

Ontario Municipal Board
Commission des affaires municipales
de l'Ontario



ISSUE DATE: February 20, 2015

CASE NO.: PL091167

PROCEEDING COMMENCED UNDER subsection 17(40) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Appellant: County of Simcoe
Appellant: Midhurst Development Doran Road Inc., and Carson Road Development Inc.
Appellant: Midhurst Rose Alliance Inc.
Appellant: Township of Springwater and others
Subject: Failure to announce a decision respecting the Official Plan for the County of Simcoe
Municipality: County of Simcoe
OMB Case No.: PL091167
OMB File No.: PL091167

BEFORE:

M. SILLS)
MEMBER)
)
) Friday, the 20th
) day of February, 2015

S. SUTHERLAND)
MEMBER)
)
) Friday, the 20th
) day of February, 2015

THESE MATTERS having come before the Board for a motion by telephone conference call (TCC) on January 29, 2015, and the individuals listed on Attachment 1 to this Order having participated in the TCC;

THE BOARD ORDERS that the attached Order, attached hereto as Attachment 2, is in full force and effect.

A handwritten signature in black ink, appearing to read "Jeanne Hogg." with a period at the end. The signature is written in a cursive style.

SECRETARY

Ontario Municipal Board

A constituent tribunal of Environment and Land Tribunals Ontario

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ATTACHMENT 1

COUNTY OF SIMCOE OFFICIAL PLAN

List of Attendees on the January 29, 2015 Teleconference Motion

Counsel/Representative*	Appellant/Party/Participant
Roger Beaman David Parks* Rachelle Hamelin*	Appellant 1
Ugo Popadic	Party A
Mark Joblin	Party D
Michael Wynia* Kris Menzies*	Party G1 Party G2

ATTACHMENT 2

SIMCOE COUNTY OFFICIAL PLAN ORDER TRANSPORTATION PHASE 3C

THESE MATTERS having come before the Ontario Municipal Board (“Board”) by telephone conference motion on January 29, 2015 and in accordance with s. 17(50) of the Planning Act, the Board orders as follows:

1. **THE BOARD ORDERS** that in accordance with the provisions of section 17(50) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, and further to the partial approval Orders of this Board issued June 13, 2013 as amended by an Order issued July 5, 2013 and an Order issued February 25, 2014 and an Order issued May 15, 2014 and an Order issued July 28, 2014, and an Order issued February 19, 2015, the Official Plan of the County of Simcoe as adopted by the County of Simcoe (“County”) on November 25, 2008 and as recommended to be modified by the County on January 22, 2013, (the “Official Plan”), is hereby further modified and approved in part to implement this Order as provided below.
2. **AND THE BOARD FURTHER ORDERS** on reading the Motion Record (Exhibit 124) of the County dealing with certain policies for Phase 3c Transportation, filed, and hearing the submissions of counsel on January 29, 2015, no party being in opposition, that the Official Plan be further modified and approved:
 - a. by substituting for section 4.8 of the Plan the modified section 4.8 policies attached in Schedule 1 to this Order,
 - b. by adding the definitions attached in Schedule 1 to this Order, and
 - c. by substituting for Schedules 5.5.1 and 5.5.2 of the Official Plan the modified Schedules 5.5.1 and 5.5.2 attached as Schedule 2 to this Order.
3. **AND THE BOARD FURTHER ORDERS** that the partial approval of the Official Plan as modified shall be without prejudice to, and shall not limit, any party and the Board from seeking, considering and approving modifications, deletions or additions to the unapproved policies, schedules and appendices of the Official Plan on a general, area-specific or site-specific basis, as the case may be, provided that the parties shall be bound by the commitments made by them to scope their issues to an area-specific or site-specific basis.
4. **AND THE BOARD FURTHER ORDERS** that the remaining appeals filed in respect of the Official Plan shall be determined through the hearing process or as otherwise consented to by the parties and approved by the Board.
5. **AND THE BOARD FURTHER ORDERS** that it may be spoken to in the event some matter should arise in connection with the implementation of this Order.

SCHEDULE 1

4.8 Transportation

The following transportation policies relate to a comprehensive and sustainable transportation system within the County of Simcoe, including both the road network and alternate transportation infrastructure for walking, cycling, and transit. Specific and detailed implementation guidelines are set out in the County of Simcoe Transportation Master Plan, as updated from time to time and subsequent supporting documents, standards, and guidelines. Achievement of these objectives through policies will require consideration of transportation, land use, and urban design alternatives from the current focus on single occupant automobiles. Schedule 5.5.1 identifies the existing transportation network within the County of Simcoe, highlighting County Roads and their respective classifications and associated minimum required right-of-way widths in accordance with Table Schedule 5.4. Schedule 5.5.2 identifies the future transportation system including road corridors that are proposed to be incorporated into the County Road network as recommended by the County of Simcoe Transportation Master Plan. For information on the additional planned and/or proposed transportation infrastructure improvements, please refer to the appropriate supporting document(s).

Objectives

- 4.8.1** To maintain and improve the *County's multimodal transportation system* to provide efficient automobile, truck, transit, and where feasible, bicycle and pedestrian routes which link *settlement areas* and other activity nodes throughout the region, separate through traffic from local traffic, link with other forms of transportation, and provide for the movement of goods. These improvements will be achieved through the following means:
- Long-term *multimodal transportation system* planning;
 - Improving roads, intersection and traffic control devices;
 - Constructing new road sections and widening existing road sections where warranted;
 - Employing traffic management techniques to achieve more efficient use of roads;
 - Requiring appropriate conditions of approval for *development* applications; and
 - Considering the needs of pedestrians and cyclists in road design.
- 4.8.2** To plan for a more flexible *transportation system* including Transportation Demand Management (TDM) strategies, cooperative transit initiatives and supportive land use strategies which facilitate TDM and transit providing choices amongst walking, cycling, transit, and the automobile for all users.
- 4.8.3** To plan for a hierarchical *multimodal transportation system* that offers alternative ways of moving through the County, and linking *settlement areas* and neighbourhoods for improvements to health, safety, the economy and the environment.
- 4.8.4** To plan for *active transportation* as a mode of transportation that supports healthy living, economic development, and tourism opportunities.

Transportation Planning Policies

- 4.8.5** To meet transportation current and projected needs, the *County* will update the Transportation Master Plan in conjunction with reviews of this *Plan*. The *County* will consider amendments to this *Plan* as required to establish appropriate policies resulting from regular updates to the Master Plan.
- 4.8.6** The *County* will support opportunities for *multimodal* use where feasible, in particular prioritizing transit and goods movement needs over those of single occupant automobiles.
- 4.8.7** Land use planning and *development* decisions within the *County* shall be integrated with transportation considerations. The *County* and *local municipalities* will plan for and protect corridors and rights-of-way for *infrastructure*, including *major goods movement facilities and corridors*, transportation, transit, *active transportation* and electricity generation and utility facilities and transmission systems to meet current and projected needs.
- 4.8.8** Where *development* in *planned corridors* could preclude or negatively affect the use of the corridor for the purposes for which it was identified, the development shall not be permitted.
- 4.8.9** The *County* will consult with other levels of government and agencies responsible for the provision or licensing of transportation services in order to analyze and make recommendations regarding the improvement, compatibility, and efficiency of transportation systems in the *County* and shall integrate transportation and land use considerations at all stages of the planning process. The potential *County multimodal transportation system* including high capacity inter-regional connectivity will be promoted and, where possible, improved.
- 4.8.10** The *County* will, in consultation with *local municipalities*, co-operate with the Ministry of Transportation, or its delegate, during the selection of new highway routes, or design improvements for existing *provincial infrastructure*, by participating in studies related to route location, environmental issues, design, and corridor operation.
- 4.8.11** The *County* will work with the *Province* and neighbouring municipalities including the Cities of Barrie and Orillia, to undertake, periodically update or consider transportation studies and plans covering the *Simcoe Sub-Area* and adjoining cities, counties and regions. Such studies will help to promote and improve transportation links with municipalities adjacent to the County of Simcoe, and will be used when considering the *County's multimodal transportation system*, the need for new highways, transit corridors, and their alternatives.
- 4.8.12** *Local municipalities* should seek to reduce traffic congestion and minimize the length and number of vehicle trips through traffic management techniques, support current and future use of transit (where applicable) and *active transportation* in their official plans, through the designation of areas of higher density and mixed land use.

4.8.13 The *County* will adopt a Mobility Plan that incorporates the following elements:

- a) Connections between communities with a priority on *active transportation* and transit;
- b) Integration of alternative transportation networks;
- c) Partnerships with *local municipalities* for internal systems of pedestrian and cycling facilities that facilitate linkages and provide opportunities for multimodal transportation uses within a community;
- d) Supporting *local municipalities* in developing *active transportation* system maps that identify existing and planned facilities;
- e) Providing guidelines for clearly signed or marked cycling facilities where cyclists may be accommodated within existing cross-sections to enhance a presence and sense of permanence;
- f) Liaising with *local municipalities* regarding planned or future transportation nodes and transit corridors (the *County* will consider amendments to this *Plan* as required); and
- g) Collaborating with *local municipalities* to ensure the provision of sidewalk and trail facilities, where planned.

4.8.14 To minimize the impact of *development* on the *County's multimodal transportation system*, *local municipalities* will:

- a) Accommodate *County* conditions of approval for *development* applications with respect to the operation of the County Road system; and
- b) Incorporate site plan design that promotes *multimodal transportation* and *Complete Streets* concepts along *County* Roads within *settlement areas* or as provided for in a *local municipality's* Official Plan, in consultation with the *County*.

4.8.15 The *County* will encourage and support the planning, corridor and connectivity protection and the early construction of *Provincial planned corridors* and the following transportation facilities:

- a) Highway 400/404 Link ("Bradford Bypass") as a goods movement and transit corridor
- b) Highway 400-series Barrie Bypass
- c) Cookstown Bypass
- d) a long-term *Provincial* road facility bypassing traffic around the Stayner and Collingwood areas;
- e) extension of GO Transit bus and rail service to additional locations in Barrie and the surrounding municipalities (e.g. Tottenham, Alliston, Utopia, Innisfil, etc.);
- f) extension of transit linkages into adjacent regional municipalities.

4.8.16 The County Road hierarchy identified on Schedule 5.5.1 may be reviewed periodically to determine if changes in classification or jurisdiction of individual roads are warranted. Prior to approving such changes, the *County* will consider the potential impacts of such actions on traffic operations, adjacent neighbourhoods and the *County's* ability to maintain and improve the resulting road network.

- 4.8.17** The *County* will review road corridors, in consultation with *local municipalities*, to determine if a change in classification and/or jurisdiction is warranted and to ensure that such a modification will not negatively impact the ability to maintain and improve the resulting *County* and *local municipal* road network. Roads identified on Schedule 5.5.2, which are currently not part of the *County* Road network, may be considered for a transfer in jurisdiction to the County of Simcoe. Planned or potential *County* Road corridors identified on Schedule 5.5.2 may be incorporated into Schedule 5.5.1 and Table 5.4 without amendment to this *Plan*.
- 4.8.18** The *County* will consider the construction of *County* Roads bypassing existing *settlement areas* in order to facilitate traffic flow and goods movement, where desirable, feasible and warranted.

Road Network

Highway 400 Corridor and other Provincial Highways

- 4.8.19** Provincial Highway 400 is recognized as a major transportation corridor which is protected to accommodate a future widening to ten lanes between Highway 9 and the City of Barrie. As the County of Simcoe's primary link with the Greater Toronto Area, and the economic gateway to northern Ontario and western Canada, Highway 400's efficient and safe operation is imperative. The County, in consultation with the *Province*, *local municipalities*, Ontario Provincial Police and emergency services providers will work to establish emergency detour routes and access points along the Highway 400 corridor.
- 4.8.20** Where *subdivision* or *development* is proposed in the vicinity of Provincial Highways, interchanges and/or planned corridors, provision shall be made for highway routing and expansion in accordance with right-of-way (ROW) requirements as determined by the *Province*.
- 4.8.21** A comprehensive traffic study shall be required to determine capacity requirements, financing, and staging of improvements of the interchanges along Highway 400. The terms of reference and cost sharing of the study shall be determined by the *Province*, the County of Simcoe, and affected *local municipalities*. The proponent shall also be required to undertake planning and any environmental assessment studies for the transportation corridor to the satisfaction of the *County*, *local municipality* and *Province*.
- 4.8.22** *Major development* in the vicinity of an interchange with Highway 400 as permitted by this *Plan*, shall not be permitted prior to an approved secondary plan or official plan amendment in the *local municipal* plan addressing land use and development density, future road requirements and cost sharing agreements, road classification and access, water supply and sewage disposal, storm water management, natural and cultural heritage conservation, natural resource conservation, agricultural land capability, and impact on existing *development*. *Development* shall be implemented through the secondary plan or official plan amendment, zoning bylaw amendments, and plan(s) of *subdivision* approvals process. MTO approval including permits is required prior to any *development* proceeding.

4.8.23 Where *development* is proposed in the vicinity of a *Provincial* highway, MTO shall be consulted during any planning process. Storm water management plans that are submitted in support of proposed *development* in the vicinity of a *Provincial* highway shall be forwarded to the MTO for review and approval.

County Roads

4.8.24 All County Roads are considered arterial roads and are classified as one of controlled access, primary, or secondary arterials. The main function of County Roads is to provide for through traffic movements between activity areas across the County and external to the *County*. They generally link Provincial Highways and County Roads, *settlement areas*, and transportation corridors both within and outside the *County*, as well as provide service to commercial, industrial, and major recreational areas.

4.8.25 The right-of-way widths identified in Table Schedule 5.4 are the necessary basic right-of-way widths for the County Road system. Additional width may be required for sight triangles, cuts, fills, extra lanes at intersections, and for accommodating bicycles, sidewalks and landscaping where appropriate. In general, road widenings shall be taken equally from the centre line of the original road allowance. However, unequal widenings may be required as a result of inaccuracies in the original surveys, topographic features, historic building locations, significant environmental concerns or other conditions. Lesser widths may be granted in special and extenuating circumstances with the agreement of the *County*.

4.8.26 Where *development* applications will impact on existing or planned County Road corridors, traffic impact analyses, land dedications, noise attenuation, and other measures will be required in accordance with the policies of this *Plan*. Such studies and measures will be the financial responsibility of the proponent, unless otherwise determined by the *County*.

4.8.27 Where land is being developed in a site plan area as designated by a *local municipality* and abuts a County Road, the *County* will require:

- a) the provision of lands to the County Road system in order to achieve the right-of-way widths identified in Table Schedule 5.4; and,
- b) other technical requirements to maintain the safe and efficient operation and maintenance of the County Road. *Local municipalities* shall provide the *County* with the relevant *development* application(s) and site plan(s) for review and determination of *County* requirements prior to final approval.

All land dedications, necessary Traffic Impact Studies, and necessary *infrastructure* improvements shall be provided at the expense of the developer.

4.8.28 Where a *subdivision* by plan or consent is proposed and abuts a County Road, the *County* will require the dedication of land to the County Road system from the original and newly created lots in order to achieve the right-of-way widths identified in Table Schedule 5.4. All land dedications, necessary Traffic Impact Studies, and necessary *infrastructure* improvements shall be provided at the expense of the developer.

4.8.29 Where a *development* application may impact a proposed or planned County Road corridor as shown on Schedule 5.5.2, the following actions may be taken by *County* and *local municipal* Councils, in consultation with the applicable agencies and ministries:

- a) consider the proposed *development* as premature until transportation planning and environmental assessment studies are completed by the *County*;
- b) require the proponent to undertake planning and environmental assessment studies for the transportation corridor, satisfactory to the *County*, in conjunction with the processing of the *development* applications; or
- c) approve the *development* application if it would not compromise the *County's* environmental assessment requirements.

4.8.30 The following changes to the classification or jurisdiction of roads shown on Table Schedule 5.4 and Map Schedule 5.5.1 may be made without amendment to this *Plan*:

- a) minor modifications to the designations, such as a change in classification which does not significantly change the function of the road, or construction of a planned road
- b) transfer in the jurisdiction of arterial roads shown on Schedule 5.5.2 to the County of Simcoe
- c) temporary changes to the designations, such as a change in jurisdiction for the purpose of land dedication or road construction
- d) selection of the alignment for a proposed or planned road that is consistent with the corridor shown on map Schedules 5.5.1 or 5.5.2
- e) minor modifications to the required right-of-way widths of County Roads provided the road designation does not change.

4.8.31 County Roads policies and standards with regard to entrances, widening, reserves, setbacks, tree removal and other matters along County Road corridors are set out in bylaws, policies, reports and guidelines adopted from time to time by County Council.

4.8.32 Entrance permits to County Roads may generally be obtained for approved uses on existing lots, if no entrance currently exists and if safety and drainage matters can be adequately addressed, and for new municipal roads which intersect with County Roads. New entrances shall not be permitted to individual residential lots created on County Roads following June 30, 1996, except in *settlement areas* designated in Official Plans and in accordance with the requirements of the County Entrance By-law regulating access to County Roads.

4.8.33 The existence of multiple entrances to a parcel of land does not imply that additional lots can be created.

4.8.34 Development of new or expanded highways shall address the policies of this *Plan*, the *Provincial Policy Statement*, the Growth Plan for the Greater Golden Horseshoe, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, the Lake Simcoe Protection Plan and the Niagara Escarpment Plan, particularly with respect to the Greenlands Designation and the natural environment, and will be based on an Environmental Assessment. Within the area of the Niagara Escarpment Plan, future

widenings of new or expanded arterial roads or local roads shall be consistent with the Development Criteria of the Niagara Escarpment Plan.

- 4.8.35** Within the Oak Ridges Moraine Conservation Plan Area, all road improvements, including new roads and the opening of a road with an unopened road allowance, shall conform to the tests contained in Section 41 of the ORMCP. These tests will be met through the *Environmental Assessment Act* process for infrastructure.
- 4.8.36** Notwithstanding *Plan* policies and bylaws permitting *development* of uses or the creation of lots, access to a proposed *subdivision* or *development* shall be from an existing or proposed *local municipal* road, and not from a County Road or Provincial Highway, where feasible and where compatible with other *Plan* policies.
- 4.8.37** The *County* will consult with *local municipalities* regarding changes to the *County's multimodal transportation system* and associated by-laws.
- 4.8.38** The *County* will consider road resurfacing and reconstruction as an opportunity to accommodate all modes of travel in a context-sensitive manner in accordance with the *County's Complete Streets* guidelines, where appropriate, taking into account the capacity and speed of the road.

Design of Development

- 4.8.39** *Major development* proposals that are likely to significantly impact on the *County's multimodal transportation system* shall include a Transportation Study/Traffic Impact Study so that their impact on the *County* transportation system and surrounding land uses can be assessed. In addition to determining the impact of private vehicles, the Transportation Study shall examine ways of encouraging all other forms of transportation such as transit, walking and cycling, and recommend necessary improvements. The *County* may request modifications to *development* proposals if it is found to have an adverse impact on the efficiency of a planned *multimodal transportation system*.
- 4.8.40** On main streets, downtown areas and in the design of public facilities and streetscapes, *development* which generates an increase in pedestrian and vehicular traffic, the application of *Complete Streets* and local municipal design guidelines shall be incorporated, where appropriate.
- 4.8.41** Local municipalities are encouraged to develop *Complete Streets* and Transit-Supportive guidelines, to be incorporated into *local municipal* official plans.
- 4.8.42** a) *Development* proposals by secondary plan shall include pedestrian-friendly and *transit-supportive* urban design elements including but not limited to, the following:
- a system of walkways and bicycle paths linking the community internally and externally to other areas;
 - in areas with existing, planned or potential future transit service or in locations within *Transit Service Areas*, distances to existing or potential transit stops of generally no more than 400 metres (a 5-10 minute walk) for 75% of the residents and no more than 200 metres for 30% of the residents;

- providing for and promoting the provision of parking and drop-off facilities for commuters in appropriate locations and as close to commuter trip origins by developing and implementing carpool and commuter facilities;
- providing continuous collector road systems that permit the linking of adjacent *developments* and provide for direct or potential transit routings; and
- where appropriate, linkages from nearby neighbourhoods to *major transit station areas*, and other *intensification areas*.

b) *Development* proposals by plan of subdivision shall include age-friendly and *transit-supportive* urban design elements such as:

- a system of walkways and bicycle paths linking the subdivision internally and externally to other public areas;
- community design that emphasizes *active transportation* and safety;
- discouraging reverse lotting along local and County Roads; and
- encouraging medium and higher density *development* in proximity to arterial roads.

4.8.43 Where reverse lotting is necessary along County Roads, features such as fencing, plantings, and/or landscaping will be required to the satisfaction of the County of Simcoe.

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4.8.44 The *County* will encourage all appropriate agencies to expedite the construction of road/railway grade separations, where appropriate.

Active Transportation Facilities, Corridors, Pathways, and Trails

4.8.45 When considering secondary plans and *development* applications, the *County* and *local municipalities* shall pursue the connection of trails and/or bicycle facilities among *local municipalities* and beyond *County* boundaries and require the dedication of land for such use in accordance with the Planning Act.

4.8.46 The *County* and *local municipality* will ensure, whenever feasible, the provision of facilities to encourage active transportation, and to address the needs, safety and convenience of pedestrians and cyclists when constructing or reconstructing public facilities.

4.8.47 With cooperation and support from the *County*, *local municipalities* shall develop a municipal *Active Transportation* Plan as background to inform the *local municipal* official plans for *primary settlement areas* which should include, as a minimum:

(1) An *active transportation* system map identifying existing and proposed sidewalks, bicycle facilities, multi-use trails, and associated facilities, including proposed connection to the County Trail System;

(2) Policies requiring the provision of sidewalks and/or multi-use trails through all new *development areas* and standards outlining a minimum number of *development* units for application of the policy;

(3) Policies outlining the requirements and conditions related to the dedication of lands in new *development* areas to complete future trail and sidewalk connections identified in the official plan;

(4) Policies outlining cycling and pedestrian safety measures to reduce injuries and fatalities associated with motor vehicle collisions (i.e. traffic calming, narrower streets, signage, cycling lanes, etc.);

(5) Policies and plans that identify where new sidewalks and trails should be provided through existing built up areas;

(6) Policies and standards specifying the design parameters that should be used for new trails and sidewalks that reflect Ontario Provincial Standards, Accessibility for Ontarians with Disabilities Act (AODA) requirements, and best practices; and

(7) Policies requiring the provision of secure bicycle racks and shelters, showers and change rooms, and sidewalk connections between buildings and municipal sidewalks for all new community centres, schools and other public use buildings, meeting halls, and major employment land uses that meet a minimum floor space threshold to be established by each municipality.

4.8.48 In cooperation with local and adjoining municipalities and trail associations, to implement the active transportation routes identified in the County's Transportation Master, the *County* should:

- Utilize the County Road system in the development of a County-wide active transportation network,
- Provide signage along each route,
- Develop trail staging areas along the *active transportation* network and at key trail links,
- Provide benches and rest stops at regular intervals throughout the system, and
- Provide appropriate traffic control devices on trails and off road cycling facilities where they cross existing roadways or other locations.

4.8.49 Bicycle and pedestrian paths shall generally be parallel to but separated from the travelled portion of the roadway along existing and planned County Roads and utility corridors, parks and green spaces. Where required and feasible, County Roads shoulders may be adapted to provide safe cycling routes between *settlement areas* and other major activity nodes.

4.8.50 The County of Simcoe supports the establishment and maintenance of the Bruce Trail and the Trans Canada Trail as an important component of the open space system. The Bruce Trail is an integral part of the Niagara Escarpment Parks and Open Space System.

4.8.51 Abandoned rail right-of-ways, utility corridors, and waterways for transportation, recreation and trails purposes should be examined for opportunities that would facilitate *active transportation*.

The *County* shall promote the facilitation of trails as an interim use in abandoned rail corridors and will consider safe combination of *active transportation* and rail facilities for the long term in consultation with applicable guidelines, adjacent and *local municipalities*, and appropriate rail authority.

4.8.52 The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged for existing or planned *transportation system* opportunities and utilities wherever feasible.

Transportation Demand Management (TDM)

4.8.53 The *County* shall make efficient use of existing and planned *infrastructure* and should initiate TDM strategies by:

- Supporting carpool opportunities, utilizing existing infrastructure at municipal facilities scattered throughout the *County* and by designating a certain number of parking spaces for people who carpool. The spaces can be signed and marked and promoted to offer preferential spaces for employees who carpool.
- Establishing new carpool lots in strategic locations along County Roads throughout the *County*.
- Developing a pilot program for *County* employees, focusing on carpooling initiatives.
- Providing funding and program support assistance to encourage employer-based TDM.
- Initiating Ride Matching programs for Simcoe area residents or partner with existing private service providers.

4.8.54 The *County* will work with *local municipalities* to determine the feasibility of providing carpool spaces at *local municipal* facilities.

4.8.55 While significant efforts will be made to reduce the dominance of the single occupant automobile in the future, the dispersed population and vast geography of the *County* will likely require continued use of the automobile as a primary mode of transportation. As such, the *County* considers carpool lots to be necessary for the use of the general public using highways.

4.8.56 The *County* may require the dedication of lands for new carpool lots through the plan of subdivision approval process, in strategic locations suggested by the Transportation Master Plan or in other locations as determined by the County of Simcoe or *local municipality*.

Transit

4.8.57 *Local municipalities* which operate or plan to operate transit services are encouraged to work cooperatively with neighbouring municipalities to expand transit service to Simcoe area residents.

4.8.58 The *County* will, in conjunction with *local municipalities* and GO Transit, establish *Transit Service Areas and Plans* to address such issues as:

- a) the feasibility of improved transit links within the Georgian Triangle area (Town of Collingwood, Town of Wasaga Beach and Township of Clearview);
- b) the feasibility of improved transit links between the Towns of Midland and Penetanguishene, and the Townships of Tay and Tiny;
- c) the feasibility of improved transit links within and between the Town of Bradford West Gwillimbury, the Town of Innisfil, the Town of New Tecumseth and the Township of Essa;
- d) the provision of innovative intra-regional transit services through partnerships with the private sector;
- e) encourage increased use of public transit;

f) the role of the *County* and *local municipalities* in the implementation of the *Transit Service Plans*.

4.8.59 The *County*, in conjunction with *local municipalities*, will work with the Cities of Barrie and Orillia to expand existing transit services to adjacent municipalities and communities within the *County*, where feasible and appropriate.

4.8.60 *Local municipalities* that operate transit services shall, promote increased transit ridership, and reduce the need to make trips by automobile, through such means as:

- a) the development of a network of sidewalks, pedestrian trails and bicycle facilities that provide access to transit nodes and/or routes;
- b) the use of land, density and site plan and road pattern design which minimize walking distance to transit stops;
- c) the integration of transit connections with other transportation modes;
- d) the improvement of the comfort and convenience of transit facilities;
- e) the development of innovative fare structures.

4.8.61 The *County* may require the dedication of lands for public transit rights of way, transit stations and related *infrastructure* through the plan of *subdivision* approval process, where reasonable, in strategic locations suggested by the Transportation Master Plan or in other locations as determined by the County of Simcoe or *local municipality*.

Airports, Rail and Marine Facilities

4.8.62 Planning for land uses in the vicinity of *airports* as identified on Schedule 5.5.1, *rail facilities* and *marine facilities* shall be undertaken so that:

- a) their long-term operation and economic role is protected; and
- b) *airports*, *rail facilities* and *marine facilities* and *sensitive land uses* are appropriately designed, buffered and/or separated from each other, in accordance with 3.3.5, 3.3.20, 3.3.21 and 3.3.23.

4.8.63 *Airports* shall be protected from incompatible land uses and *development* by:

- a) prohibiting new residential *development* and other *sensitive land uses* in areas near airports above 30 NEF/NEP;
- b) considering redevelopment of existing residential uses and other *sensitive land uses* or infilling of residential and other *sensitive land uses* in areas above 30 NEF/NEP only if it has been demonstrated that there will be no *negative impacts* on the long-term function of the *airport*; and
- c) discouraging land uses which may cause a potential aviation safety hazard.

4.8.64 The Special Development Area – Collingwood Airport overlay policies and mapping in the Township of Clearview Official Plan are recognized for their intent to plan for, and protect lands in the vicinity of the Collingwood Airport area for potential long-term *airport-related uses*.

a) *Airport-related uses* may be permitted on lands west of the Barrie-Collingwood railway right-of-way described as part of Lot 31, Concession 5, part of Lot 32 Concession 5, and part of Lot 33, Concession 6 in the Township of Clearview, save and except lands described as 51R-20174, subject to local municipal policies and bylaws.

b) Proposed *development* on other lands within the Special Development Area – Collingwood Airport overlay shall be in accordance with the agricultural policies of this Plan. *Airport-related uses* may be established on these lands through a Township of Clearview Official Plan Amendment and shall demonstrate a need for additional *airport-related uses* and ensure all appropriate studies are undertaken in accordance with County and Provincial policies and applicable legislation.

Definitions (to be incorporated into the Section 5.8)

ACTIVE TRANSPORTATION means human-powered travel, including but not limited to, walking, cycling, in-line skating and movements with mobility aids, including motorized wheelchairs and other power-assisted devices moving at comparable speed.

AIRPORTS means all Ontario airports, including designated lands for future airports, with Noise Exposure Forecast (NEF)/ Noise Exposure Projection (NEP) mapping.

AIRPORT-RELATED USES means for the purposes of policy 4.8.64, land uses that are limited to airport-related commercial and industrial (e.g. aircraft sales and service manufacturing, maintenance, shipping and storage), research establishments, commercial flight schools including associated temporary accommodation, business offices and, small scale accessory uses. For clarification regarding this definition, residential, hotel accommodation, and major retail uses are not permitted uses.

COMPLETE STREETS means a public right-of-way where the transportation facilitates and adjacent land uses are planned, designed and constructed to accommodate users of all ages and abilities including pedestrians, cyclists, transit vehicles, automobiles and freight traffic.

MAJOR GOODS MOVEMENT FACILITIES AND CORRIDORS means transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal 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.

MAJOR TRANSIT STATION AREA means the area including and around any existing or planned higher order transit station within a *settlement area*; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m radius of a transit station, representing about a 10-minute walk.

MARINE FACILITIES means ferries, harbours, ports, ferry terminals, canals and associated uses, including designated lands for future *marine facilities*.

MULTIMODAL means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine.

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.

NODES means areas within settlement areas of more intense density, mixed-use and activity. They are compact clusters of uses that may include downtowns, mixed-use communities, clusters of office buildings, post-secondary educational campuses or other higher-density areas both large and small.

PLANNED CORRIDORS means corridors or future corridors which are required to meet projected needs, and are identified through provincial plans, preferred alignment(s) determined through the Environmental Assessment Act process, or identified through planning studies where the Ontario Ministry of Transportation is actively pursuing the identification of a corridor. Approaches for the protection of *planned corridors* may be recommended in guidelines developed by the Province.

RAIL FACILITIES means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future *rail facilities*.

TRAFFIC DEMAND MANAGEMENT (TDM) 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.

TRANSIT-SUPPORTIVE 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.

TRANSPORTATION SYSTEM 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 inspections stations, inter-modal facilities, harbours, *airports*, *marine facilities*, ferries, canals and associated facilities such as storage and maintenance.

