

Appendix B: Provincial Policy Tables

Land Use and Development Policies

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| PPS, Section 1.4, Housing, 1.4.3, pg. 9 | Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area by: d) promoting densities for new housing which efficiently use lands, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed. |
| PPS, Section 1.5 Public Spaces, Parks and Open Space, 1.5.1, pg. 10 | Healthy, active communities should be promoted by: a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to, walking and cycling; b) providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, open space areas, trails and, where practical, water-based resources. |
| PPS, Section 1.6.5 Transportation Systems, 1.6.5.3 pg. 12 | Connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries. |
| PPS, Section 1.6.5 Transportation Systems, 1.6.5.4, pg. 12 | A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus. |
| PPS, Section 1.6.5 Transportation Systems, 1.6.5.5, pg. 12 | Transportation and land use considerations shall be integrated at all stages of the planning process. |
| PPS, Section 1.6.6 Transportation and Infrastructure Corridors, 1.6.6.1, pg. 12 | Planning authorities shall plan for and protect corridors and right-of-ways for transportation, transit and infrastructure facilities to meet current and projected needs. |
| PPS, Section 1.6.6 Transportation and Infrastructure Corridors, 1.6.6.3, pg. 12 | The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible. |

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| <p>PPS, Section 1.7, Long-term Economic Prosperity, 1.7.1, pg. 13</p> | <p>Long-term economic prosperity should be supported by:</p> <ul style="list-style-type: none"> d) providing an efficient, cost-effective, reliable multi-modal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs; e) planning so that major facilities (such as airports, transportation/transit/rail infrastructure corridors, intermodal facilities...) and sensitive land uses are appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety; f) Providing opportunities for sustainable tourism development. |
| <p>PPS, Section 1.8, Energy and Air Quality, 1.8.1, pg. 14</p> | <p>Planning authorities shall support energy efficiency and air quality through land use and development patterns which:</p> <ul style="list-style-type: none"> b) promote the use of public transit and other alternative transportation modes in and between residential, employment (including commercial, industrial and institutional uses) and other areas where these exist or are to be developed; c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by public transit where this exists or is to be developed, or designing these facilities to establish public transit in the future. |
| <p>Growth Plan, Section 2.2 Policies for Where and How to Grow, 2.2.2 Managing Growth Policies, pg. 14</p> | <p>1. Population and employment growth will be accommodated by:</p> <ul style="list-style-type: none"> c) building compact, transit-supportive communities in designated greenfield areas; d) reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments; e) providing convenient access to intra- and inter-city transit; g) planning and investing for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting and to increase the modal share for transit, walking and cycling. |
| <p>Growth Plan, Section 2.2 Policies for Where and How to Grow, 2.2.3 General Intensification Policies, pg. 15</p> | <p>7. All intensification areas will be planned and designed to:</p> <ul style="list-style-type: none"> d) support transit, walking and cycling for everyday activities. |
| <p>Growth Plan, Section 2.2.Policies for Where and How to Grow, 2.2.4 Urban Growth Centre Policies, Pg. 16</p> | <p>3. Urban growth centres will be planned:</p> <ul style="list-style-type: none"> a) to accommodate and support major transit infrastructure. |

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| Growth Plan, Section 2.2 Policies for Where and How to Grow, 2.2.7 Designated Greenfields Area , Pg. 19 | <p>1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:</p> <p>b) creates street configurations, densities, and an urban form that support walking, cycling, and the early integration and sustained viability of transit services;</p> <p>d) creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.</p> |
| ORMCP, Part III Land Use Designations, Section 18 (1), pg. 27 | <p>The purpose of Settlement Areas is to focus and contain urban growth by:</p> <p>b) promoting the efficient use of land with transit-supportive densities, through intensification and redevelopment within existing urban areas.</p> |
| Growth Plan, Section 2.2 Policies for Where and How to Grow, 2.2.3 General Intensification Policies, pg. 15 | <p>7. All intensification areas will be planned and designed to:</p> <p>d) support transit, walking and cycling for everyday activities.</p> |

Bicycle and Trail Network Policies

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| Growth Plan, Section 3.2 Policies for Infrastructure to Support Growth, 3.2.3 Moving People Policies, pg. 25 | <p>3. Municipalities will ensure that pedestrian and bicycle networks are integrated into transportation planning to:</p> <p>a) provide safe, comfortable travel for pedestrians and bicyclists within existing communities and new development;</p> <p>b) provide linkages between intensification areas, adjacent neighbourhoods, and transit stations, including dedicated lane space for bicyclists on the major street network where feasible.</p> |
| ORMCP, Part III Land Use Designations, Sections 11 (2) pg. 19, 12(2) pg. 21, 13(2) pg. 22, and 18(2) pg. 27 | <p>All four land use designations have the objectives of:</p> <p>a) accommodating a trail system through the Plan Area and trail connections to it.</p> |
| ORMCP, Part IV Specific Land Use Policies, Low-density recreational uses, Section 37 (1), pgs. 48 and 49 | <p>1. Low-intensity recreational uses are recreational uses that have minimal impact on the natural environment, and require very little terrain or vegetation modification and few, if any buildings or structures, including but not limited to non-motorized trail use.</p> |

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| <p>ORMCP, Part IV Specific Land Use Policies, Low-density recreational uses, Section 37 (2), pgs. 48 and 49</p> | <p>2. Small-scale structures accessory to low-intensity recreational uses, such as trails, boardwalks, foot bridges, fences, docks and picnic facilities, are permitted only if the applicant demonstrates that the adverse effects on the ecological integrity of the Plan Area will be kept to a minimum by:</p> <ul style="list-style-type: none"> a) keeping disturbed areas to a minimum; b) avoiding the most sensitive portions of the site, such as steep slopes, organic soils and significant portions of the habitat of endangered, rare and threatened species. |
| <p>ORMCP, Part IV Specific Land Use Policies, Trail System 39(1,2 and 3), pg. 51</p> | <p>1. A recreational trail system shall be established to provide continuous access and travel along the entire Plan Area, accessible to all including persons with disabilities.</p> |
| <p>ORMCP, Part IV Specific Land Use Policies, Trail System 39(1,2 and 3), pg. 51</p> | <p>2. The trail system shall:</p> <ul style="list-style-type: none"> a) be designed to maintain and, where possible, improve or restore the ecological integrity of the Plan Area; b) be located in the Natural Core Areas and Natural Linkage Areas as much as possible; c) be located away from unopened road allowances as much as possible. |
| <p>ORMCP, Part IV Specific Land Use Policies, Trail System 39(1,2 and 3), pg. 51</p> | <p>3. Despite anything else in this Plan, the following uses, buildings and structures are permitted on the trail system:</p> <ul style="list-style-type: none"> 1. non-motorized trail uses; 2. parking, signage, washrooms and interpretative facilities to support access to the trail system; 3. fencing to define and protect the trails; 4. works to improve access to the trail system and remove barriers to its use, for the benefit of all including persons with disabilities; 5. works to protect ecologically sensitive portions of the trail system; 6. conservation and erosion control to protect or restore key natural heritage features and hydrologically sensitive features and the related ecological functions of the trail system. |

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| <p>Greenbelt Plan, Section 3.3.2 Parkland, Open Space and Trail Policies, pg. 20</p> | <p>The Province should, in partnership with municipalities, conservation authorities, non-government organizations, and other interested parties:</p> <ol style="list-style-type: none"> 1. encourage the development of a system of publicly accessible parkland, open space and trails where people can pursue the types of recreational activities envisioned by this Plan, and to support the connectivity of the Natural Heritage System; 2. encourage the development of a trail plan and a coordinated approach to trail planning and development on the Greenbelt to enhance key existing trail networks and to strategically direct more intensive activities away from sensitive landscapes; 3. promote good stewardship practices for public and private lands within the Greenbelt, including clear demarcation of where public access is permitted. |
| <p>Greenbelt Plan, Section 3.3.3 Municipal Parkland, Open Space and Trail Strategies, pgs. 20 and 21</p> | <p>For all lands falling into the Protected Countryside, municipalities should:</p> <ol style="list-style-type: none"> 1. Provide for a full range of publicly accessible, built and natural settings for recreation including facilities, parklands, open space areas, trails and water-based activities; 2. Develop and incorporate strategies (such as community-specific levels of provision) into official plans to guide the adequate provision of municipal recreation facilities, parklands, open space areas and trails; 3. Include the following considerations in municipal parkland and open space strategies: <ol style="list-style-type: none"> b) providing facilities, parklands, open space areas and trails that particularly support an active, healthy community lifestyle; d) identifying and targeting under-serviced areas for improved levels of protection. 4. Include the following considerations in municipal trail strategies: <ol style="list-style-type: none"> a) preserving the continuous integrity of corridors (e.g. abandoned railway right-of-way and utility corridors); b) planning trails on a cross-boundary basis to enhance interconnectivity where practical; c) incorporating the existing system of parklands and trails where practical; d) restricting trail uses that are inappropriate to the reasonable capacity of the site (notwithstanding the ability to continue existing trails/uses); e) providing for multi-use trail systems which establish a safe system for both motorized and non-motorized uses. |

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| Greenbelt Plan, Section 4.1.3 Shoreline Area Policies, pg. 26 | For shoreline areas falling within the Protected Countryside, the following policies shall apply: 2. Subject to any municipal and agency planning requirements, minor rounding out, infill development, redevelopment and resort development is permitted in shoreline areas along Lake Ontario, Lake Simcoe, Lake Scugog and other inland lakes, subject to the following criteria: a) municipalities and conservation authorities shall ensure that the development is integrated with existing or proposed parks and trails and/or does not constrain ongoing or planned stewardship and remediation efforts. |
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Transit Policies

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| Growth Plan, Section 2.2 Policies for Where and How to Grow, 2.2.5 Major Transit Station Areas and Intensification Corridors, pg. 17 | 2. Major transit station areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas. |
| Growth Plan, Section 3.2 Policies for Infrastructure to Support Growth, 3.2.3 Moving People Policies, pg. 25 | 1. Public transit will be the first priority for transportation infrastructure planning and major transportation investments. 2. All decisions on transit planning and investment will be made according to the following criteria: a) using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels; b) placing priority on increasing the capacity of existing transit systems to support intensification areas; c) expanding transit service to areas that have achieved, or will be planned so as to achieve, transit-supportive residential and employment densities, together with a mix of residential, office, institutional and commercial development wherever possible; d) facilitating improved linkages from nearby neighbourhoods to urban growth centres, major transit station areas, and other intensification areas; e) consistency with the strategic framework for future transit investments outlined on Schedule 5; f) increasing the modal share of transit. |

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| | <p>4. Schedule 5 provides the strategic framework for future transit investment decisions, including capacity improvements to existing transit systems to support intensification, and proposed higher order transit and inter-regional transit links between urban growth centres, in the GGH. Schedule 5 should be read in conjunction with the policies in this Plan. The transit linkages shown on Schedule 5 provide a strategic framework and are not drawn to scale. Actual timing, phasing and alignments are subject to further study and, where applicable, the environmental assessment process.</p> |
| <p>ORMCP, Part IV Specific Land Use Policies, Transportation, infrastructure and utilities, 41(1 to 5), pgs. 52 to 54</p> | <p>1. Transportation, infrastructure and utilities include,</p> <ul style="list-style-type: none"> a) public highways; b) transit lines, railways and related facilities; g) bridges, interchanges, stations, and other structures, above and below ground that are required for the construction, operation or use of all facilities listed; h) right-of-ways required for the all facilities listed. <p>2. An application for transportation, infrastructure or utilities use with respect to land in a Natural Linkage Area shall not be approved unless:</p> <ul style="list-style-type: none"> a) the need for the project has been demonstrated and there is no reasonable alternative; b) the applicant demonstrates that the following requirements will be satisfied, to the extent that is possible while also meeting all applicable safety standards: <ul style="list-style-type: none"> 1. the area of construction disturbance will be kept to a minimum; 2. right-of-way widths will be kept to the minimum that is consistent with meeting other objectives such as stormwater management and with locating as many transportation, infrastructure, and utility uses within a single corridor as possible; 3. the project will allow for wildlife movement; 4. lighting will be focused downwards and away from Natural Core Areas; 5. The planning, design and construction practices adopted will be keep any adverse effects on the ecological integrity of the Plan Area to a minimum. |
| <p>ORMCP, Part IV Specific Land Use Policies, Transportation, infrastructure and utilities, 41(1 to 5), pgs. 52 to 54</p> | <p>3. An application for a transportation, infrastructure or utilities use with respect to land in a Natural Core Area shall not be approved unless the applicant demonstrates that,</p> <ul style="list-style-type: none"> a) the requirements of subsection (2) have been met; b) the project does not include and will not in the future require a highway interchange or a transit or railway station in a Natural Core Area; c) the project is located as close to the edge of the Natural Core Area as possible. |

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| | <p>4. Except as permitted in subsection (5), with respect to land in a key natural heritage feature or a hydrologically sensitive feature, all new transportation, infrastructure and utilities uses and all upgrading or extension of existing transportation, infrastructure and utilities uses, including the opening of a road within an unopened road allowance, are prohibited.</p> |
| | <p>5. Transportation, infrastructure, and utilities uses may be permitted to cross a key natural heritage feature of a hydrologically sensitive feature if the applicant demonstrates that,</p> <ul style="list-style-type: none"> a) the need for the project has been demonstrated and there is no reasonable alternative; b) the planning, design and construction practices adopted will keep any adverse effects on the ecological integrity of the Plan Area to a minimum; c) the design practices adopted will maintain, and where possible improve or restore, key ecological and recreational linkages, including the trail system referred to in Section 39; d) the landscape design will be adapted to the circumstances of the site and use native plant species as much as possible, especially along rights of ways; and e) the long-term landscape management approaches adopted will maintain, and where possible improve or restore, the health, diversity, size and connectivity of the key natural heritage feature of hydrologically sensitive feature. |

Co-ordination Policies

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| <p>PPS, Section 1.2 Coordination, 1.2.2, pg. 8</p> | <p>Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:</p> <ul style="list-style-type: none"> d) where transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.9. |

Enforcement/ Jurisdiction Policies

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| <p>Highway Traffic Act, R.S.O. 1990,c.H.8, s. 140 (6).</p> | <p>Riding in pedestrian crossover prohibited: No person shall ride a bicycle across a roadway within a pedestrian crossover.</p> |
| <p>Highway Traffic Act, R.S.O. 1990, c. H.8, s. 148 (4).</p> | <p>Vehicles meeting bicycles: Every person in charge of a vehicle on a highway meeting a person traveling on a bicycle shall allow the cyclist sufficient room on the roadway to pass.</p> |

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| Highway Traffic Act, R.S.O. 1990, c. H.8, s. 144 (29). | Riding in crosswalks prohibited: No person shall ride a bicycle across a roadway within or along a crosswalk at an intersection or at a location other than an intersection which location is controlled by a traffic control signal system. |
| HTA, R.S.O. 1990, c. H.8, s. 154 (1). | Where highway divided into lanes: Any lane may be designated for slowly moving traffic, traffic moving in a particular direction or classes or types of vehicles and, despite section 141, where a lane is so designated and official signs indicating the designation are erected, every driver shall obey the instructions on the official signs. |
| HTA, R.S.O. 1990, c. H.8, s. 152. | For the purposes of sections 141, 153 and 154, “designated” means designated by the Minister or by any person authorized by him or her to make the designation or designated by by-law of a municipality. |
| HTA, R.S.O. 1990, c. H.8, s. 153 | Highway designated for one-way traffic: Where a highway has been designated for the use of one-way traffic only and official signs have been erected accordingly, vehicles and street cars shall be driven only in the direction so designated. |
| HTA, R.S.O. 1990, c. H.8, s. 185 (2). | Regulating or prohibiting assisted bicycles, etc., on municipal highways: Prohibiting motor assisted bicycles, etc., on municipal highways. 2. The council of a municipality may by by-law prohibit pedestrians or the use of motor assisted bicycles, bicycles, wheelchairs or animals on any highway or portion of a highway under its jurisdiction. |
| HTA, R.S.O. 1990, c.H.8., s. 147 (1) | Slow vehicles to travel on right side: Any vehicle traveling upon a roadway at less than the normal speed of traffic at that time and place shall, where practicable, be driven in the right-hand lane then available for traffic or as close as practicable to the right hand curb or edge of the roadway. |
| HTA, R.S.O. 1990, c.H.8., s. 148 (4) | Vehicles meeting bicycles: Every person in charge of a vehicle on a highway meeting a person traveling on a bicycle shall allow the cyclist sufficient room on the roadway to pass. |
| HTA, R.S.O. 1990, c.H.8, s. 148 (6) | Bicycles overtaken: Every person on a bicycle or motor assisted bicycle who is overtaken by a vehicle or equestrian traveling at a greater speed shall turn out to the right and allow the vehicle or equestrian to pass and the vehicle or equestrian overtaking shall turn out to the left so far as necessary to avoid a collision. |
| Municipal Act, 2001, c. 25, s. 27 (1). | Except as otherwise provided in this Act, a municipality may pass by-laws in respect of a highway only if it has jurisdiction over the highway. |
| Municipal Act, 2001, c. 25, s. 28 (1). | Except as otherwise provided in this Act or under section 8 of the Public Transportation and Highway Improvement Act or in a by-law passed under this Act, a municipality has jurisdiction or joint jurisdiction, as the case may be, over the following highways: 1. All highways over which it had jurisdiction or joint jurisdiction on December 31, 2002. 2. All highways established by by-law of the municipality on or after January 1, 2003. 3. All highways transferred to the municipality under this Act, the Public Transportation and Highway Improvement Act or any other Act. |

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| Municipal Act, 2001, c. 25, s. 44 (4). | 4. The Minister of Transportation may make regulations establishing minimum standards of repair for highways and bridges or any class of them. |
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Integration Policies

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| PPS, Section 1.6.5 Transportation Systems, 1.6.5.3, pg. 12 | Connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries. |
| PPS, Section 1.7 Long-term Economic Prosperity, 1.7.1, pg. 13 | d) Providing for an efficient, cost-effective, reliable multi-modal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs. |

Maintenance Policies

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| Municipal Act, 2001, c. 25, s. 44 (1). | The municipality that has jurisdiction over a highway or bridge shall keep it in a state of repair that is reasonable in the circumstances, including the character and location of the highway or bridge. |

Transportation Efficiency Policies

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| PPS, Section 1.6.5 Transportation Systems, 1.6.5.1 and 1.6.5.2, pg. 12 | Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. |
| | Efficient use shall be made of existing and planned infrastructure |

Transportation Demand Management / Alternative Mode Policies

| Document | Policy Statement |
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| Growth Plan, Section 3.2 Policies for Infrastructure to Support Growth, 3.2.2 Transportation – General Policies, pg. 24 | 1. The transportation system within the GGH will be planned and managed to – b) offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit, cycling and walking |
| | 3. In planning for the development, optimization, and/or expansion of new or existing transportation corridors, the Ministers of Public Infrastructure Renewal and Transportation, other Ministers of the Crown, other public agencies and municipalities will – b) support opportunities for multi-modal use where feasible, in particular prioritizing transit and goods movement needs over those of single occupant automobiles |

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| | 5. Municipalities will develop and implement transportation demand management policies in official plans or other planning documents, to reduce trip distance and time, and increase the modal share of alternatives to the automobile. |
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