestion, yielding a volume to capacity (v/c) ratio between 0 and 0.79.

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Figure 16. Countywide Screenline Locations

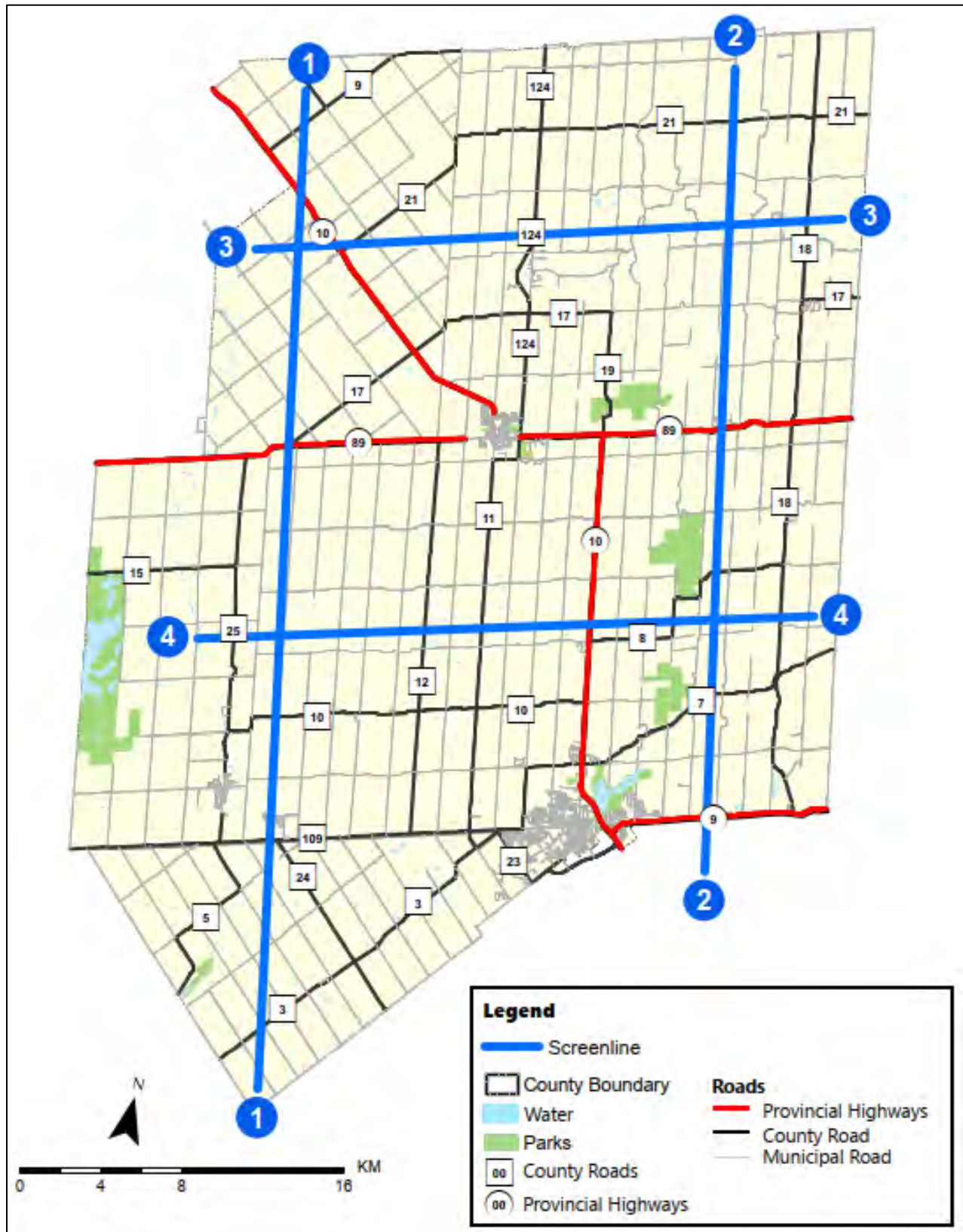




Figure 17. Town of Orangeville Screenline Locations

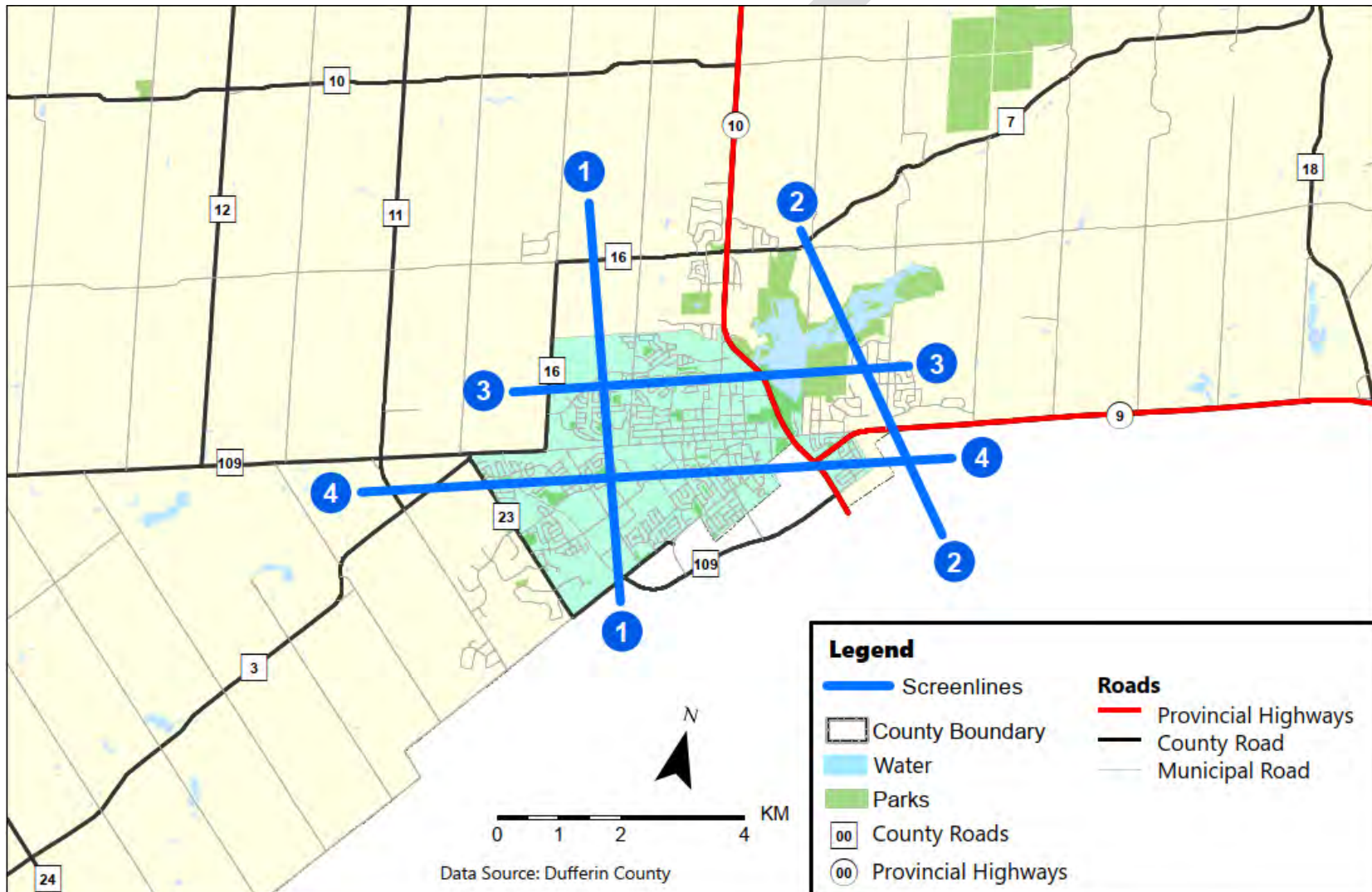




Figure 18, Town of Shelburne Screenline Locations





Figure 19. Town of Grand Valley Screenline Locations





2. BASELINE SCREENLINE ANALYSIS

The screenline volume to capacity (v/c) road network analysis was conducted for the existing year 2022 conditions to establish the baseline operating conditions. **Table 9** summarizes the Countywide screenline assessment based on the aggregate volume and capacity indexes along the respective screenlines and corresponding directions. **Figure 20** and **Figure 21** show the congestion on links crossing the screenline locations based on volume to capacity values for the a.m. and p.m. peak hours, respectively.

As shown in **Table 9**, the overall network, and all locations along the screenlines are operating at near free-flow conditions with available capacity in the existing conditions. The overall network volume to capacity (v/c) ratio in all directions is 0.17 in the a.m. peak hour and 0.19 in the p.m. peak hour. The Screenline #2 shows the highest v/c of 0.27 in the eastbound direction during the a.m. peak hour and v/c of 0.24 in the westbound direction during the p.m. peak hour. When individual road links along Screenline #2 were examined more closely across the screenline, Highway 9 had the highest v/c ratio of 0.88 in the eastbound direction during the a.m. peak hour and a v/c ratio of 0.73 in the westbound direction during the p.m. peak hour. This indicates that under existing conditions, Highway 9 east of Orangeville is operating at moderate congestion conditions during the a.m. peak period in the eastbound direction and approaching moderate congestion conditions in the westbound direction during the p.m. peak hour. The other roadway links along the Screenline #2 are operating under free flow conditions.



Table 9. Countywide – Existing Conditions Screenline Analysis

Screenline	Location	Direction	Capacity	AM Peak Hour		PM Peak Hour	
				Volume	Volume to Capacity Ratio	Volume	Volume to Capacity Ratio
1	East Parallel of Dufferin County Road 25/West Parallel of Dufferin County Road 124	EB	6,000	1,004	0.17	1,410	0.24
		WB	6,000	1,252	0.21	1,255	0.21
2	West Parallel of Dufferin County Road 18	EB	5,000	1,374	0.27	1,030	0.21
		WB	5,000	740	0.15	1,188	0.24
3	North Parallel of Highway 89/Dufferin County Road 17	NB	4,000	376	0.09	238	0.06
		SB	4,000	300	0.08	451	0.11
4	North Parallel of Dufferin County Road 109/Dufferin County Road 10	NB	6,000	1,079	0.18	1,373	0.23
		SB	6,000	1,069	0.18	1,199	0.20
Total		EB/WB	22,000	4,370	0.20	4,883	0.22
		NB/SB	20,000	2,824	0.14	3,261	0.16
		All Directions	42,000	7,194	0.17	8,144	0.19



Figure 20. Countywide AM Peak Hour Existing Network Performance

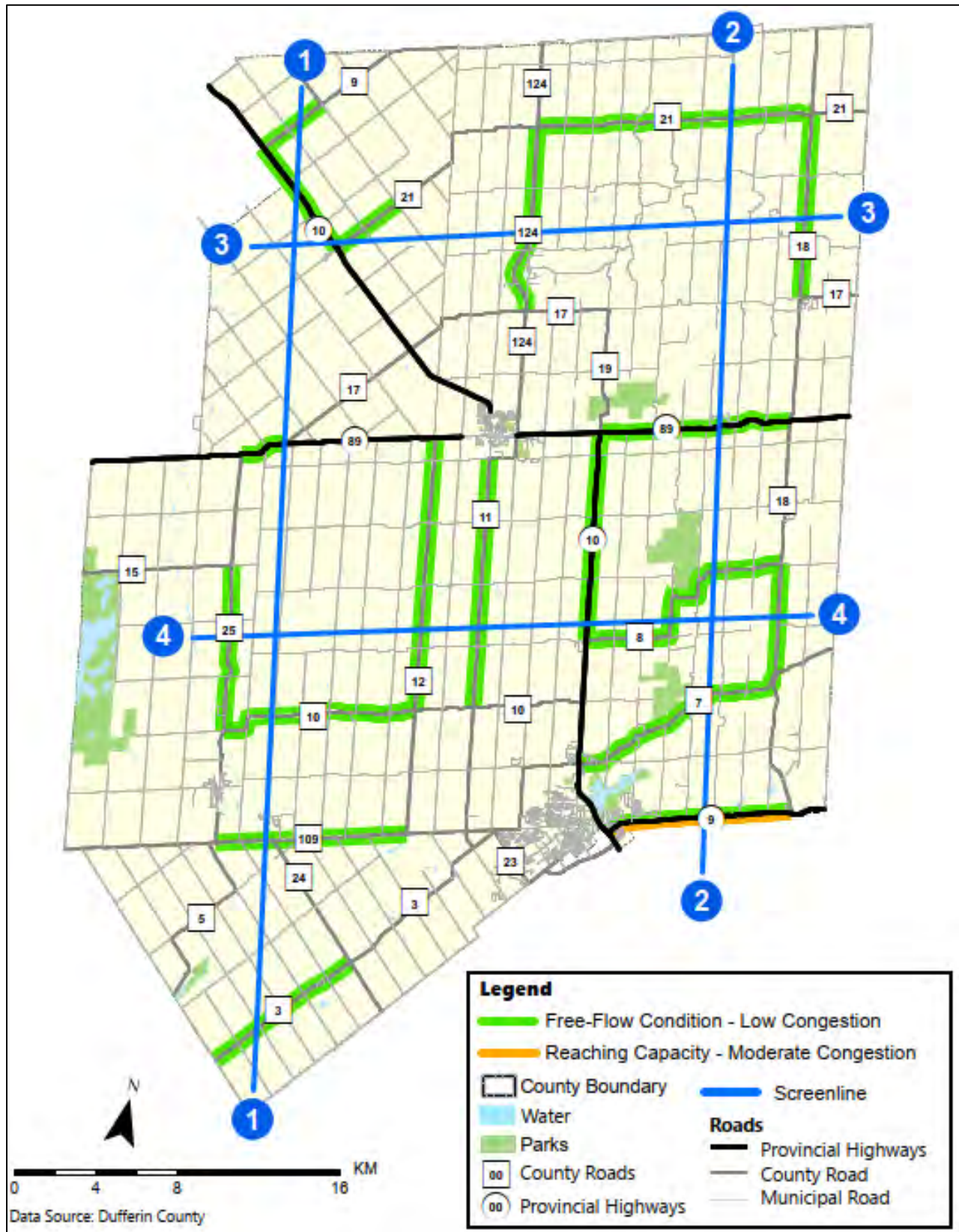




Figure 21. Countywide PM Peak Hour Existing Network Performance





Table 10 summarizes the screenline assessment bordering Town of Orangeville evaluating the operations of the roadways in the immediate vicinity of the Town. **Figure 22** and **Figure 23** shows the congestion on links crossing the screenline locations in Orangeville based on volume to capacity values for the a.m. and p.m. peak hours, respectively.

As shown in **Table 10**, the overall network, and all locations along the screenlines are operating at near free-flow conditions with available capacity in the existing conditions. The overall network volume to capacity (v/c) ratio in all directions is 0.32 in the a.m. peak hour and 0.39 in the p.m. peak hour. The Screenline #2 shows the highest v/c among all the four screenlines. When individual road links are examined more closely across Screenline #2, this screenline had the highest v/c of 0.88 along Highway 9 in the eastbound direction during the a.m. peak hour and v/c of 0.73 in the westbound direction during the p.m. peak hour. This indicates that under existing conditions, Highway 9 is operating at moderate congestion conditions during both the peak periods in their peak direction of travel.

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Table 10. Town of Orangeville – Existing Conditions Screenline Analysis

Screenline	Location	Direction	Capacity	AM Peak Hour		PM Peak Hour	
				Volume	Volume to Capacity Ratio	Volume	Volume to Capacity Ratio
1	West Parallel of Town of Orangeville	EB	3,000	927	0.31	1,170	0.39
		WB	3,000	868	0.29	1,244	0.41
2	East Parallel of Town of Orangeville	EB	4,000	1,754	0.44	1,686	0.42
		WB	4,000	1384	0.35	1,907	0.48
3	North Parallel of Town of Orangeville	NB	3,000	801	0.27	1090	0.36
		SB	3,000	939	0.31	1065	0.36
4	South Parallel of Town of Orangeville	NB	6,000	1,518	0.25	2,407	0.40
		SB	6,000	2,175	0.36	1,921	0.32
Total		EB/WB	14,000	4,933	0.35	6,007	0.43
		NB/SB	18,000	5,433	0.30	6,483	0.36
		All Directions	32,000	10,366	0.32	12,490	0.39



Figure 22. Orangeville AM Peak Hour Existing Network Performance

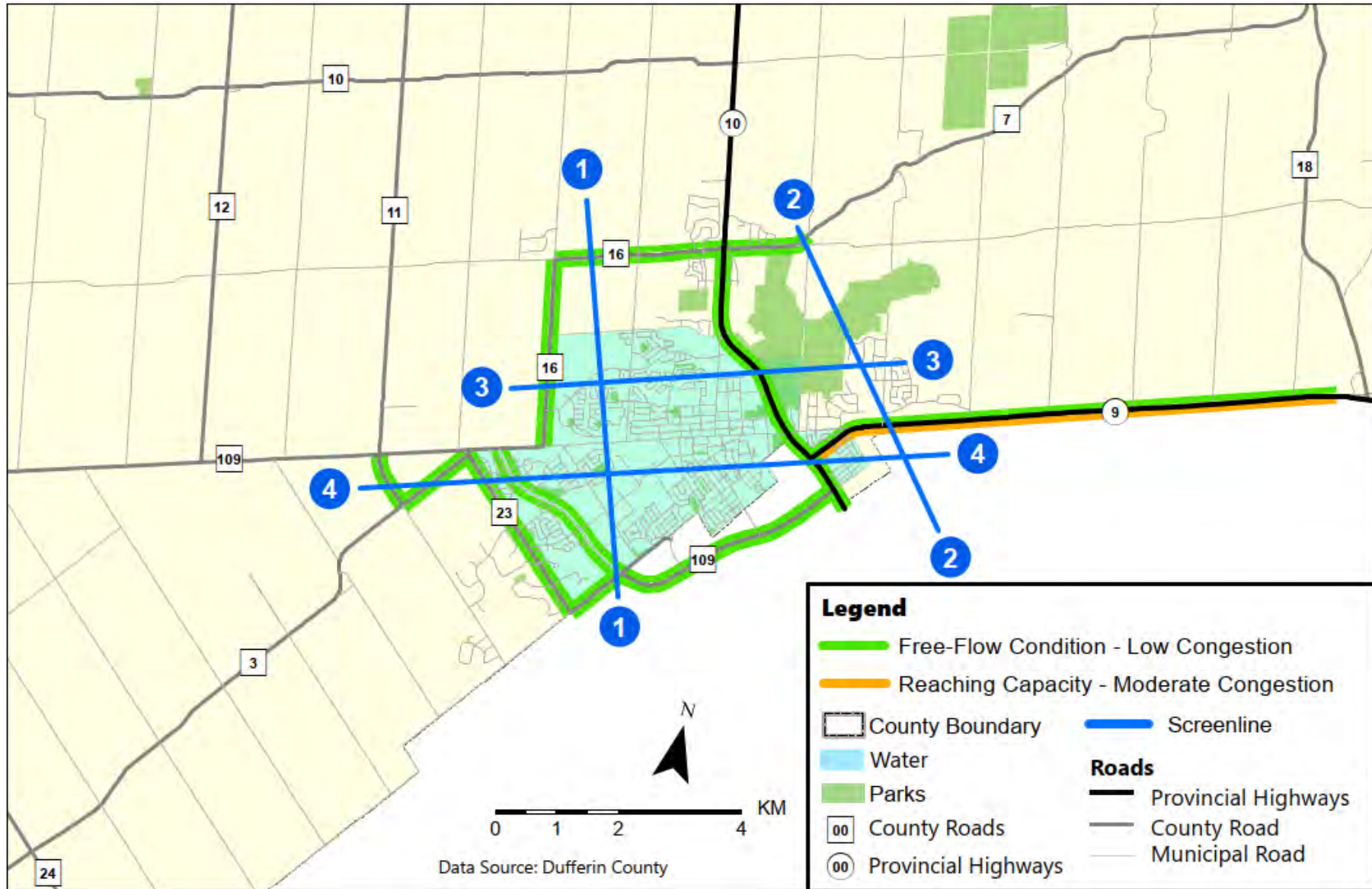




Figure 23. Orangeville PM Peak Hour Existing Network Performance

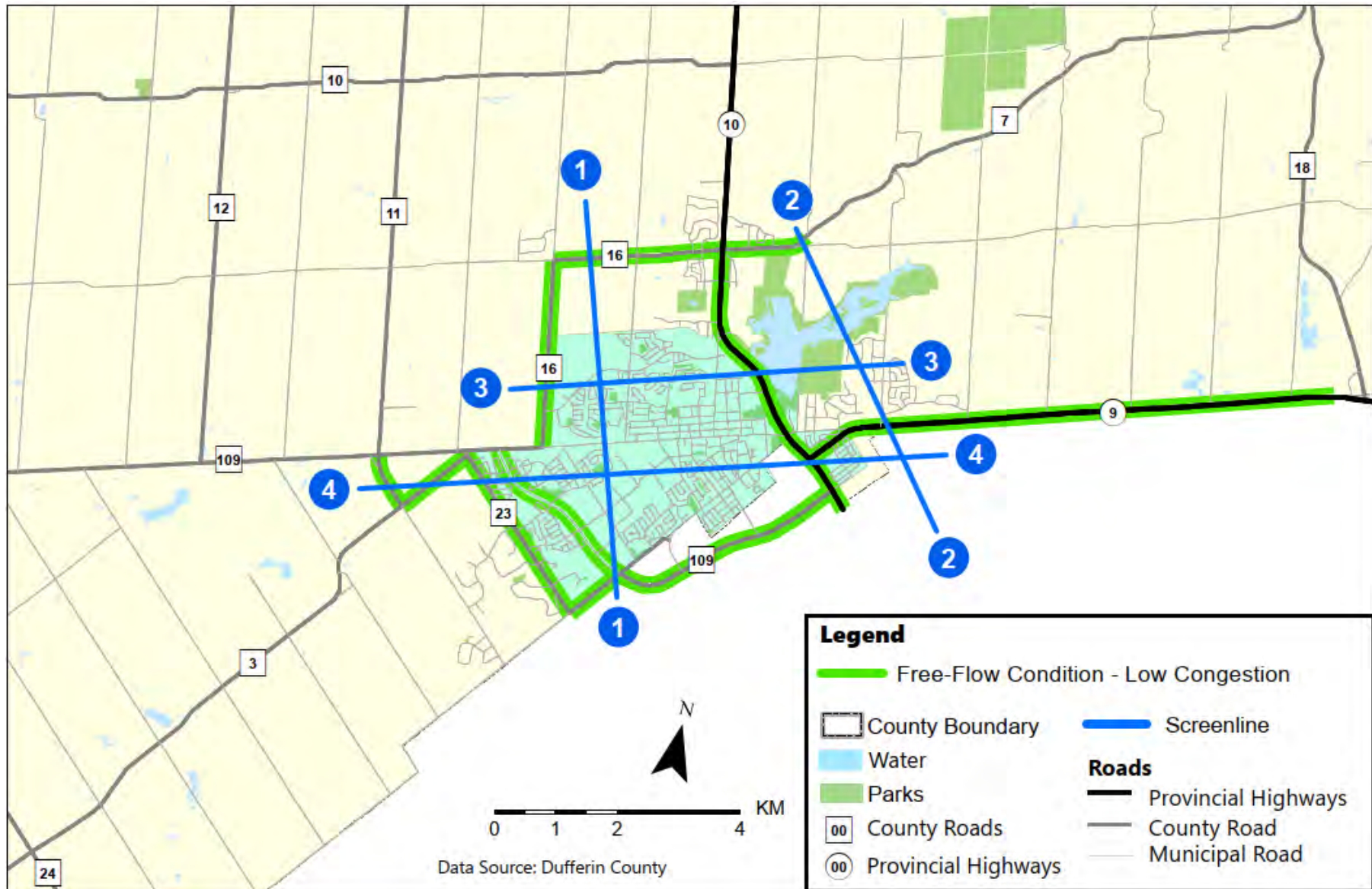




Table 11 summarizes the screenline assessment bordering the Town of Shelburne, evaluating the operations of the roadways in the immediate vicinity of the Town. **Figure 24** and **Figure 25** show the congestion on links crossing the screenline locations in Shelburne based on volume to capacity values for the a.m. and p.m. peak hours, respectively.

As shown in **Table 11**, the overall network and all locations along the screenlines are operating at near free-flow conditions with available capacity in the existing conditions. The overall network volume to capacity (v/c) ratio in all directions is 0.20 in the a.m. peak hour and 0.22 in the p.m. peak hour. When individual road links are examined more closely across the various screenlines, Highway 10 along Screenline #1 & #3, had the highest v/c of 0.84 in the eastbound direction during the p.m. peak hour, operating under moderate congested conditions. The Town of Shelburne also experiences heavy truck traffic. According to a 2015 traffic study conducted by the Town, the vehicle traffic in the downtown area along Highway 10/89, is between 850 to 1200 vehicles per peak hour, with approximately 50% of the traffic being truck traffic. It is also showed by a 2008 MTO study, that 90-95% of the truck traffic is through traffic. The year 2016 MTO traffic count data shows that on Highway 10 north of Shelburne, there are a total of 710 average daily trucks (11%) of the total 6,450 vehicles (AADT), there are 2,100 (10%) average daily trucks on Highway 10/89 east of Shelburne and 440 (10%) average daily trucks on Highway 89 west of Shelburne. The Town is concerned about the impacts of the truck traffic on the safety and quality of life of its citizens and had identified various truck bypass options, that could reduce the truck traffic through the town and thus improve the operating capacity on Highway 10 and Highway 89 through the Town along with improving the safety for the residents.



Table 11. Town of Shelburne – Existing Conditions Screenline Analysis

Screenline	Location	Direction	Capacity	AM Peak Hour		PM Peak Hour	
				Volume	Volume to Capacity Ratio	Volume	Volume to Capacity Ratio
1	West Parallel of Town of Shelburne	EB	3,000	859	0.29	1,014	0.34
		WB	3,000	915	0.31	1,013	0.34
2	East Parallel of Town of Shelburne	EB	3,000	791	0.26	697	0.23
		WB	3,000	634	0.21	783	0.26
3	North Parallel of Town of Shelburne	NB	4,000	312	0.08	355	0.09
		SB	4,000	300	0.08	325	0.08
4	South Parallel of Town of Shelburne	NB	3,000	582	0.19	934	0.31
		SB	3,000	786	0.26	662	0.22
Total		EB/WB	12,000	3,199	0.27	3,507	0.29
		NB/SB	14,000	1,980	0.14	2,276	0.16
		All Directions	26,000	5,179	0.20	5,783	0.22



Figure 24. Shelburne AM Peak Hour Existing Network Performance

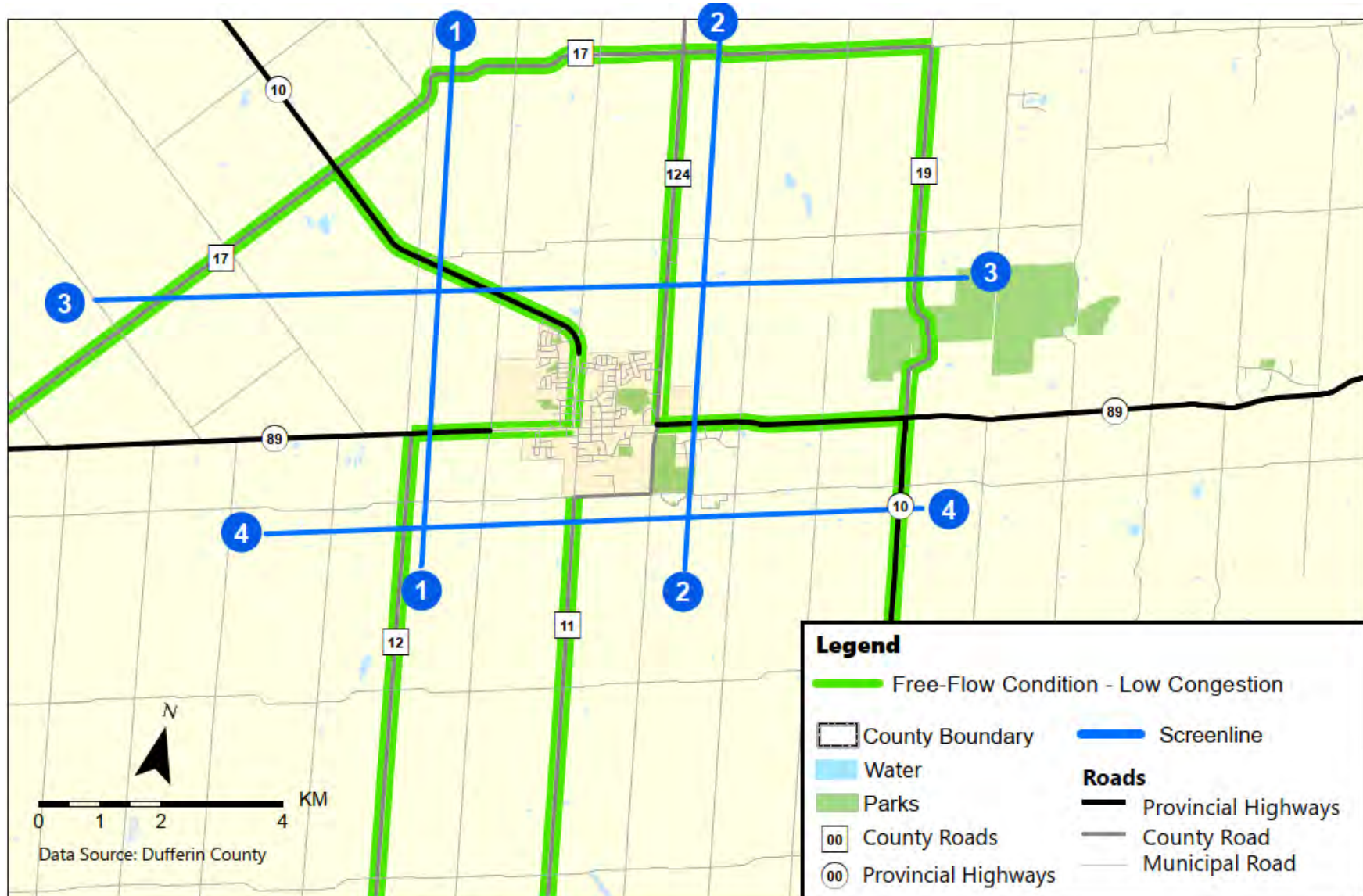




Figure 25. Shelburne PM Peak Hour Existing Network Performance

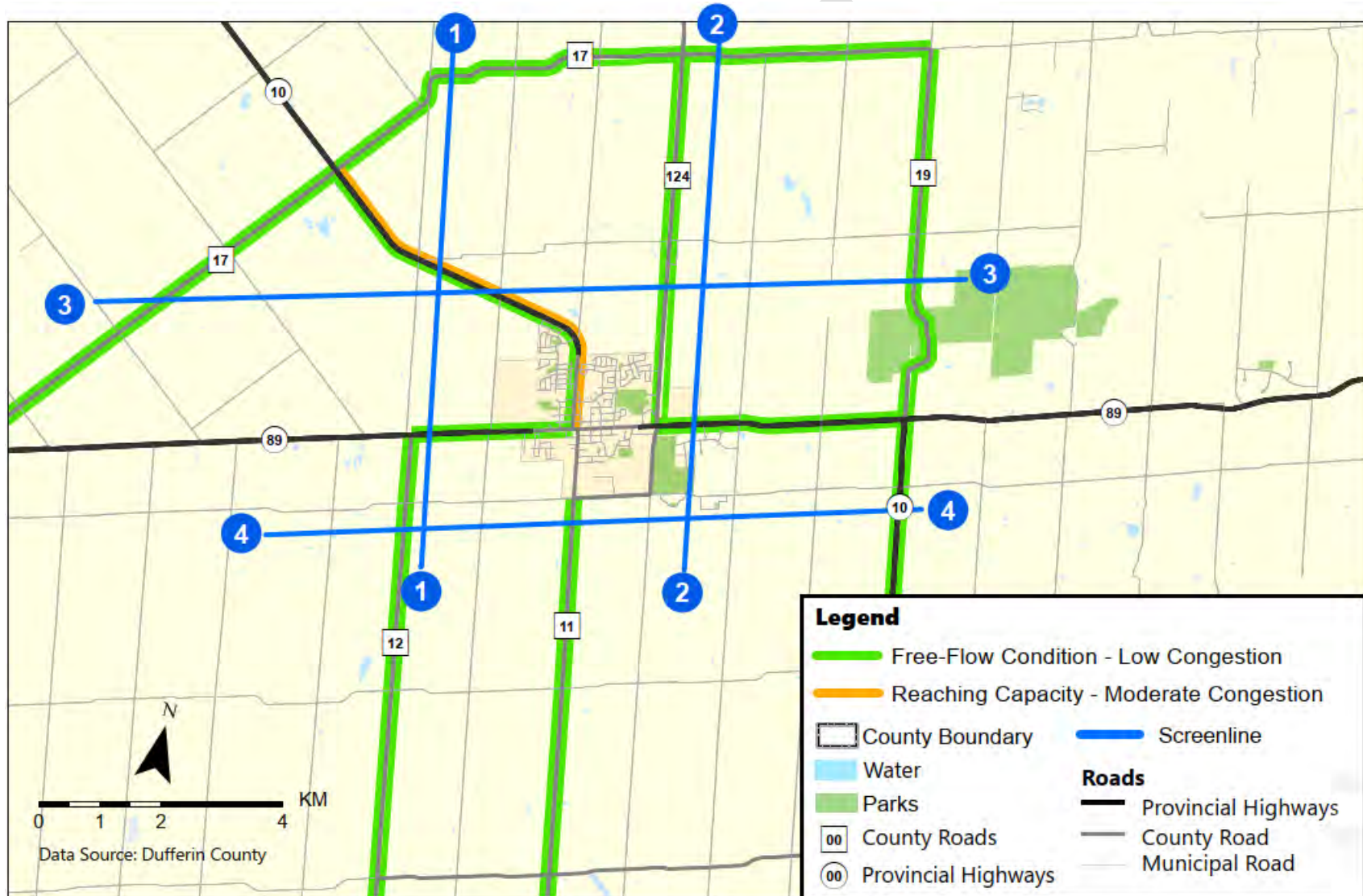




Table 12 summarizes the screenline assessment bordering the Town of Grand Valley, evaluating the operations of the roadways in the immediate vicinity of the Town. **Figure 26** and **Figure 27** show the congestion on links crossing the screenline locations along Dufferin County Road 25 in Grand Valley area based on volume to capacity values for the a.m. and p.m. peak hours, respectively.

As shown in **Table 12**, Dufferin County Road 25 is operating under free flow conditions to the north and south of the Town of Grand Valley. There are an estimated 260 average daily trucks (4.1% of total traffic) along Dufferin County Road 25 south of Grand Valley in the year 2022. About 11.5% or 320 average daily trucks travel on Dufferin County Road 25 north of the Town of Grand Valley. It is to be noted that the Town is concerned about the impacts of the truck traffic on the safety and quality of life of its citizens as well as the operating capacity of the roadways through the Town. In light of this, the Town of Grand Valley has proposed a truck bypass for diverting the truck traffic away from the urban centre of the Town.

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Table 12. Town of Grand Valley – Existing Conditions Screenline Analysis

Screenline	Location	Direction	Capacity	AM Peak Hour		PM Peak Hour	
				Volume	Volume to Capacity Ratio	Volume	Volume to Capacity Ratio
1	South Parallel of Town of Grand Valley	NB	1,000	196	0.20	312	0.31
		SB	1,000	214	0.21	232	0.23
2	North Parallel of Town of Grand Valley	NB	1,000	126	0.13	64	0.06
		SB	1,000	67	0.07	176	0.18
Total		NB/SB	4,000	603	0.15	784	0.20





Figure 26. Grand Valley AM Peak Hour Existing Network Performance

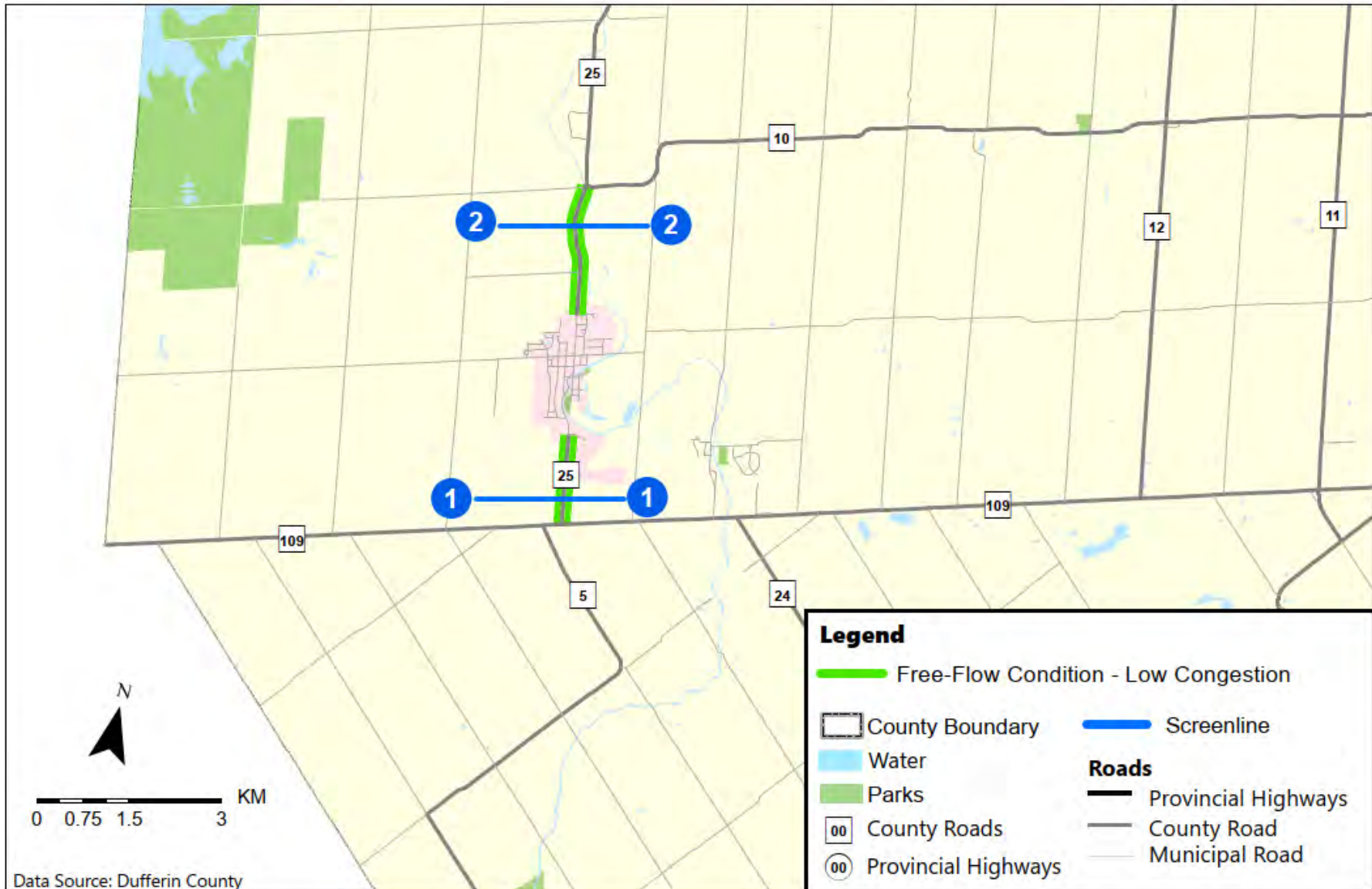
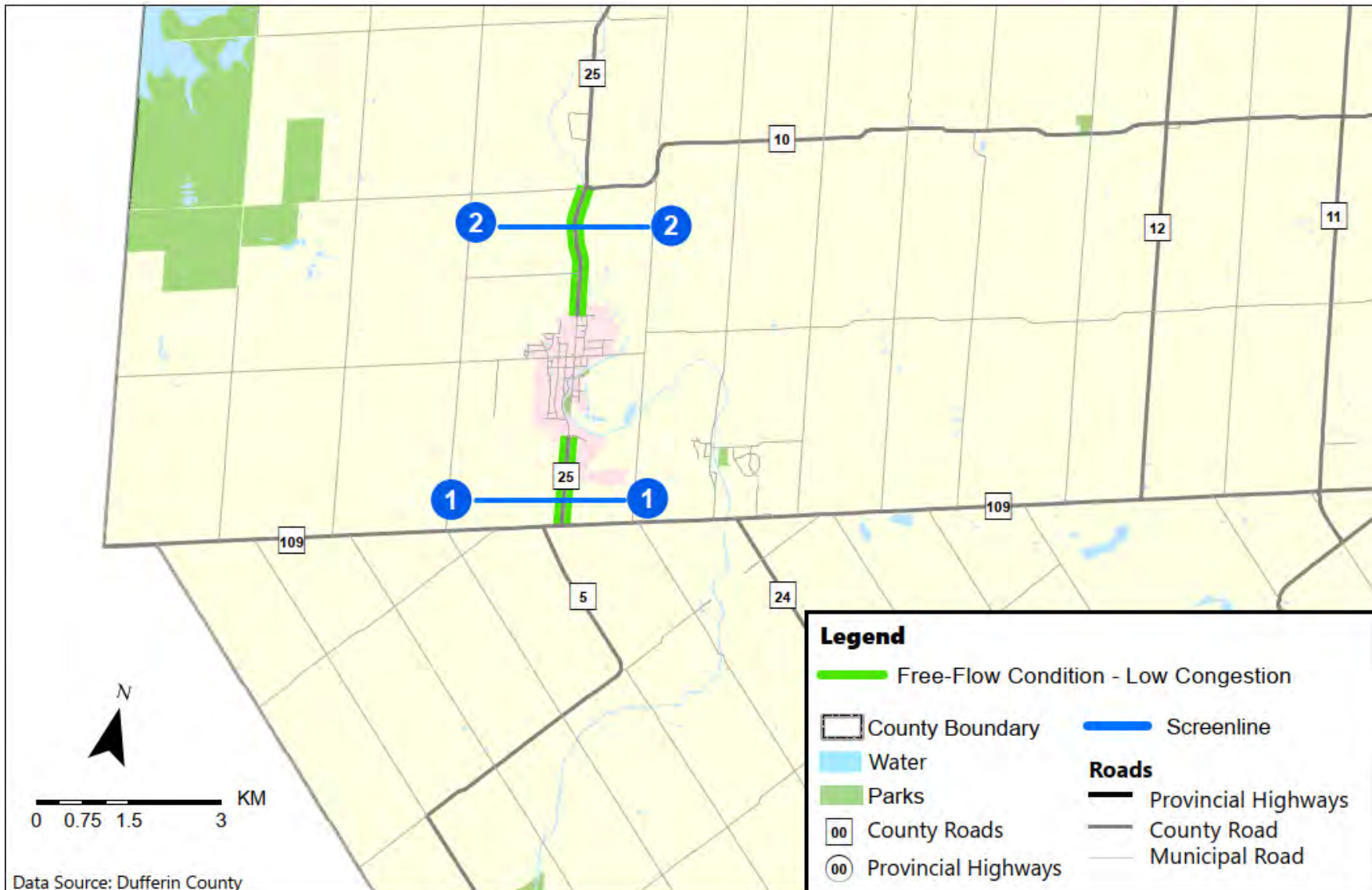




Figure 27. Grand Valley PM Peak Hour Existing Network Performance



Data Source: Dufferin County



3. YEAR 2051 SCREENLINE ANALYSIS

To assess the future year performance of the transportation network, the v/c ratios were calculated across the same screenlines as in the baseline conditions, by estimating the future volumes along these corridors, using the historical traffic growth rates to project the year 2051 traffic volumes. The Land Needs Analysis Report prepared as part of the 2023 MCR study has allocated the future population and employment growth to mainly the areas within the Towns of Orangeville, Shelburne, and Grand Valley. Upon review of the historical population growth in these areas and the allocated new growth, it is observed that the population growth allocated in the Towns of Orangeville and Shelburne and the entire Dufferin County for year 2051 is less than the population estimated using historical growth trends. However, the population growth allocated to Grand Valley is more than the population estimated using the existing historical growth trend. Therefore, historical traffic growth rates were used to project to year 2051 traffic volumes for all roadways within Dufferin County, except for Dufferin County Road 25 in the Town of Grand Valley, where additional trips were assigned to Dufferin County Road 25 based on the allocated population and employment growth. The additional trips for the Town of Grand Valley were estimated using the ITE Trip Generation Handbook and the number of dwelling units and jobs allocated to Town of Grand Valley. The calculated trips were then assigned to the various screenline locations based on the year 2016 Transportation Tomorrow Survey's trip distribution data. Thus, the year 2051 projected traffic volumes accounted for all the potential traffic growth in the study area.

The year 2051 screenline analysis was performed for the do-nothing roadway network alternative, using the same roadway capacities that are in the baseline conditions and projected year 2051 traffic volumes.

Table 13 shows the Countywide screenline analysis results. **Figure 28** and **Figure 29** show the congestion on links crossing the Countywide screenline locations based on volume to capacity values for the a.m. and p.m. peak hours, respectively.

As shown in **Table 13**, the overall network and all locations along the screenlines are operating at near free-flow conditions with an available capacity in the future year 2051 conditions. The overall network volume to capacity (v/c) ratio in all directions is 0.32 in the a.m. peak hour and 0.37 in the p.m. peak hour. However, when individual links across various screenlines are examined, the volumes are exceeding the capacity for



Dufferin County Roads 109, 11 and Highway 9. Dufferin County Road 109 along Screenline #1 is projected to operate at v/c ratio greater than 1.0 in the westbound direction in the a.m. peak hour and in the eastbound direction in the p.m. peak hour, indicating that additional capacity is required along this corridor to accommodate future growth. Dufferin County Road 109 is being examined as part of this TMP, as well as in more detail in a concurrent Schedule C Environmental Assessment, to determine the most appropriate Dufferin County road network to facilitate development and accommodate growth in this part of Dufferin County. Along Screenline #2, Highway 9 is projected to operate under congested conditions, with volumes exceeding capacity in the peak direction of travel during the peak periods. Dufferin County Road 11 along Screenline #4 is projected to operate under congested conditions in the northbound direction during the a.m. peak hour and in the southbound direction during the p.m. peak hour. However, it is to be noted that Highway 10, which is parallel to Dufferin County Road 11, has adequate capacity and will be a preferable option for travel between Orangeville and Shelburne in the north-south direction.

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Table 13. Countywide – Year 2051 Conditions Screenline Analysis

Screenline	Location	Direction	Capacity	AM Peak Hour		PM Peak Hour	
				Volume	Volume to Capacity Ratio	Volume	Volume to Capacity Ratio
1	East Parallel of Dufferin County Road 25/West Parallel of Dufferin County Road 124	EB	6,000	1,860	0.31	2,692	0.45
		WB	6,000	2,373	0.40	2,361	0.39
2	West Parallel of Dufferin County Road 18	EB	5,000	2,226	0.45	1,761	0.35
		WB	5,000	1,182	0.24	1,917	0.38
3	North Parallel of Highway 89/ Dufferin County Road 17	NB	4,000	709	0.18	535	0.13
		SB	4,000	590	0.15	820	0.21
4	North Parallel of Dufferin County Road 109/ Dufferin County Road 10	NB	6,000	2,416	0.40	2,917	0.49
		SB	6,000	2,194	0.37	2,683	0.45
Total		EB/WB	22,000	7,641	0.35	8,731	0.40
		NB/SB	20,000	5,909	0.30	6,955	0.35
		All Directions	42,000	13,550	0.32	15,686	0.37



Figure 28. Countywide AM Peak Hour Year 2051 Network Performance

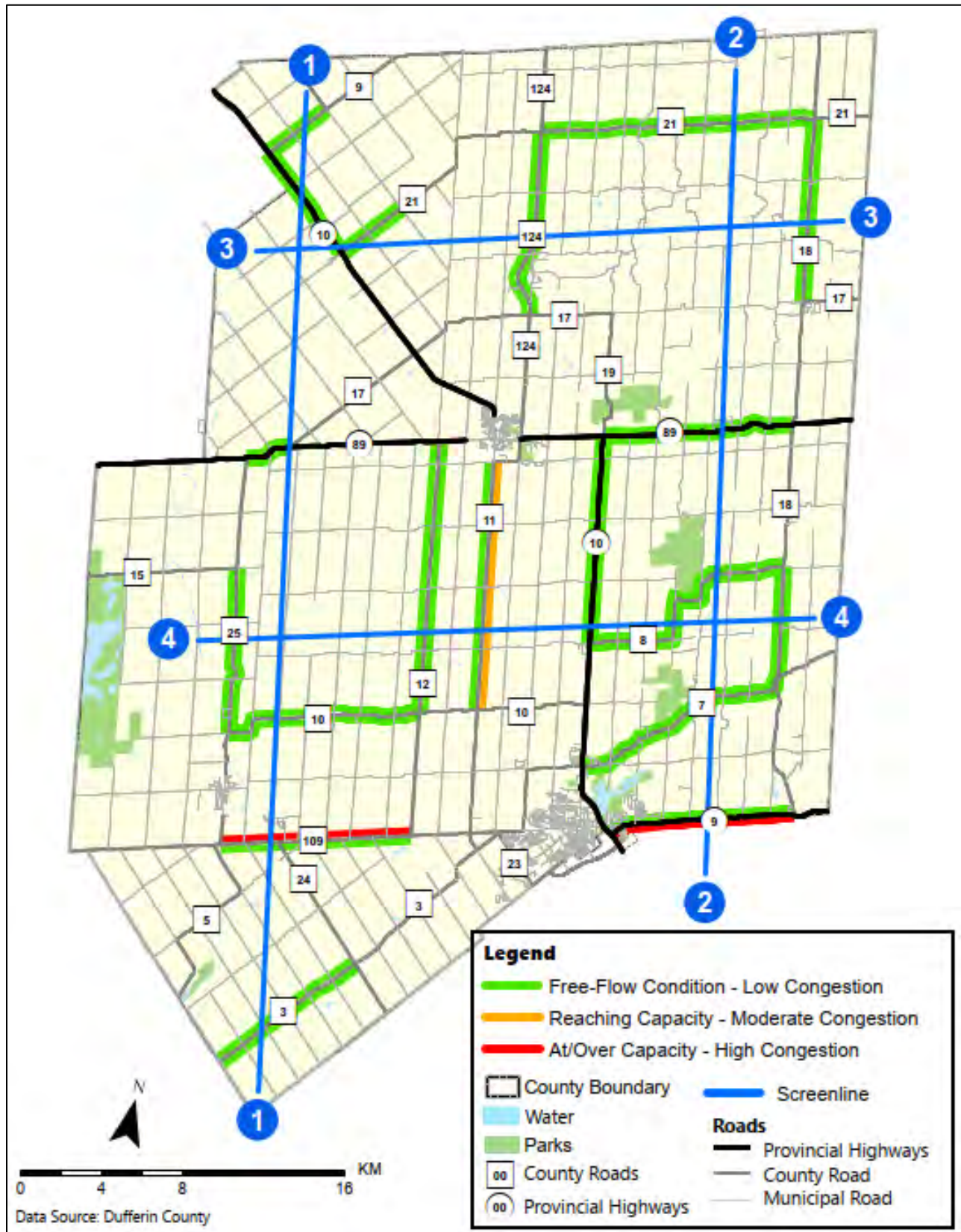




Figure 29. Countywide PM Peak Hour Year 2051 Network Performance

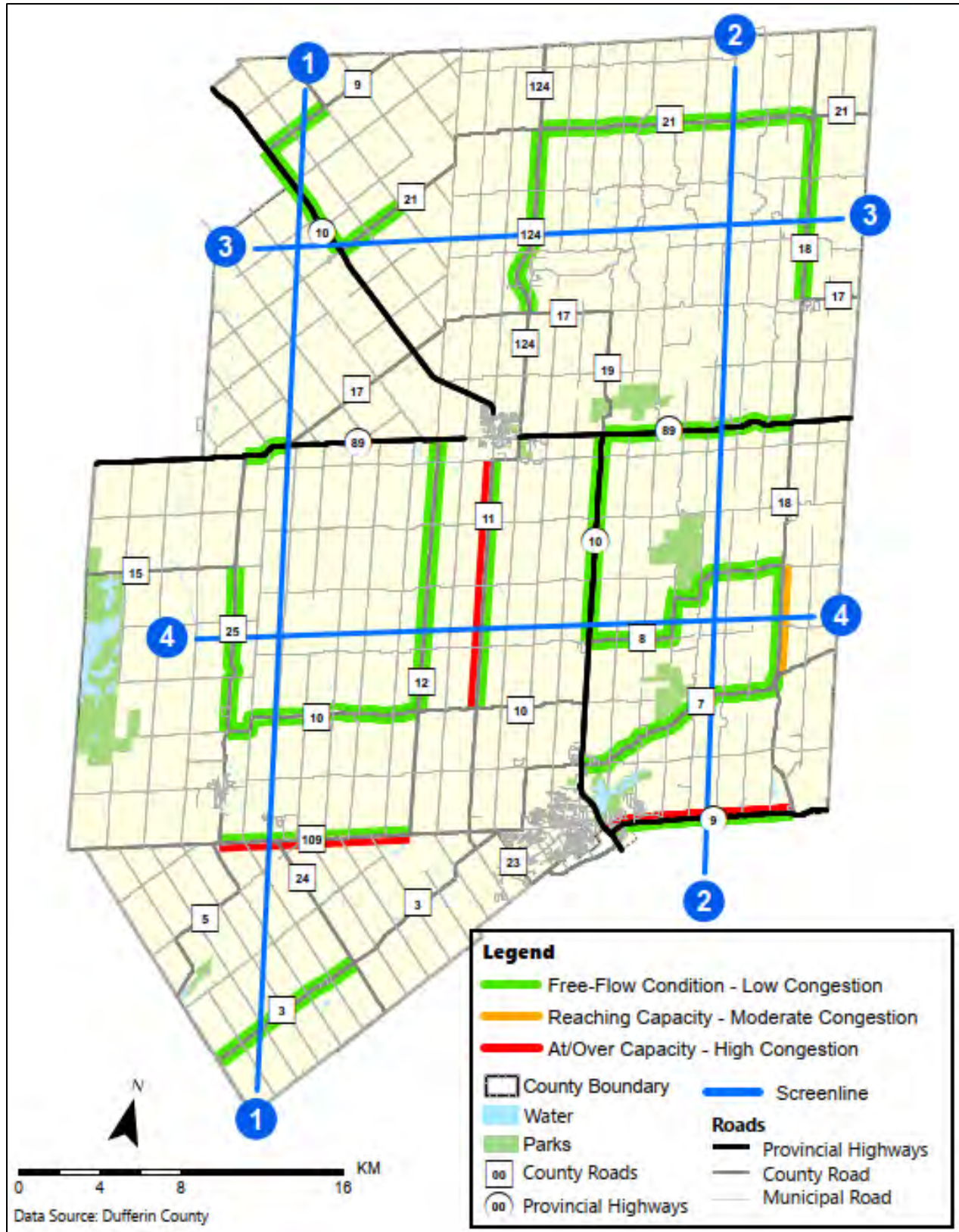




Table 14 summarizes the screenline assessment conducted surrounding the boundary of Town of Orangeville for the year 2051. **Figure 30** and **Figure 31** show the congestion on links crossing the Orangeville screenline locations based on volume to capacity values for the a.m. and p.m. peak hours, respectively.

As shown in **Table 14**, the overall east-west direction of travel is reaching road capacity and is operating at moderate congested conditions. Screenline #1 is operating under congested conditions with volumes exceeding the capacity in the year 2051 during both the peak hours. When individual links are examined, Dufferin County roads 7, 16, 23, 109 and Highway 9 are operating at congested conditions during the p.m. peak hour. Dufferin County Road 109 and Highway 9 also are forecast to operate at congested conditions during the a.m. peak hour. It is evident that additional capacities are required along Dufferin County Road 109 and Highway 9 to accommodate the future traffic growth.

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Table 14. Town of Orangeville – Year 2051 Conditions Screenline Analysis

Screenline	Location	Direction	Capacity	AM Peak Hour		PM Peak Hour	
				Volume	Volume to Capacity Ratio	Volume	Volume to Capacity Ratio
1	West Parallel of Town of Orangeville	EB	3,000	3,970	1.32	3,702	1.23
		WB	3,000	2,962	0.99	3,931	1.31
2	East Parallel of Town of Orangeville	EB	4,000	3,049	0.76	2,910	0.73
		WB	4,000	2647	0.66	3,350	0.84
3	North Parallel of Town of Orangeville	NB	3,000	1680	0.56	1751	0.58
		SB	3,000	3399	1.13	1747	0.58
4	South Parallel of Town of Orangeville	NB	6,000	3,370	0.56	4,585	0.76
		SB	6,000	5,431	0.91	3,532	0.59
Total		EB/WB	14,000	12,628	0.90	13,893	0.99
		NB/SB	18,000	13,880	0.77	11,615	0.65
		All Directions	32,000	26,508	0.83	25,508	0.80



Figure 30. Orangeville AM Peak Hour Year 2051 Network Performance

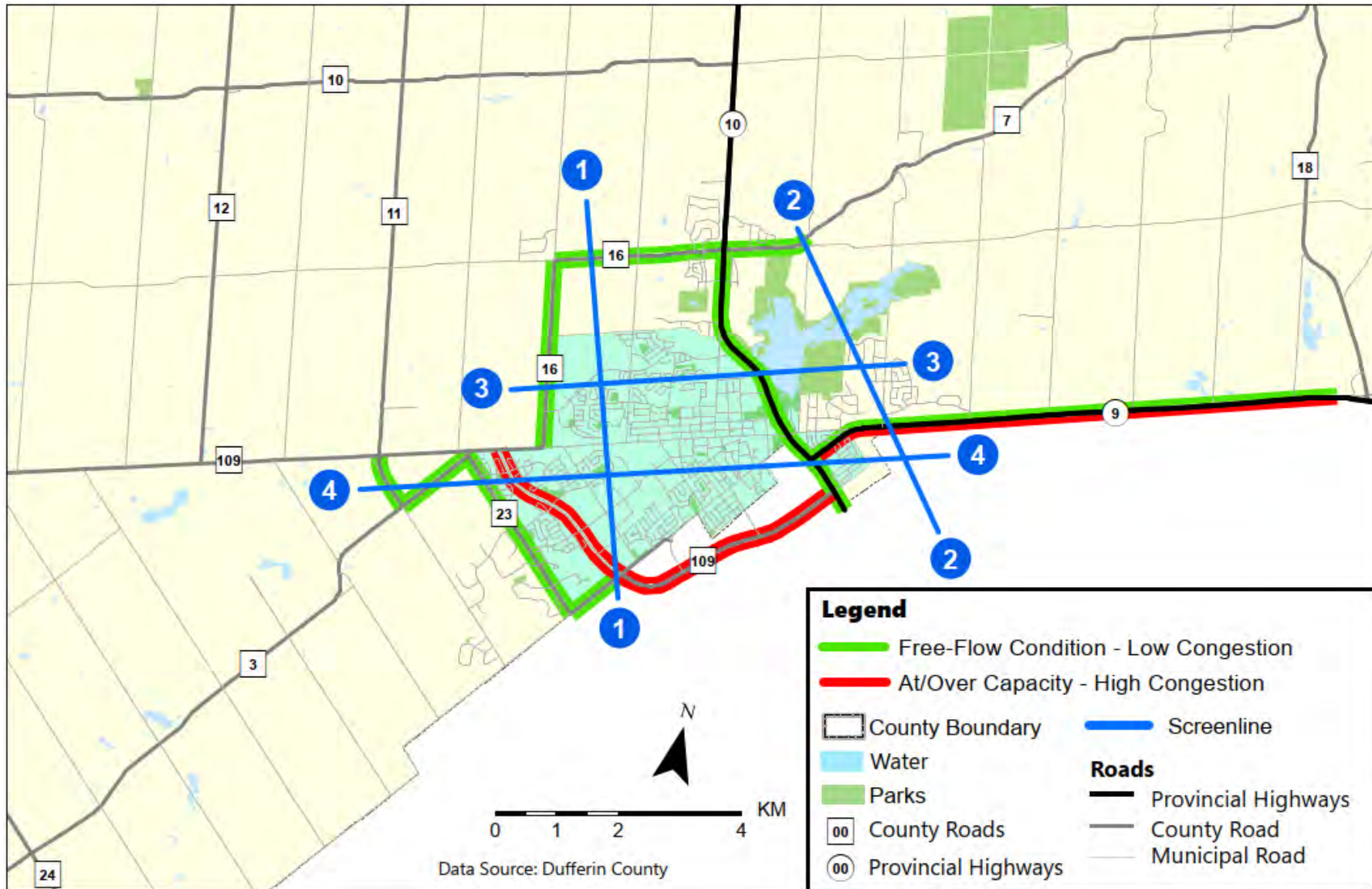




Figure 31. Orangeville PM Peak Hour Year 2051 Network Performance

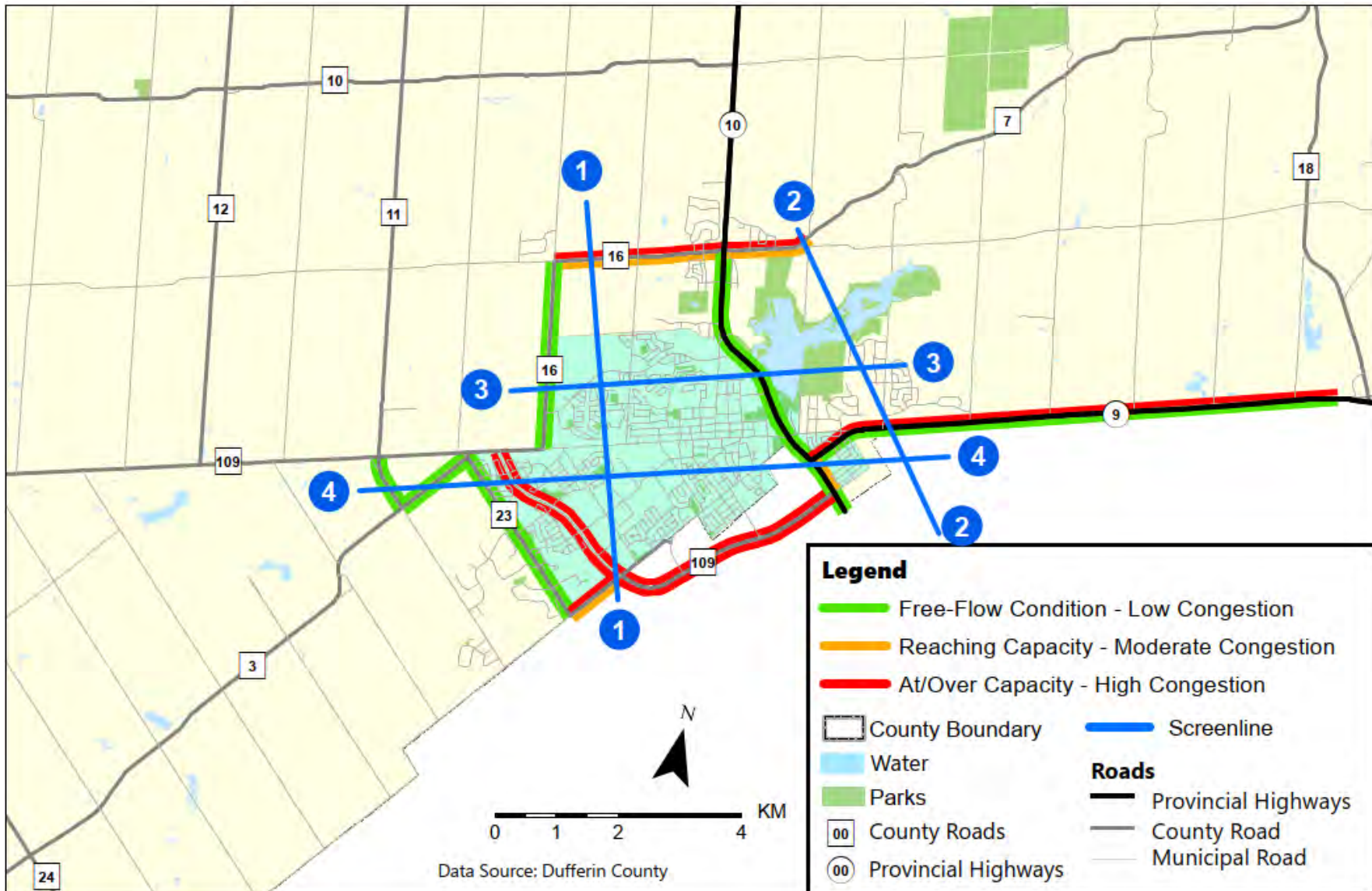




Table 15 summarizes the screenline assessment conducted surrounding the boundary of the Town of Shelburne for the year 2051. **Figure 32** and **Figure 33** show the congestion on links crossing the Shelburne screenline locations based on volume to capacity values for the a.m. and p.m. peak hours, respectively.

As shown in **Table 15**, the overall network in the vicinity of Town of Shelburne has enough capacity to accommodate the future growth. However, when individual roadway links are examined, Highway 10 is operating under congested conditions with volumes exceeding the capacity along Screenlines 1 and 3. Along Screenline #4, Dufferin County Road 11 will also operate under congested conditions with volumes exceeding capacity in the northbound direction during the p.m. peak hour.

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Table 15. Town of Shelburne – Year 2051 Conditions Screenline Analysis

Screenline	Location	Direction	Capacity	AM Peak Hour		PM Peak Hour	
				Volume	Volume to Capacity Ratio	Volume	Volume to Capacity Ratio
1	West Parallel of Town of Shelburne	EB	3,000	1,203	0.40	1,398	0.47
		WB	3,000	1,254	0.42	1,416	0.47
2	East Parallel of Town of Shelburne	EB	3,000	1,091	0.36	993	0.33
		WB	3,000	882	0.29	1,087	0.36
3	North Parallel of Town of Shelburne	NB	4,000	644	0.16	763	0.19
		SB	4,000	627	0.16	707	0.18
4	South Parallel of Town of Shelburne	NB	3,000	1,170	0.39	2,130	0.71
		SB	3,000	1,718	0.57	1,259	0.42
Total		EB/WB	12,000	4,430	0.37	4,894	0.41
		NB/SB	14,000	4,159	0.30	4,859	0.35
		All Directions	26,000	8,589	0.33	9,753	0.38



Figure 32. Shelburne AM Peak Hour Year 2051 Network Performance

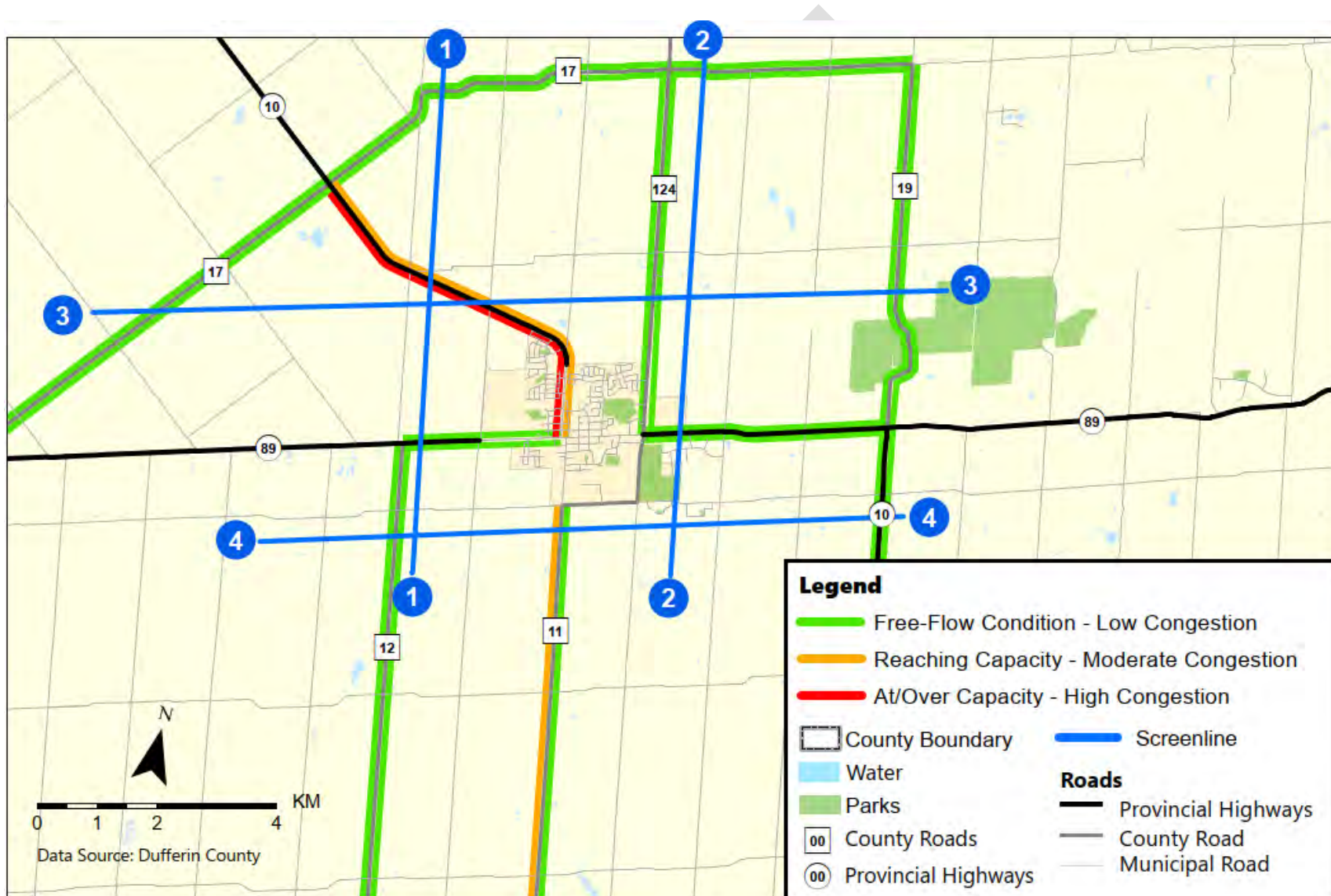




Figure 33. Shelburne PM Peak Hour Year 2051 Network Performance

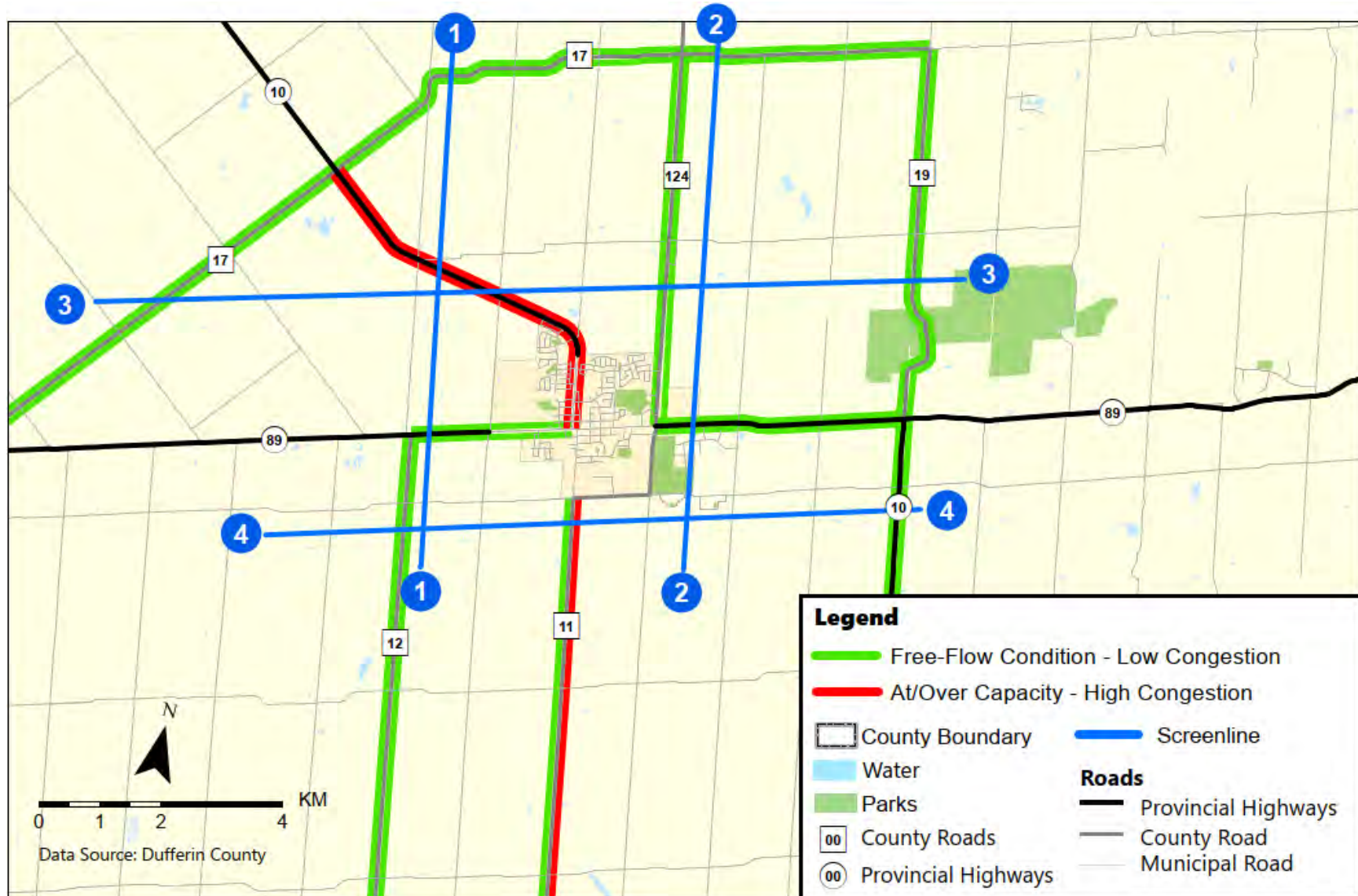




Table 16 summarizes the screenline assessment for the two screenlines to the south and north of Town of Grand Valley. **Figure 34** and **Figure 35** show the congestion on links crossing the Grand Valley screenline locations based on volume to capacity values for the a.m. and p.m. peak hours, respectively.

As shown in the **Table 16**, Dufferin County Road 25 is operating under congested conditions in both directions during both peak hours south of the Town. To the north of the Town, Dufferin County Road 25 operates under congested conditions in both directions during the p.m. peak period.

Based on the screenline assessment of the future year 2051 conditions, the Countywide transportation network would have capacity to accommodate the future traffic growth away from the settlement areas. However, the roadway network such as Dufferin County Roads 11, 16, 25, and 109, and Highways 9, and 10/89 would operate under congested conditions in the vicinity of Towns of Orangeville, Shelburne and Grand Valley with volumes exceeding the available capacity.

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Table 16. Town of Grand Valley – Year 2051 Conditions Screenline Analysis

Screenline	Location	Direction	Capacity	AM Peak Hour		PM Peak Hour	
				Volume	Volume to Capacity Ratio	Volume	Volume to Capacity Ratio
1	South Parallel of Town of Grand Valley	NB	1,000	1,330	1.33	1,192	1.19
		SB	1,000	1,453	1.45	1,262	1.26
2	North Parallel of Town of Grand Valley	NB	1,000	661	0.66	1,027	1.03
		SB	1,000	722	0.72	1,288	1.29
Total		NB/SB	4,000	4,166	1.04	4,769	1.19





Figure 34. Grand Valley AM Peak Hour Year 2051 Network Performance



Data Source: Dufferin County



Figure 35. Grand Valley PM Peak Hour Year 2051 Network Performance





5.5.3 IDENTIFYING NETWORK ALTERNATIVES

This section describes the identification of roadway network alternatives based on the screenline assessment for various areas within the County, the findings from Phase 1-Roads Rationalization Study, and inputs from the study team. Three roadway network alternative future scenarios to the year 2051 were developed to address Phase 2 of the Municipal Class Environmental Assessment (MCEA) process. The three alternative scenarios are as follows:

- Alternative 1 (Do-Nothing): Existing Road network, no expansion of arterial/collector roads;
- Alternative 2: Only improvements to the roadway network based on the screenline analysis results; and
- Alternative 3: Improvements to the roadway network based on screenline analysis results, future connectivity and reducing congestion and truck traffic through the settlement areas.

1. ALTERNATIVE 1 (DO-NOTHING)

This scenario assumes that there will not be any change in the existing roadways. The existing transportation network of collectors and arterial roads will be maintained as it is currently until the year 2051. Under this alternative, although the Countywide transportation network is expected to have capacity to accommodate the future growth in traffic for the travel that is away from the settlement areas, the primary corridors in the vicinity of the settlement areas of the Towns of Orangeville, Shelburne and Grand Valley will experience congested conditions during peak periods. Under this alternative, the roadway network in and around the settlement areas will be operating under congested conditions.

2. ALTERNATIVE 2

This scenario assumes existing network of collector and arterial roads along with roadway improvements addressing the deficiencies identified in the screenline assessment for the year 2051. The following roadway improvements are included as part of this alternative:



- Widening of Dufferin County Road 109 to 4-lane roadway between Dufferin County Road 25 and Highway 10.
- Widening of Dufferin County Road 16 to 4-lane roadway between Highway 10 and Mono Amaranth Townline Road.
- Widening of Dufferin County Road 7 to 4-lane roadway between Highway 10 and Side Road 5.
- Widening of Dufferin County Road 25 to 4-lane roadway between Dufferin County Road 109 and Dufferin County Road 10.

Besides the above improvements on Dufferin County Roads, the following improvements along provincial highways are also needed to accommodate the future traffic growth:

- Widening of Highway 9 to 4-lane roadway from Highway 10 to Dufferin County Road 18.
- Widening of Highway 10 to 4-lane roadway between Side Road 15/Mono Center Road and Highway 89.
- Widening of Highway 10 to 4-lane roadway between Highway 89 and Dufferin County Road 17.
- Widening of Highway 89/Highway 10/Main St to 4-lane roadway between Owen Sound Street and Greenwood Street.

Figure 36 shows the Alternative 2 roadway improvements.



3. ALTERNATIVE 3

This scenario assumes the existing network of collector and arterial roads plus roadway improvements to address deficiencies in the year 2051 screenline assessment along with the improvements to the traffic through the settlement areas of the Town of Shelburne and the Town of Grand Valley.

As discussed in **Section 2.4.5**, the Town of Shelburne is considering a truck bypass route for the trucks traveling through the Town on Highways 10 and 89. The truck by-pass option being advocated as part of this TMP connects to Highway 10 north of the Town using 4th Line to the west and Dufferin County Road 11/30 Side Road to the south of the Town. Currently the 4th Line and 30 Side Road are not paved; thus, these roads need to be adequately designed, paved, and strengthened to accommodate higher volumes and heavy truck traffic.

The trucks constitute a total of four percent of the total vehicles (200-250 trucks per day) that travel along Dufferin County Road 25 through Grand Valley on an average weekday. The presence of trucks on the Town roads is a cause of safety and congestion concerns through the Town. The Town of Grand Valley TMP and the Town's OP identifies two potential north/south routes for trucks to bypass the Town in existing rights-of-way and some options for new road construction. One route on the east side of the Town is to use the Amaranth East Luther Townline Road between Dufferin County Road 109 and Dufferin County Road 10 and the other is to use the Sideroad 27 & 28 on the westside of the Town. Currently, the Sideroad 27& 28 is a gravel road between Dufferin County Road 109 and Concession Road 5, where it can connect back to Dufferin County Road 25. The Amaranth East Luther Townline Road is paved north of Amaranth Street and connects back to Dufferin County Road 25 by traveling on Dufferin County Road 10 that connects Amaranth East Luther Townline Road and Dufferin County Road 25. Options for new road construction to traverse on the west side of the community have been considered but have been precluded by recent development and development applications.

It is recommended that a truck bypass be constructed on the east side of the Town using the Amaranth East Luther Townline Road between Dufferin County Road 109 and Dufferin County Road 10. Doing so will enable the Town to develop a stronger community feel on its north-south main street. Most bypass traffic is coming from or



destined to points east of Grand Valley, which makes the bypass on the eastern edge more appropriate than the potential bypass on the western edge using Sideroad 27&28.

In this alternative the following roadway improvements (County Initiatives) are included:

- Widening of Dufferin County Road 109 to 4-lane roadway between Dufferin County Road 25 and Highway 10;
- Widening of Dufferin County Road 16 to 4-lane roadway between Highway 10 and Mono Amaranth Townline Road;
- Widening of Dufferin County Road 7 to 4-lane roadway between Highway 10 and Side Road 5; and
- Construct a new two-lane road along Amaranth East Luther Townline to bypass Grand Valley, from Dufferin County Road 109 to Dufferin County Road 10.

Besides the above improvements on Dufferin County roads, the following improvements along provincial highways are also needed to accommodate the future traffic growth. Note that the list also includes Dufferin County and local road improvements related to the Shelburne bypass. The Shelburne bypass is alleviating truck traffic from Highways 10 and 89 and is a Provincial initiative.

- Rehabilitate and upgrade 30 Side Road to MTO roadway standards between Dufferin County Road 11 and 4 Line (Shelburne);
- Rehabilitate and upgrade 4 Line to MTO roadway standards between 30 Side Road and Highway 10 (Shelburne). This needs to be adequately designed, paved, and strengthened to accommodate higher volumes and heavy truck traffic;
- Rehabilitate and upgrade Dufferin County Road 11/2nd Line to MTO roadway standards between 30 Side Road and Highway 89 (Shelburne). This needs to be adequately designed, paved, and strengthened to accommodate higher volumes and heavy truck traffic;
- Rehabilitate and upgrade Dufferin County Road 11/30 Side Road to MTO roadway standards between Victoria Street and 2nd Line (Shelburne);
- Widening of Highway 9 to a 4-lane roadway from Highway 10 to Dufferin County Road 18; and



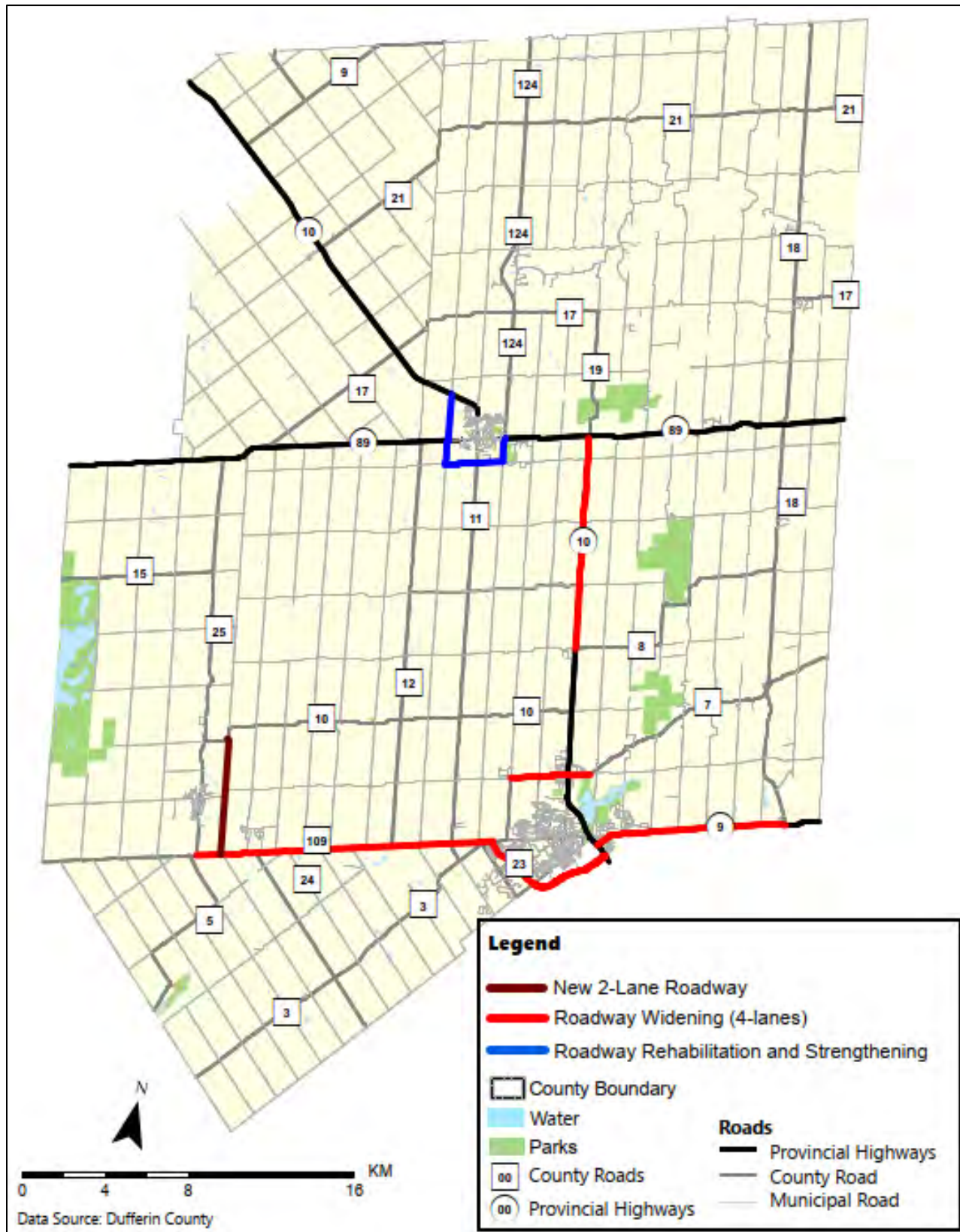
- Widening of Highway 10 to a 4-lane roadway between Side Road 15/Mono Centre Road and Highway 89.

Figure 37 shows the Alternative 3 roadway improvements. Based on the alternative discussion presented above, Alternative 3 is the recommended alternative. Alternative 3 ensures that the identified roadway improvements are feasible for construction and fully accommodate the future traffic growth, while providing the County with efficient network connectivity.

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Figure 37. Alternative 3 Roadway Improvements





5.5.4 ACCESSIBLE PEDESTRIAN SIGNALS

The Dufferin County TMP takes a county-wide view to travel and does not focus on any one intersection or set of intersections. However, as a general policy, should the County be installing new traffic signals or reconstructing traffic signals at an existing intersection, the County should install accessible pedestrian signals (APS). APS advise pedestrians who are blind or visually impaired when they have the right-of-way to cross at a signalized intersection. These should be installed as a best practice at any County-maintained intersection that might have a considerable amount of pedestrian traffic.

5.6 GOODS MOVEMENT STRATEGY

This section discusses the goods improvement strategy that determines transportation infrastructure improvements to be considered for implementation to address the future freight transportation demand by the year 2051 in the study area.

5.6.1 DEVELOPING A GOODS MOVEMENT STRATEGY

The goods movement strategy is developed based on the following guiding principles of the County:

- The County desires freight-supportive infrastructure for efficient goods movement through planning, design and operation of land use and transportation systems.
- The County works with transportation industries to facilitate the efficient movement of goods by improving the level of service while maintaining community safety and minimizing risk.
- The County also supports the protection of major goods movement facilities and corridors for the long term, by ensuring that development proposed on adjacent lands is compatible and supportive of the long-term purposes of the corridor and is designed to avoid, mitigate, or minimize negative impacts on and from the corridor and transportation facilities.

As mentioned in **Section 2.4.6**, Highway 10 and Highway 89 make the County a key gateway to freight movement and industrial activity connecting the Toronto region and the regions to the northwest of Dufferin County. Dufferin County roads facilitate the goods movement to and from businesses located in the County with the highways.



5.6.2 RECOMMENDED IMPROVEMENTS

Based on the current economic activity and existing policies of the County, the following improvements are recommended to establish a suitable infrastructure for the efficient movement of goods across the County:

- Provide alternative routes for truck movement around Grand Valley, which could be in the form of a bypass.
- Encourage MTO to provide alternative routes for truck movement through the Town of Shelburne, which could be in the form of a bypass around this community. Widen Dufferin County Road 109 south of Orangeville, to improve the capacity of the truck bypass route for the east-west truck traffic through Orangeville.
- Dufferin County Roads 10, 11 and 12 in the Township of Amaranth should be reconfirmed to be of adequate strength to accommodate the heavy truck traffic.

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6 SUPPORTING POLICIES

6.1 COMPLETE STREETS

Complete Streets is the concept of designing roads to cater towards all modes of transportation and all transportation system users. The Complete Streets approach focuses on creating safe and convenient streets for pedestrians, cyclists, transit, automobiles, and serving users of all ages and abilities. It considers aspects such as the interaction between the infrastructure and users of the street, the land use context, utilities, stormwater management, green infrastructure, and street furniture.

The concept of Complete Streets revolves around the notion that a transportation network is a system, specifically that not every street is designed for every mode. For example, a local road typically does not have a dedicated cycling facility and is not used as a truck route. The network must be complete in providing alternatives or parallel facilities that are “complete”.

As part of the built environment, Complete Streets play a role in public health by providing safe spaces for people to use active transportation. Additional key benefits of applying a Complete Streets approach include supporting local businesses, climate resiliency, connectivity, and new development.

In recent years, multiple municipalities across Canada have developed design guidelines to provide overarching policies that support and direct the planning of transportation network infrastructure. These guidelines include policy and design directives that accommodate various land use contexts and street functionalities. In order to support the process of Complete Streets policy development, Complete Streets for Canada has identified 10 “action elements” that serve as a model of best practices. These elements serve as a guide for planning and design processes that are equitable and context sensitive. **Table 17** presents these elements as well as a recommended Complete Streets Policy adapted for the County.



Table 17. Elements of Complete Streets Policy

Guiding Element	Description	Recommendations
Vision		
1.	Embodies a Community Vision	<p>Establishes Dufferin County’s vision, objectives, and purpose for implementing a Complete Streets policy framework.</p> <ul style="list-style-type: none"> • New and reconstruction infrastructure projects should be in alignment with the County’s Complete Streets vision, objectives, and purpose.
Core Commitments		
2.	Defines All Users and Modes	<p>Provides equal consideration for people of all ages and abilities and the various modes of travel within Dufferin County. Modes for consideration include active transportation, transit, micromobility, accessibility devices, trucks, and automobiles.</p> <ul style="list-style-type: none"> • Infrastructure (such as roads, sidewalks, bike lanes, and transit stops) should be designed free of barriers for all ages and abilities; and • The County’s overall road network, including elements such as available right-of-way (ROW) and connectivity, should be considered during the planning stages of new or reconstruction road projects.
3.	Applies to All Projects and Phases	<p>Recognizes opportunities to apply Complete Streets policies towards new or reconstruction transportation projects, including</p> <ul style="list-style-type: none"> • Project designs should integrate Complete Streets elements as per the County-defined process to ensure efficiency and sufficient accommodation of all ages and abilities;



Guiding Element	Description	Recommendations
	<p>capital projects. Policies include areas such as design, planning, as well as maintenance and operations.</p>	<ul style="list-style-type: none"> • The impact on network connectivity should be particularly reviewed for infrastructure projects that involve retrofitting or upgrading of the existing network; and • Consistent policy elements are to be developed by County and Town/Township staff to ensure seamless continuity within the network at locations where Dufferin County roadways intersect with Town/Township roads.
<p>4. Identifies Clear, Accountable Exceptions</p>	<p>Takes into consideration appropriate legislative, topographical, technical, cost-benefit limitations or other exemptions that are specified and approved by County Council.</p>	<p>Exceptions to the Complete Street policies may be granted subject to County approval for certain circumstances. Possible circumstances include:</p> <ul style="list-style-type: none"> • When emergency and transit vehicle services and maintenance operations are compromised; • The travel demand or the future needs are not supported compared to financial costs; and, • Where there may be negative impacts to the natural environment and topographical limitations exist.
<p>5. Encourages Network</p>	<p>Supports a street network that integrates multimodal travel in a comprehensive and connected way. These directives would be</p>	<ul style="list-style-type: none"> • Support active transportation network connections between County and local facilities;



Guiding Element	Description	Recommendations
Connectivity and Integration	aligned with the guidance provided in the County’s most recent OP and TMP.	<ul style="list-style-type: none"> • Provide additional consideration for active transportation facilities (such as paved shoulders) along specific high-demand corridors; and • Coordinate with local Towns/Townships to implement end-of-trip infrastructure (such as bike parking), where applicable. This infrastructure should accommodate all ages and abilities and should be considered for high-volume destinations in urban settlement locations.
Best Practices		
6. Adoptable by All Agencies and Jurisdictions	Establishes a Complete Streets approach that can be adopted and understood by all Townships, departments, and other agencies that may be involved in design, construction, and maintenance processes.	Where appropriate, external stakeholders (such as Townships, departments, and other agencies) will be informed and consulted regarding design, construction, and maintenance processes.
7. Utilizes Latest Design Guidelines	Draws from industry requirements while maintaining flexibility to balance road user needs. The County’s existing policies, by-laws,	The following are recommended design guidelines used in best practices in Canada:



Guiding Element	Description	Recommendations
	standards, and guidelines are also to be referenced.	<ul style="list-style-type: none">• Transportation Association of Canada – Geometric Design Guide for Canadian Roads (2017);• The Province of Ontario – Ontario Regulation 191/11 Integrated Accessibility Standards (2016);• Transportation Association of Canada – Manual of Uniform Traffic Control Devices for Canada (2021);• The Ministry of Transportation Ontario – Ontario Traffic Manual Book 15 Pedestrian Crossing Treatments; and,• The Ministry of Transportation Ontario - Ontario Traffic Manual Book 18 Cycling Facilities.
8. Acknowledges Context Sensitive Solutions	Recommends design and planning solutions in alignment with the County’s road classification, land use and transportation needs. These solutions would be in alignment with the directives presented in existing County policy documentation including the 2017 Economic Development Strategy	Factors to consider when recommending design and planning solutions include: <ul style="list-style-type: none">• Land use and demographics;• Topography and available platform, and right-of-way width; and,• Operating speed and road capacity.



Guiding Element	Description	Recommendations
	Plan and the 2021 Climate Action Plan.	
<p>9. Defines Performance Standards with Measurable Outcomes</p>	<p>Establishes performance indicators specific to the County to evaluate and monitor outcomes over time. Indicators can be either qualitative or quantitative, and should be aligned with the goals and objectives of the TMP and OP.</p>	<p>Measurable criteria should be established as part of a measuring and monitoring tool. The tool development should consider existing and future capital infrastructure projects. Complete Streets projects should be reviewed periodically against the tool to monitor success and rate of implementation.</p>
<p>Implementation</p>		
<p>10. Proposes Specific Implementation Steps</p>	<p>Provides an overview of specific steps and timelines for implementing Complete Streets across the County’s transportation network. These timelines would be in alignment with the implementation recommendations in the most recent TMP.</p>	<p>The County should consider the following implementation steps:</p> <ol style="list-style-type: none"> 1. Gather input from appropriate County departments and staff to confirm and incorporate the Complete Streets Policy as part of its best practices; 2. Consider developing an internal working committee of County staff involved with the delivery, operations, and maintenance of the street network to support the life cycle of streets; 3. Consider existing design standards against the Complete Streets principles and determine where changes may be necessary to



Guiding Element	Description	Recommendations
		<p>support with implementation. Possible changes include the development of design guidelines;</p> <p>4. Consider implementing the Complete Streets element towards ongoing as well as new projects, including in the context of land use planning and where complete street elements are being considered;</p> <p>5. Support and provide education opportunities for County staff for development and training through workshops and seminars; and</p> <p>6. Develop a measuring and monitoring tool to evaluate implementation of Complete Streets elements.</p>

Source: Complete Streets for Canada





6.2 FUTURE READY

6.2.1 ENHANCING ROAD SAFETY

Road safety is integral to the functionality, usability, and enjoyment of the overall transportation system. The long-term goal of road safety is to reduce all road fatalities and serious injuries, ultimately, to zero via three main avenues: education, enforcement, and engineering. Evaluation and engagement also play large roles in this comprehensive road safety strategy.

The first step of implementing a road safety plan in Dufferin County is to understand the existing local road safety approach. Dufferin County currently does not have a road safety campaign or traffic calming initiatives in place.

Town of Orangeville

At the local level, the Town of Orangeville developed a traffic calming study in October 2021. Suitable traffic calming measures were identified that included horizontal deflections, roadway narrowing, and surface treatments (limited for installation on roads that were proven by a traffic study and evaluation to have significant aggressive driving issues). Traffic calming measures that involve vertical alignment shifts were not recommended on roads under the jurisdiction of the Town of Orangeville.

Town of Shelburne

Shelburne Councillors unanimously voted on July 26, 2021, to enact the bylaw amendments required to reduce the speed limit of majority of the Town's roads to the speed of 40 kilometres per hour. Owen Sound Street (Highway 10) and Main Street (Highway 10/89) are currently the only exception to the speed limit reduction.

Other Townships

In addition, the Township of Melancthon published a Road Safety Task Force report that investigates and recommends strategies for road safety throughout the Township. The report provides a vision for Melancthon roads, principles to guide decision-making, scope of the task force's work, limitations, research methodology, and a road safety task force timeline.



The Town of Mono also created a Road Safety Task Force, which conducted traffic and speed counts and in 2019 prepared a report to Council. The report includes the Task Force's methodology, findings, and outlined seventeen recommendations to Council. The report focuses primarily on policing, supporting more robust policing efforts and increased fines within the Township.

The Township of Mulmur has a Roads Safety Committee which met most recently in August 2022. This Committee discusses road safety concerns and current actions within the Township. Most action is centred around education, signage updates, and other non-geometric safety improvements.

Road Safety Supporting Policy Recommendations

- As a follow up to this TMP, the County could consider conducting an additional study to develop a Road Safety Action Plan. The Plan would provide a set of road safety guidelines for the County and be the foundation of all road safety initiatives for the future. The plan could provide several emphasis areas, such as cyclists, pedestrians, school zones, impaired drivers, and outline a number of tools and potential actions to be taken to counter road fatalities and injuries. By providing a road safety plan on a County level, municipalities would be able to use the plan as a foundation to develop Town-specific road safety action plans to best cater to their Town-specific needs and pave the path for physical implementation. The Plan should also identify current measures taken within the various towns and townships making up the County and incorporate existing road safety efforts.
- Create a database of road fatalities and serious injuries with partnership from local municipalities and OPP. This database would be used to guide road safety initiatives and isolate dangerous areas of the transportation network as candidates for road safety improvement measures. A monitoring and evaluation framework should be developed to assist with analyzing the data and determining how to apply the data to make the transportation system safer. The monitoring and evaluation framework also provides opportunities to update the aforementioned Road Safety Plan using a data-driven structure to ensure it is kept up to date with current best practices and remains accurate and location-specific to the County.



- Continue to support local municipalities with their road safety efforts and provide guidance with their local road safety policies and initiatives.

6.2.2 ELECTRIC VEHICLES

Approximately 50% of Dufferin County's greenhouse gas emissions are produced in the transportation sector. Pursuing newer technologies, such as promoting the expansion of electric vehicle usage, can lead to the reduction of the carbon footprint in the county. This would also be a way to advance a key priority in the Dufferin Climate Action Plan. The Charge Up in Dufferin network project was supported by Natural Resources Canada's Zero Emissions (ZEVIP) with the total investment of \$289,000 to assist Dufferin County in building the electric vehicle charging network. ZEVIP's goal is to address the lack of charging stations in Canada in order to align with the national climate plan.

Since November 30, 2021, the electric charging network within Dufferin County has consisted of 22 Level-two charging stations, as well as two Level-three fast chargers located across municipal offices, recreation, and cultural centres (**Figure 38**). By the end of 2022, 20 more chargers were installed to expand the EV network. The installation of Charge Up in Dufferin network was spearheaded by the County of Dufferin, and the collaboration of local municipalities such as East Garafraxa, Grand Valley, Melancthon, Mono, Mulmur, Orangeville, and Shelburne.

During the first year of implementation, an incentive was created to allow level-two charging to be free for the first two hours, once the time was lapsed, users would pay \$2 an hour. Level-three fast chargers had a rate of \$5 an hour.

The County should consider continuing to apply for funding to expand the existing charging station network, working towards equipping all public facilities having at least Level-two fast chargers, providing incentives for community partners and private businesses to provide charging stations, acquiring capital funds through governmental or developer partnerships, raising public awareness through climate action initiatives, and reviewing electric vehicle parking requirements for new residential or commercial property development. The County should also continue to maintain and expanding upon its current EV education program and continue to facilitate events such as the June 10, 2023, Electric Vehicle Test Drive event. The County should consider electric vehicles for any future County-owned transit vehicles, and partner with transit providers such as Orangeville Transit and Grey Transit on electrification of transit fleets. As the



County considers introducing transit options and services to residents, the electrification of the fleet used would be a step in the right direction toward promoting electric vehicle usage.

DRAFT

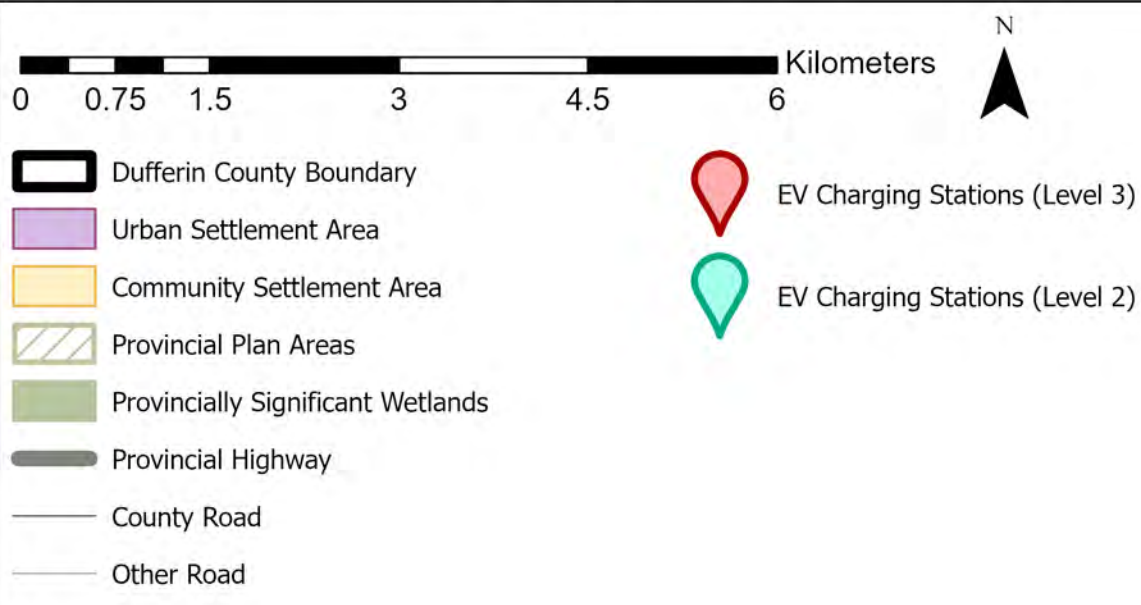
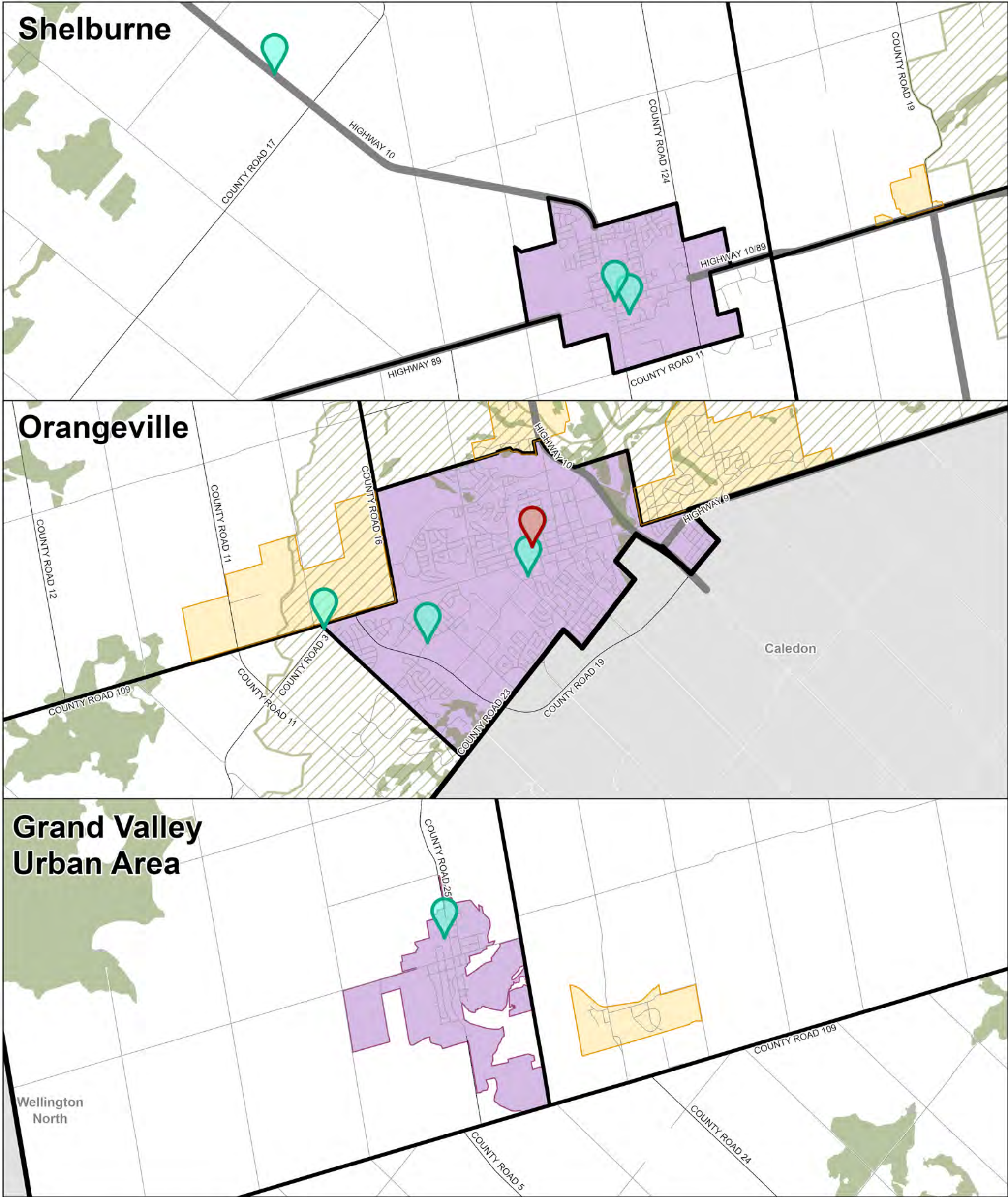


Figure 38
Charge-Up Dufferin Network



6.2.3 AUTONOMOUS VEHICLES

Autonomous vehicles (AVs) will continue to evolve over the planning horizon of the Dufferin County TMP. To operate and complete driving-related tasks, AVs use advanced sensors and artificial intelligence with little to no human intervention to operate. AVs are designed to navigate public rights-of-way with limited input from a driver related to steering, acceleration, and braking. Although this technology is in relatively advanced stages of development, there is currently limited clarity related to its deployment. AVs are expected to improve road safety, reduce the cost of ridesharing, and allow for more flexible use of time for drivers, when this technology is widely adopted.

Within Ontario, AVs are regulated in accordance with the Highway Traffic Act, which is informed by guidance from the Ministry of Transportation (MTO). This guidance falls under the Automated Vehicle Pilot Program (Ontario Regulation 306/15: Pilot Project – Automated Vehicles). Currently, the Ontario legislation allows for the public to drive a Society of Automotive Engineer (SAE) level 3 vehicle that is commercially available in Canada. AVs remain a possibility for the County and are therefore an important element for consideration to remain future ready. Potential benefits of AVs within the County include greater opportunities for shared parking, leading to reduced parking demand and the reduction of vehicle ownership.

The County should continue to monitor the introduction of autonomous vehicles and track best practices on ways to be prepared for autonomous vehicles. The County could consider developing an AV strategy to help prepare the County for the introduction of highly automated (or driverless) vehicle usage on streets, public transit systems, and municipal services delivery. The strategy can include descriptions of the County's current understanding of automated vehicle technology, expected timelines for deployment, business models, a scan of Dufferin County's automated vehicle ecosystem, as well as investments and initiatives that are needed to prepare for and advance this technology. Similar to the City of Toronto, the County could develop an AV strategy that includes overarching themes that highlights how the County would like to encourage and integrate the adoption of automated vehicles.



7 IMPLEMENTING THE TMP

This chapter provides an implementation strategy for the recommended transportation network improvements, separating them into three timeframes including short-term, medium-term, and long-term. It is recognized that no project can be constructed without the funding and/or approval from Council. The implementation plan is dynamic and acknowledges that priorities can change over time. The implementation plan is supported by a high-level costing plan that provides an indication of estimated funds that are required to construct the various projects. A monitoring plan is provided at the end of the chapter to monitor the progress that has been made to complete the multi-modal transportation network.

7.1 IMPLEMENTATION PLAN

Efficient prioritization and allocation of financial resources are required to implement the recommendations of this TMP successfully. The phasing plan includes high level cost estimates for the active transportation and road capital projects. As a living document, these costs will need to be reviewed and updated as the projects continue to the detailed design and implementation phases. As the timeline progresses, additional studies, detailed designs and technical assessments are required to identify the unique requirements of each project.

All transportation recommendations are phased within one of three implementation horizons:

- **Short-Term:** Generally implemented within 0 – 5 years from the TMP’s adoption
- **Medium-Term:** Generally implemented within 6 – 15 years from the TMP’s adoption
- **Long-Term:** Generally implemented within 16 – 25+ years from the TMP’s adoption

This phasing scheme was applied to all recommendations, including routes recommended as part of the proposed road and active transportation recommendations. Assignments within these horizons were based upon the estimated transportation infrastructure that is required to support residential development, an



understanding of the timing of industrial growth, and the analysis of future traffic volumes on Dufferin County roads.

7.2 PHASING OF RECOMMENDATIONS

7.2.1 ACTIVE TRANSPORTATION NETWORK PHASING

Implementation of the AT network will require a long-term approach and collaboration between the County and its local municipalities. The implementation of the County's AT network is organized into the three implementation horizons consistent with the phasing for the roadway improvements and implementation strategies from other approved plans and policies.

The 2010 DCATT Master Plan outlined a phasing strategy which informed the strategy for this TMP update. This section provides an outline of the criteria used to inform how different segments of the AT network were phased.

SHORT-TERM HORIZON (0-5 YEARS)

- Routes that represent "quick wins" given their low cost and high feasibility relative to their benefit to overall network connectivity and user comfort (for example, granular surface roads are considered good candidates for signed routes if the traffic volumes are low);
- Routes that align with short-term roadway improvement projects outlined in this TMP; and
- Routes likely to service a high degree of demand, based on their proximity to key travel destinations and travel corridors (for example, the Dufferin Rail Trail).

MEDIUM-TERM HORIZON (6-15 YEARS)

- Routes that align with medium-term roadway improvement projects outlined in this TMP; and
- Routes whose cost and usage are contingent on new developments occurring.

LONG-TERM HORIZON (16-25+ YEARS)

- Routes that align with long-term roadway improvement projects outlined in this TMP or are not currently part of the County's capital improvement plans for the next 15 years;



- Routes with substantive cost and constructability challenges;
- Routes that serve as a secondary route within the overall network; and
- Routes which require the buy-in and coordination of additional stakeholders.

Table 18 summarizes the proposed phasing strategy by route lengths by facility type and **Table 19** summarizes the lengths by local municipality. **Figure 39** (A and B) visually shows the phasing strategy.

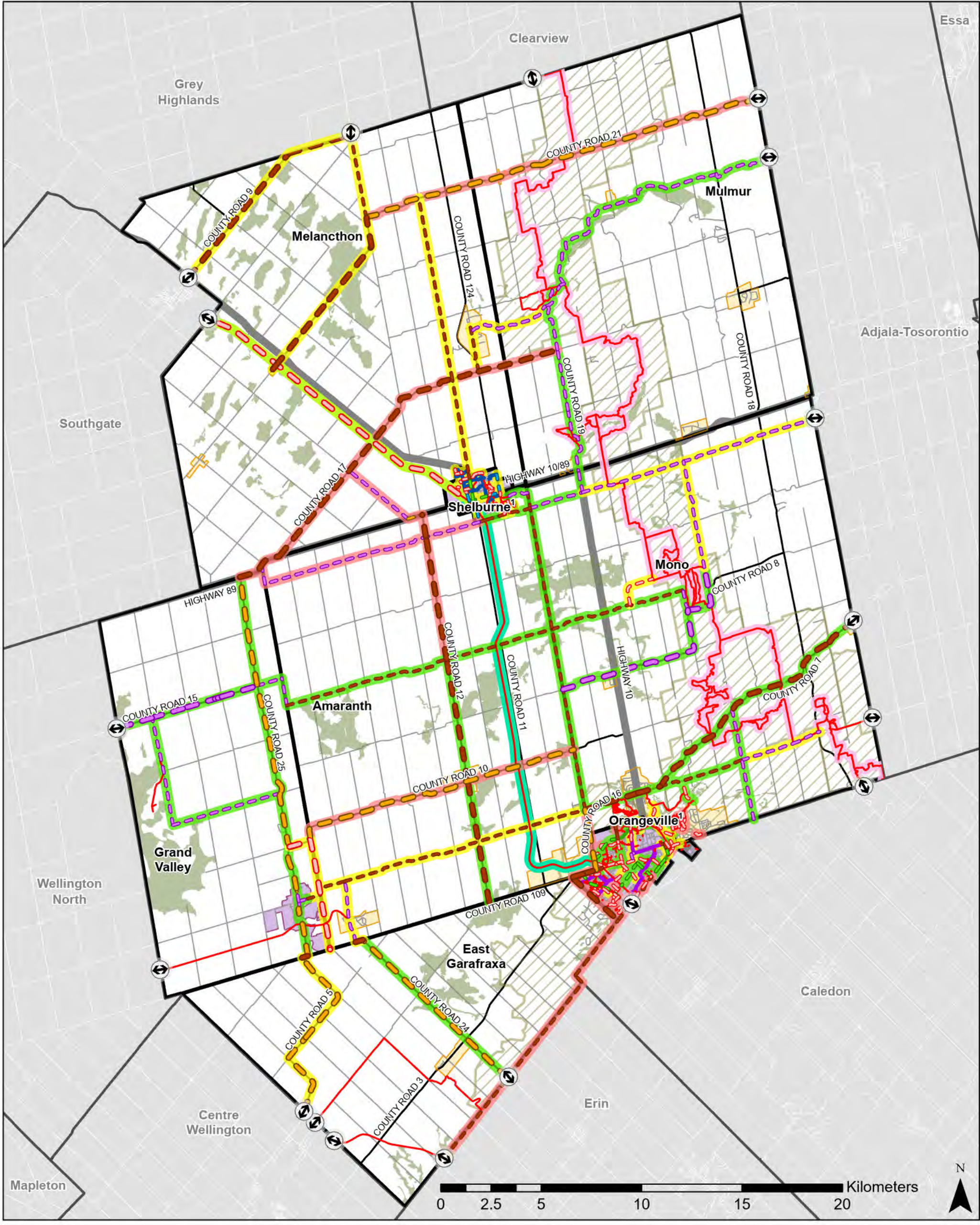
Table 18. High-level Overview of the Proposed Active Transportation Network’s Phasing

Facility Type	Existing Length (km)	Proposed Length (km)			Total Length (km)
		Short-Term (0-5 Years)	Medium-Term (6-15 Years)	Long-Term (16-25+ Years)	
Off-Road Route	244.5	10.7	38.4	10.5	304.1
Buffered Paved Shoulder	0.0	28.4	9.9	39.9	78.2
Paved Shoulder	0.0	73.4	54.8	46.2	174.4
Bike Lane	1.9	4.8	3.3	2.9	12.9
Signed Route	8.9	70.8	29.4	15.8	124.9
On-Road Route	9.6	0.0	2.3	0.0	11.9
Total	264.9	188.1	138.1	115.3	706.4



Table 19. High-level Overview of the Proposed Active Transportation Network's Phasing

Municipality	Existing Length (km)	Proposed Length (km)			Total Length (km)
		Short-Term (0-5 Years)	Medium-Term (6-15 Years)	Long-Term (16-25+ Years)	
Amaranth	22.5	37.9	19.9	34.6	114.9
East Garafraxa	18.7	10.0	9.9	14.2	52.8
Grand Valley	11.6	39.3	5.5	1.5	57.9
Melancthon	0.0	0.0	53.8	27.8	81.6
Mono	107.4	60.5	25.3	4.5	197.7
Mulmur	50.3	25.0	2.8	17.7	95.8
Orangeville	35.5	13.8	8.4	15.0	72.7
Shelburne	18.9	1.6	12.5	0.0	33.0
Total	264.9	188.1	138.1	115.3	706.4



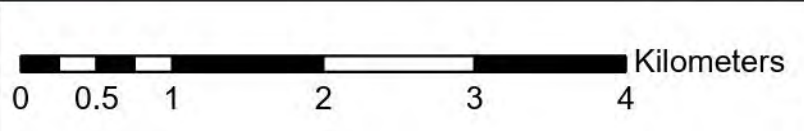
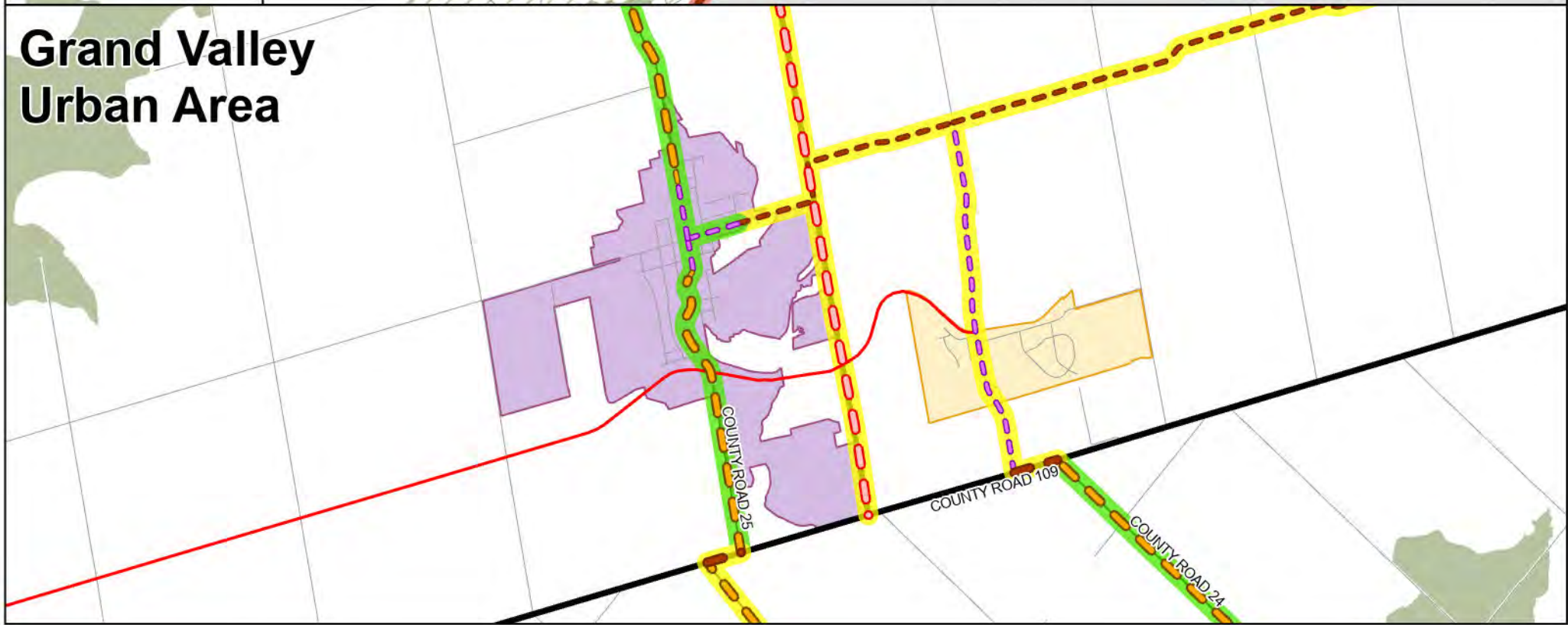
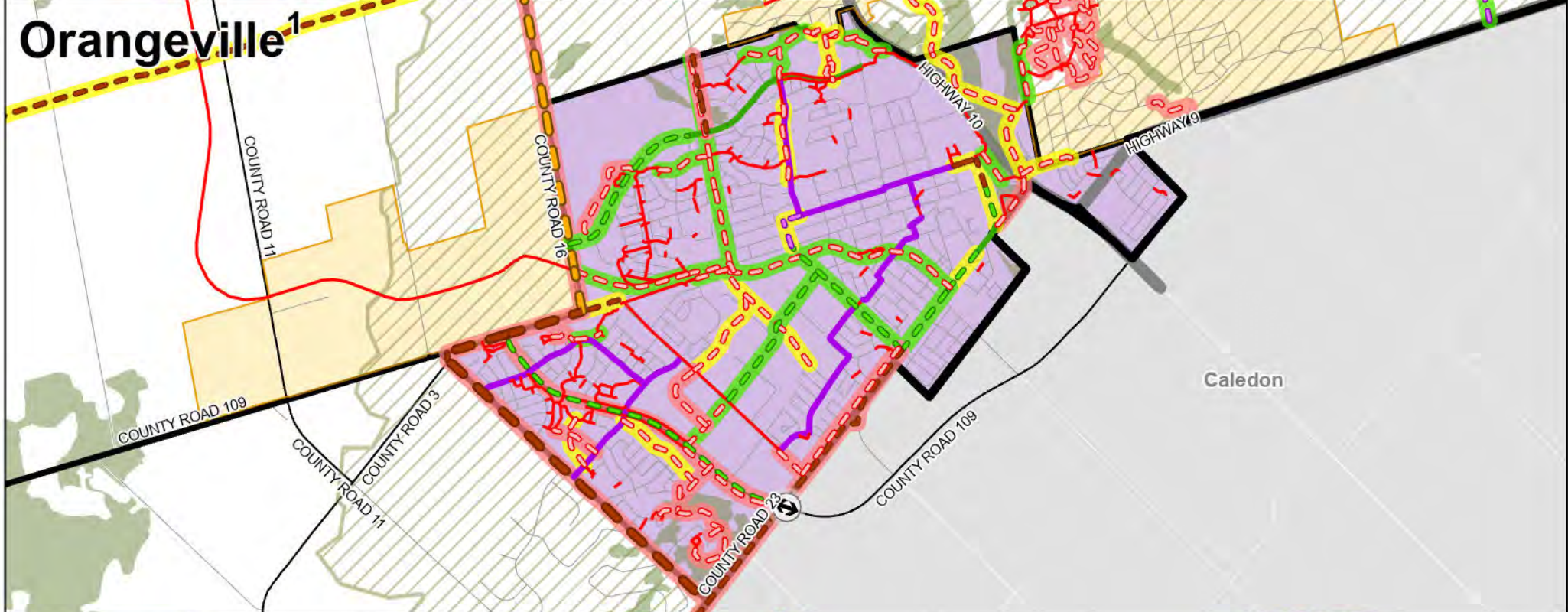
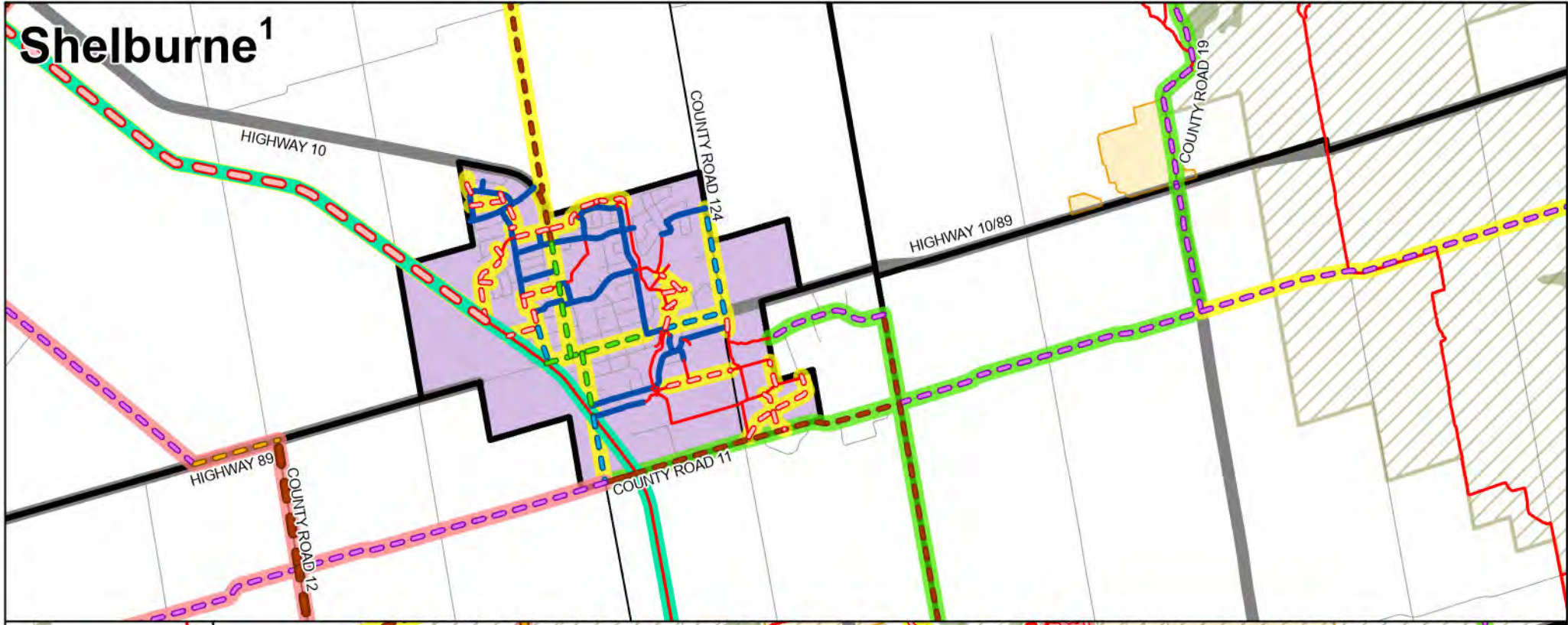
- Dufferin County Boundary
 - Urban Settlement Area
 - Community Settlement Area
 - Provincial Plan Areas
 - Provincially Significant Wetlands
 - AT Connections to Surrounding Municipalities
 - Existing Off-Road Route
 - Existing Bike Lane
 - Existing Signed Route
 - Existing On-Road Route¹
 - Proposed Off-Road Route
 - Proposed Bike Lane
 - Proposed Buffered Paved Shoulder
 - Proposed Paved Shoulder
 - Proposed Signed Route
 - Previously Planned On-Road Route¹
 - Developing Route
 - Thick dashed lines are County routes
 - Thin dashed lines are Local routes
- Proposed Phasing**
- Short-Term
 - Medium-Term
 - Long-Term

Figure 39A
Updated Active Transportation Network Phasing

Notes:
 1. For existing and previously planned routes within the urban areas of Orangeville and Shelburne, refer to the Town of Orangeville Cycling and Trails Master Plan and Town of Shelburne Transportation Master Plan.
 2. Proposed routes on gravel roads would only be constructed when the road is paved.
 3. Facility type will be confirmed in the detailed design stage.



Last Updated: 8/10/23
 Projection: GCS North American 1983 Transverse Mercator
 Data obtained through: Land Information Ontario (LIO)
 GeoHub and Dufferin County



- Dufferin County Boundary
- Urban Settlement Area
- Community Settlement Area
- Provincial Plan Areas
- Provincially Significant Wetlands

- Proposed Phasing
- Short-Term
 - Medium-Term
 - Long-Term

- Existing Off-Road Route
- Existing Bike Lane
- Existing Signed Route
- Existing On-Road Route¹
- Proposed Off-Road Trail
- Proposed Bike Lane
- Proposed Buffered Paved Shoulder
- Proposed Paved Shoulder
- Proposed Signed Route
- Previously Planned On-Road Route¹

- Thick dashed lines are County routes
- Thin dashed lines are Local routes

Notes:
 1. For existing and previously planned routes within the urban areas of Orangeville and Shelburne, refer to the Town of Orangeville Cycling and Trails Master Plan and Town of Shelburne Transportation Master Plan.
 2. Proposed routes on gravel roads would only be constructed when the road is paved.
 3. Facility type will be confirmed in the detailed design stage.

Figure 39B
Updated Active Transportation Network Phasing (Urban Areas)



Last Updated: 8/10/23
 Projection:
 Data obtained through: Land Information Ontario (LIO)
 GeoHub and Dufferin County



7.2.2 ROAD PHASING

The estimated phasing for proposed roads being considered is summarized in **Table 20**. The location ID numbers are shown in **Figure 40**. The phasing is based on the technical analysis described in **Section 5.5**, along with feedback from stakeholders on pressing needs and likely financial capabilities.

Table 20. Estimated Phasing for Proposed Roads of Preferred Alternative

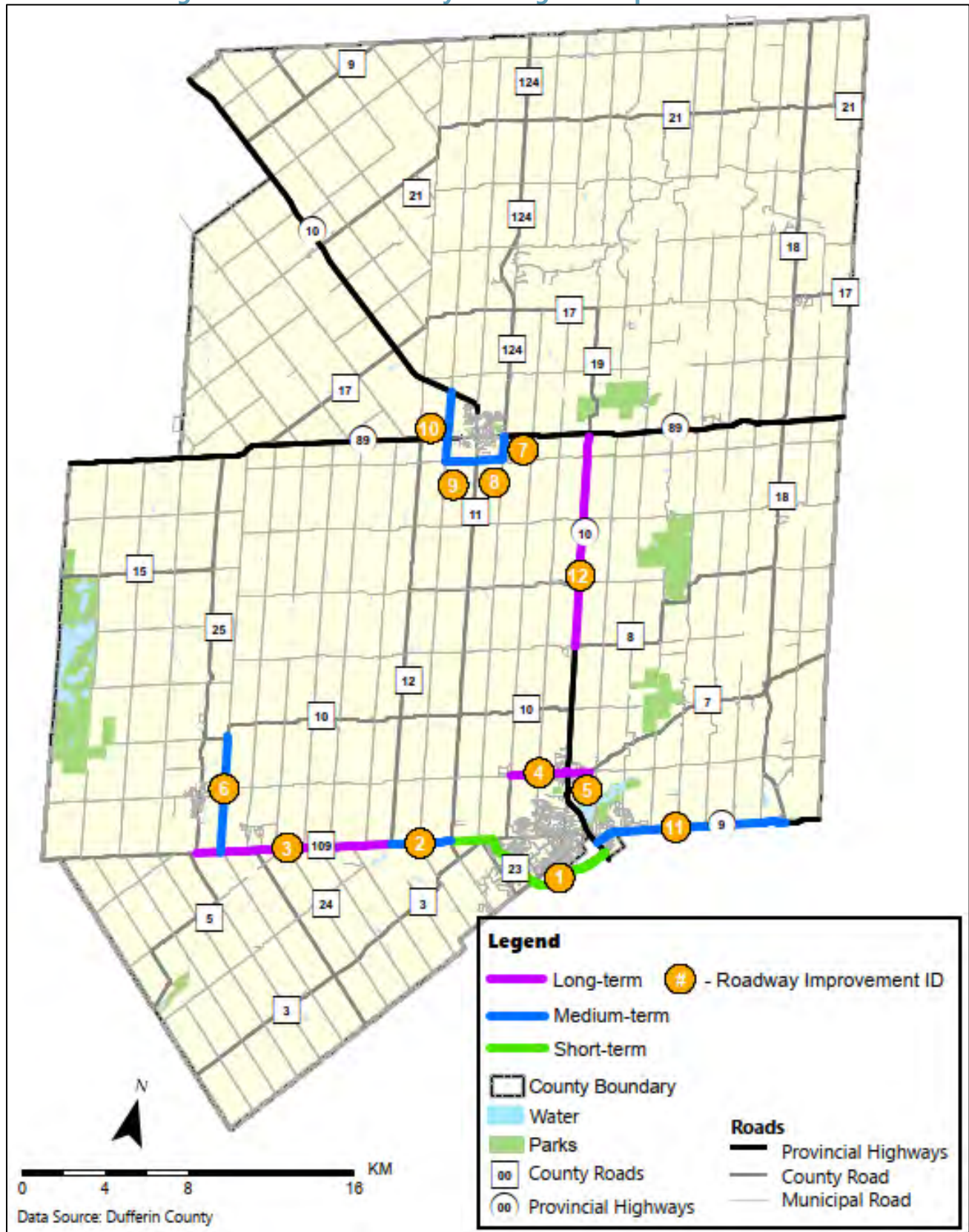
ID	Road	From	To	Improvement Type	Phasing Period
County Initiatives					
1	Dufferin County Road 109/Riddell Road	Highway 10	Dufferin County Road 11	Widen to four lanes	Short-term
2	Dufferin County Road 109	Dufferin County Road 11	Dufferin County Road 12	Widen to four lanes	Medium-term
3	Dufferin County Road 109	Dufferin County Road 12	Dufferin County Road 25	Widen to four lanes	Long-term
4	Dufferin County Road 16	Highway 10	Mono-Amaranth Townline	Widen to four lanes	Long-term
5	Dufferin County Road 7	Highway 10	Side Road 5	Widen to four lanes	Long-term
6	Amaranth East Luther Townline	Dufferin County Road 109	Dufferin County Road 10	New 2-lane construction	Medium-term



ID	Road	From	To	Improvement Type	Phasing Period
Provincial Initiatives					
7	Dufferin County Road 11	30 Side Road	Highway 89	Reconstruct to MTO road standard	Medium-term
8	Dufferin County Road 11	Victoria Street	Second Line	Reconstruct to MTO road standard	Medium-term
9	30 Side Road	Dufferin County Road 11/Victoria Street	4 Line	Reconstruct to MTO road standard	Medium-term
10	4 Line	30 Side Road	Highway 10	Reconstruct to MTO road standard	Medium-term
11	Highway 9	Highway 10	Dufferin County Road 18	Widen to four lanes to MTO road standard	Medium-term
12	Highway 10	Highway 89	Dufferin County Road 8	Widen to four lanes to MTO road standard	Long-term



Figure 40. Dufferin County Phasing for Proposed Roads





7.3 COSTING

The multi-modal transportation recommendations in the TMP are created to specifically address growth in population and employment and the required facilities to accommodate this growth. The projects that are costed as part of this TMP include active transportation facilities and road facilities, with the road network group under the categories of the construction of new roads, road widening, and strengthening of existing roads.

7.3.1 ACTIVE TRANSPORTATION NETWORK

The estimated cost to implement the County's updated AT network was determined to help inform future capital budgets and decision making. The costs for the active transportation improvements are based on unit prices and include the following assumptions:

- Unit prices used are in 2023 dollars and intended to be used for functional design purposes and do not include taxes, contingency, design, and approval costs;
- Costs reflect the construction costs of the route and do not include property acquisitions, signal modifications, underground utility relocations, major roadway draining works or costs associated with site-specific projects such as bridges, railway crossings, retaining walls, and stairways, unless otherwise noted;
- Assume typical environmental conditions and topography; and
- Further detailed studies will need to be completed in coordination with relevant agencies where required to ensure alignments meet requirements.

The unit costs used are based on best practices and recent tenders and projects of similar scope in Ontario and are not intended to be prescriptive. It should be recognized that the level of effort to implement an active transportation facility will vary on a project-by-project basis. It is recommended the County review the estimated costs as part of their capital planning process to reassess the conditions at the time of implementation. The cost estimate by phase and jurisdiction is provided in **Table 21** and summary of the costs by facility type is provided in **Table 22**.



Table 21. High-Level Cost Estimate of the Active Transportation Network by Phase and Jurisdiction

Municipality	By Phase				By Jurisdictional Cost		
	Short-Term (0-5 Years)	Medium-Term (6-15 Years)	Long-Term (16-25 Years)	Total	Dufferin County Total	Local Municipality Total	Total
Amaranth	\$ 5,845,000	\$ 2,921,000	\$ 5,985,000	\$14,751,000	\$ 8,405,000	\$ 6,346,000	\$ 14,751,000
East Garafraxa	\$ 3,050,000	\$ 3,024,000	\$ 2,331,000	\$ 8,405,000	\$ 6,515,000	\$ 1,890,000	\$ 8,405,000
Grand Valley	\$ 5,899,000	\$ 1,160,000	\$ 470,000	\$ 7,529,000	\$ 7,162,000	\$ 367,000	\$ 7,529,000
Melancthon	\$ -	\$ 9,443,000	\$ 4,878,000	\$ 4,321,000	\$ 10,645,000	\$ 3,676,000	\$ 14,321,000
Mono	\$ 6,624,000	\$ 1,078,000	\$ 1,067,000	\$ 8,769,000	\$ 3,231,000	\$ 5,538,000	\$ 8,769,000
Mulmur	\$ 306,000	\$ 35,000	\$ 5,026,000	\$ 5,367,000	\$ 5,026,000	\$ 341,000	\$ 5,367,000
Orangeville	\$ 2,175,000	\$ 1,582,000	\$ 2,658,000	\$ 6,415,000	\$ 610,000	\$ 5,805,000	\$ 6,415,000
Shelburne	\$ 263,000	\$ 2,539,000	\$ -	\$ 2,802,000	\$ 212,000	\$ 2,590,000	\$ 2,802,000
Total	\$ 24,162,000	\$ 21,782,000	\$ 22,415,000	\$ 68,359,000	\$ 41,806,000	\$ 26,553,000	\$ 68,359,000



Table 22. High-Level Cost Estimate of the Active Transportation Network by Facility Type

Municipality	Off-Road Route ²		Buffered Paved ³ Shoulder		Paved Shoulder ⁴		Bike Lane ⁵		Signed Route ⁶		On-Road Route ⁷		Total	
	KM	\$	KM	\$	KM	\$	KM	\$	KM	\$	KM	\$	KM	\$
Amaranth	2.3	504,000	15.0	4,592,000	57.6	9,440,000	0.0	0	17.6	215,000	0.0	0	92.4	14,751,000
East Garafraxa	0.0	0	19.8	6,073,000	14.2	2,331,000	0.0	0	0.0	0	0.0	0	34.1	8,404,000
Grand Valley	4.4	980,000	20.0	6,112,000	1.1	182,000	0.0	0	20.9	255,000	0.0	0	46.4	7,529,000
Melancthon	14.5	3,209,000	6.4	1,947,000	55.5	9,102,000	0.0	0	5.2	64,000	0.0	0	81.5	14,322,000
Mono	9.0	1,998,000	0.9	266,000	36.4	5,966,000	0.0	0	44.1	539,000	0.0	0	90.4	8,769,000
Mulmur	0.0	0	15.0	4,582,000	2.7	444,000	0.0	0	27.8	340,000	0.0	0	45.5	5,366,000
Orangeville	22.1	4,911,000	1.1	352,000	5.0	814,000	8.6	334,000	0.4	5,000	0.0	0	37.2	6,416,000
Shelburne	7.2	1,609,000	0.0	0	2.0	336,000	2.5	96,000	0.0	0	2.3	763,000	14.1	2,804,000
Total	59.5	13,211,000	78.2	23,924,000	174.5	28,615,000	11.0	430,000	116.0	1,418,000	2.3	763,000	441.5	68,361,000

Notes:

1. The totals may not match with the Table 21 costing table due to rounding of the costs to nearest 1,000 in this table.
2. Off- road routes are new granular surfaced off-road multi-use trail outside road right-of-way in rural/urban setting. Typically, 3.0 m wide in complex site conditions (includes cost of clearing and grubbing). Price depends on scale and complexity of project. Price may vary between \$195,000 and \$249,000 per KM. The cost in the estimates is assumed @\$222,000 per KM.
3. Buffered Paved shoulder are in conjunction with the existing road reconstruction or resurfacing project. 1.5 metre paved shoulder + 0.5-1.0 metre paved buffer on both sides of the road. Assumes cycling project pays for additional granular base, asphalt, painted edge lines and signs (buffer zone framed by white edge lines). Price may vary between \$275,000 and \$340,000 per KM. The cost in the estimates is assumed @\$306,000 per KM.
4. Paved shoulder is 1.5 metre wide, paved on both sides of the roadway. Assumes cycling project pays for additional granular base, asphalt, and painted lines. Price may vary between \$115,000 and \$215,000 per KM depending on the work needed to improve the platform. The cost in the estimates is assumed @\$164,000 per KM.
5. Bike lanes are primarily implemented through adding pavement markings or adding pavement markings through a road diet (no reconstruction required). The cost in the estimates is assumed @\$39,000 per KM.
6. Signed route includes signs and painted edge line (100 mm solid white line). The cost in the estimates is assumed @\$12,200 per KM.
7. On-road route is a two-way Active Transportation Multi-use path within the road right-of-way. Typically, 3.0 m wide hard surface pathway (asphalt) within the road right-of-way (no utility relocations). Price depends on the scale and complexity of project and if existing sidewalk is being removed (i.e., crushing of existing sidewalk and compacting for trail base). Price may vary between \$275,000 and \$375,000 per KM. The cost in the estimates is assumed @\$325,000 per KM.



7.3.2 ROAD NETWORK

This section of the TMP provides high-level cost estimates for the roads identified in the preferred alternative. The costs will require confirmation as the projects approach implementation through detailed design of the facilities. The road cost estimates assume:

- Widen from two to four lanes: \$4.25 million per kilometre;
- Reconstruct and strengthen two-lane road to accommodate more vehicle traffic: \$4.60 million per kilometre; and
- Construct new two-lane road: \$3.90 million per kilometre.

The construction costs assume are for road works within the right-of-way, including excavation and preparation, construction, construction management, and active transportation facilities, and include HST. Excluded from this are any land acquisition costs. The estimated costing for proposed roads segments using the preferred alternative is provided in **Table 23**. The exact cost of construction of all roads will be determined in detailed design.



Table 23. Estimated Costing for Proposed Road Improvements of Preferred Alternative

ID	Description	Road	Segment	Segment Length (km)	Cost Per Kilometre (\$) Including HST	Costing (\$)
County Initiatives						
1	Widening	County Road 109	Highway 10 to County Road 11	9.03	4,250,000	38,369,000
2	Widening	County Road 109	County Road 11 to County Road 12	2.76	4,250,000	11,730,000
3	Widening	County Road 109	County Road 12 to County Road 25	9.31	4,250,000	39,567,500
4	Widening	County Road 16	Highway 10 to Mono-Amaranth Townline Road	2.76	4,250,000	11,738,500
5	Widening	County Road 7	Highway 10 to Side Road 5	1.03	4,250,000	4,364,750
6	New 2-Lane	Amaranth East Luther Townline	County Road 109 to County Road 10	5.62	3,900,000	21,933,600
Subtotal (County Only)				30.51		127,703,350
Provincial Initiatives						
7	Reconstruction	County Road 11	30 Side Road to Highway 89	1.12	4,600,000	5,147,400
8	Reconstruction	County Road 11	Victoria Street to Second Line	1.25	4,600,000	5,768,400
9	Reconstruction	30 Side Road	County Road 11/Victoria Street to 4 Line	1.49	4,600,000	6,849,400



ID	Description	Road	Segment	Segment Length (km)	Cost Per Kilometre (\$) Including HST	Costing (\$)
10	Reconstruction	4 Line	30 Side Road to Highway 10	3.38	4,600,000	15,538,800
11	Widening	Highway 9	Highway 10 to County Road 18	9.23	4,250,000	39,240,250
12	Widening	Highway 10	Highway 89 to Mono Centre Road	10.14	4,250,000	43,103,500
Subtotal (Provincial Only)				26.61		115,647,750
Total (County plus Provincial)				57.12		243,351,100

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7.4 FUNDING

It is acknowledged that the recommended capital projects in the TMP will require significant ongoing investment. At the Federal, Provincial, County and Municipal level there are additional funding opportunities beyond the annual capital budget process to support future projects.

The following sections outline the proposed funding options which are available for the various modes. The County should continue to monitor and explore funding programs made available by all levels of government on a regular basis.

7.4.1 ACTIVE TRANSPORTATION FUNDING

It is recommended that the County seek a diverse range of funding sources to support the implementation of the AT network highlighted in this plan. External funding sources are an effective way to reduce the County's costs while being an opportunity to develop and enhance partnerships with the local municipalities and other stakeholders. The funding opportunities in this section are subject to change and should be reviewed again prior to applying. The suggested funding opportunities the County should pursue to support the AT Network includes:

Funding opportunities	Additional details
Federal Active Transportation Fund	For additional details regarding the Active Transportation Fund refer to: https://www.infrastructure.gc.ca/trans/index-eng.html
Canada Community-Building Fund / Provincial Gas Tax	For the federal Canada Community-Building Fund program please refer to: https://www.infrastructure.gc.ca/plan/gtf-fte-eng.html For the provincial program refer to: https://www.ontario.ca/document/gasoline-tax



Funding opportunities	Additional details
Federation of Canadian Municipalities Green Municipal Fund	For additional details regarding the Green Municipal Fund and potential funding alternatives refer to: https://greenmunicipalfund.ca/
Ontario Trillium Foundation	For details regarding potential funding alternatives refer to: https://otf.ca/
Ontario Rural Economic Development Program	For details refer to: https://www.ontario.ca/page/rural-economic-development-program
Service Club Support	Lions, Rotary and Optimist clubs who often assist with highly visible projects at the community level.
Corporate Environmental Funds (Shell, TD, MEC)	For example, refer to: Shell Canada’s Social Investment Program: https://www.shell.ca/en_ca/sustainability/communities/funding-guidelines-process.html ; or TD’s Friends of the Environment Foundation Grant: https://www.td.com/ca/en/about-td/ready-commitment/funding/fef-grant
Private Citizen Donation / Bequeaths	Can also include tax receipts for donors where appropriate.



7.4.2 ROADS FUNDING

FEDERAL FUNDING STRATEGIES

The \$53-billion 2014 New Building Canada Plan (NBCP) was established by the Government of Canada to fund projects from 2014 to 2024. The New Building Canada Fund (NBCF) is a part of the NBCP that distributes \$14 billion to support projects that promote economic growth, job creation, and productivity. The 2014 NBCF comprises of two major components, which consists of:

- A \$4-billion National Infrastructure Component (NIC): The NIC distributes fundings for projects of national significance, projects that benefits the broader public, and that feed into the long-term economic growth.
- A \$10-billion Provincial-Territorial Infrastructure Component (PTIC): The PTIC supports infrastructure projects that have national, regional, and local significance and is beneficial to economic growth, a cleaner environment, and building stronger communities. The PTIC comprises two subcomponents:
 - National and Regional Projects (PTIC-NRP): Provides projects that are nationally and regionally significant and are typically considered medium to large scale.
 - Small Communities Fund (PTIC-SCF): \$1 billion is allocated to projects in communities that consist of 100,000 residents or less.

The County of Dufferin should continue to monitor for updates involving the New Building Canada Plan after the funding period has ended in the year 2024 to be informed if the program has been renewed. The funding opportunities in this section are subject to change and should be reviewed again prior to applying.

The Federal government has a permanent source of funding called the Canada Community-Building Fund (CCBF) that is provided up front, twice-a-year to provinces and territories, who then distributes the funding to municipalities to support local infrastructure priorities. From the year 2023-24, Ontario has been allocated \$890,735,000 for funding under this initiative. Eligible recipients for the Canada Community-Building Fund in Ontario includes local governments (municipalities and designated First Nations with local government status), Government of Ontario (if providing core municipal services in unincorporated areas), and non-municipal entities



(only with local government support or in unincorporated areas with Government of Ontario support).

PROVINCIAL FUNDING STRATEGIES

The Ontario Provincial Government provides an Infrastructure Ontario's Loan Program that provides long-term financing to eligible public sector clients that helps renew infrastructure and delivers improved infrastructure to residents. Infrastructure Ontario (IO) promotes the loan program as being beneficial for:

- Affordable rates;
- Access to capital market financing without any fees or commissions;
- Longer load terms designed to match the life of an asset;
- No need to refinance over the life of the loan; and,
- Online application with access to dedicated and experienced staff.

IO loans are intended to be utilized as a capital investment on projects related to roads, bridges, and other projects that would improve mobility for all transportation users.

Development Charges

Other funding sources that can cover the cost of proposed local infrastructure can come from development charges that are imposed on new developments. In 2022, Dufferin County completed the Development Charges Background Study, which will be used to inform the development charges. Portions of the cost of roads will be funded via development charge mechanisms with the exception of new roads that are constructed as a part of Draft Plan of Subdivision.

Transit Funding

The Federal Government launched a funding program called the Rural Transit Solutions Fund in the beginning of 2021. The purpose of the fund is to support Canadians living in rural and remote areas to allow for easier access and to create better connectivity to other nearby communities. The Rural Transit Solutions Fund is the first federal fund that focuses on the development of transit in rural communities, which would allocate \$250 million in federal funding for 5 years. The Fund would help develop transit solutions to improve the way people get to work, school, appointments, and other activities.



Applicants that are eligible can apply for grants of up to \$50,000 to support project planning, as well as up to \$3 million to cover part of the capital costs.

There are no plans or commitments for County-funded transit at the writing of this TMP. The County can consider external and internal opportunities for funding and when to introduce County-supported transit.

7.5 MONITORING STRATEGY

The County could consider tracking progress of the implementation of transportation studies, initiatives, physical projects as well as the impact those have, to ensure there is a more balanced transportation modal split at peak hours. It is important to monitor the performance of the TMP to be able to validate the transportation projects that are constructed and to analyze where modifications in the TMP are needed. It is essential to have a monitoring plan in place to measure the variety of multi-modal facilities, services, and performances shown in **Table 24**.

Table 24. Multi-modal data collection framework with key indicators

Indicator	Measure	Data Source	Frequency
Walking and Cycling	Total kilometres of on/off road cycling facilities (such as bike lanes, cycle tracks, off-road trails, and paved shoulders)	County and Town/Township	At least every four years
	Total kilometres of new sidewalks	County and Town/Township	At least every four years
	Number of crosswalks or intersection improvements	County and Town/Township	At least every four years



Indicator	Measure	Data Source	Frequency
Road Network	Volume to capacity ratios on north-south and east-west screen lines during the p.m. peak period	County and Town/Townships automated traffic counts	At least every four years
	Total lane kilometres of new roads	County and Town/Township	At least every four years
	Total lane kilometres of repaved or newly treated roads	County and Town/Township	At least every four years
Carpooling	Modal share of auto passengers during the p.m. peak period	TTS	At least every four years
Safety	Number of collisions (motorists)	Police collision reports	Yearly
Vehicle Registration	Number of registered vehicles per 1,000 inhabitants	Number Plate registration	Yearly