



HALDIMAND COUNTY

Report PED-PD-10-2013
of the General Manager of Planning and
Economic Development
For Consideration by Council in Committee

RE: Proposed Official Plan Amendment - Trails and Active Transportation

OBJECTIVE: To introduce proposed general policy amendments to the Haldimand County Official Plan relating to Trails and Active Transportation.

RECOMMENDATIONS:

1. THAT Report PED-PD-10-2013 Re: Proposed Official Plan Amendment - Trails and Active Transportation dated January 24, 2013 be received;
2. AND THAT Staff's recommendations relating to the proposed Official Plan policies attached to Report PED-PD-10-2013 BE SUPPORTED IN PRINCIPLE;
3. AND THAT Staff BE DIRECTED to schedule and conduct one (1) public open house in advance of a statutory public meeting to consult on all issues identified in PED-PD-10-2013;
4. AND THAT Planning staff BE DIRECTED to consult with Haldimand County departments, Provincial agencies and members of the public regarding the proposed general policy amendments.

Prepared by:

Reviewed by:

Shannon VanDalen
Planner
Date: January 24, 2013

Mike Evers, MCIP, RPP, BES
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Respectfully submitted:

Approved:

Craig Manley, MCIP, RPP
General Manager
Planning & Economic Development Department

Donald G. Boyle
Chief Administrative Officer

BACKGROUND:

Haldimand County Council approved the Trails Master Plan (TMP) on October 13, 2009. The Plan is administered by the Community Development and Partnerships Division and is the document used to guide development of a long range plan and implementation strategies to create a County-wide trail network. In June 2012, Council subsequently approved a framework and implementation plan for the TMP. Part of the plan includes the need for inter-departmental coordination and policy development. To that end, the Planning and Development Division is tasked with including the existing and proposed trail network within the County's Geographic Information System (GIS) and incorporating policies within the Official Plan to protect and create trail links consistent with the TMP when development is proposed. The purpose of this report is to present draft policy amendments to the Haldimand County Official Plan for Council's information prior to engaging the public for its comments and feedback.

ANALYSIS:

Provincial Policy Statement, 2005 (PPS)

The Provincial Policy Statement provides policy direction on matters of provincial interest relating to land use planning and development. Decisions affecting planning matters "shall be consistent with" the policies of the PPS. Through the PPS, the Province determines that Building Strong Communities is a provincial interest and is to be addressed, in part, through promoting efficient land use and development patterns that support strong, livable and healthy communities, protect the environment and public health and safety, and facilitate economic growth.

The PPS includes policies that support and promote healthy, active communities through 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.

The Province is preparing an update to the Provincial Policy Statement that is proposed to contain additional policies to support active transportation and transit, and provide connectivity within and among transportation modes. Also, the intent of the amendments is to strengthen the linkages between land use planning and healthy active communities. The PPS defines 'Active Transportation' as:

"Means of 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."

The approach being taken is that transportation and land use considerations shall be integrated at all stages of the planning process and healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

Comment:

The inclusion of general policies within the Haldimand County Official Plan to implement the intent of the Trails Master Plan supports the PPS by providing the County with the policy to guide development and support the principles of building strong communities. The proposed amendments would also support the objectives of creating healthier communities and providing policy basis for enhancing pedestrian systems (trails, cycling paths, etc.) which have many

social benefits for all categories of users - from young to old, from fully able to those with mobility challenges. Additionally there would be a number of economic and tourism advantages from the policies relating back to the Tourism Cycling strategy initiated by Economic Development and Tourism, and as approved in report PED-EDT-16-2011 on June 20th, 2011. The policies would assist in the intent to brand the County as a destination for cycling tourism.

Places to Grow – Provincial Growth Plan

The Growth Plan for the Greater Golden Horseshoe is the framework for implementing the Government of Ontario's vision for building stronger, prosperous communities by controlling growth until 2031. The Plan addresses issues relating to economic prosperity which includes transportation, infrastructure planning, land use planning, urban form, housing, natural heritage and resource protection.

The Plan further directs that municipalities will ensure that pedestrian and bicycle networks are integrated into transportation planning to:

- a) Provide safe, comfortable travel for pedestrians and bicyclists within existing communities and new development;
- b) Provide linkages between intensification areas, adjacent neighbourhoods and transit stations, included dedicated lane space for bicyclists on major street network where feasible.

Comment:

The proposed policy amendments to the Haldimand County Official Plan provide the County with the mechanism to ensure that objectives of the Provincial Growth Plan can be addressed as part of the on-going development review process and thus provide the direction and parameters within which the components of the Trails Master Plan can be implemented County wide.

Haldimand County Official Plan

The Official Plan creates the framework for guiding land use changes in the County over the next 20 years by protecting and managing the natural environment, directing and influencing growth patterns and facilitating the vision of the County. The policies contained with the Official Plan provide land use direction and the ground work for development within the municipality.

The Community Building section and Leisure, Heritage and Culture section of the Official Plan (OP) include some general policies relating to active transportation and trails planning; however, these sections are 'light' on content and provide very little guidance or policy basis to assist in advancing the agendas relating to active transportation and trails development. The policies were developed in advance of the completion of the Trails Master Plan and as such, do not fully reflect the intentions of Council as it relates to this aspect of community development. Through the proposed changes, these sections would be updated to include new policies and revised wording to strengthen, implement and engrain the general direction of Council through the Trails Master Plan. A copy of the proposed policies is included as **Attachment 1** to this report, with the amendments noted via '**bold-italic font**'. A general summary of the main sections impacted and the effect of the policies is included below:

1. Section 5 – Community Building

Two subsections are affected as follows:

- A. Transportation – 1) Pedestrian
- A. Transportation – 2) Roads

Within Section 5 - Community Building portion of the Official Plan, the bulk of the potential changes are included within the 'Pedestrian' subsection, which is proposed to be re-titled to 'Active Transportation'. The 'Active Transportation' changes are intended to reflect the initiatives and growing trends to provide increased opportunities for non-motorized transportation options for communities, such as walking, cycling, use of a wheelchair, in-line skating or skateboarding, as well as comply with Provincial directives. The policies are drafted to provide heightened recognition for the need for communities and specific developments to have safe, convenient and attractive built environments that allow for the ease of movement through various modes. This section introduces a number of new policies and includes requirements for planned complete neighbourhoods including the following:

- Adequate pedestrian-scaled lighting, as part of new developments and where economically feasible in community revitalization and redevelopment efforts;
- Residential blocks shall be of a scale that is conducive to promoting active transportation. Where blocks are within proximity to schools and other institutional uses, neighbourhood and commercial services, and recreational facilities, direct connection to such areas should be provided. The intent is to provide easy and direct connections to amenities;
- New developments that are planned to include all forms of travel; and
- The development of attractive, safe and convenient streetscapes.

The 'Roads' subsection of Section 5 has one change proposed to address cul-de-sac design in subdivisions and is intended to provide clear criteria regarding the limited circumstances where they may be permitted, including where there are natural hazards, topography challenges and / or limited future development potential. The policies also reflect Council's direction that where road improvements are undertaken that align with the Trails Master Plan and Cycling Network Plan, that wider shoulders will be incorporated.

2. Section 6 – Leisure, Heritage and Culture

Three subsections are affected as follows:

- A. Parks and Open Space
- B. Parkland Dedication
- E. Trail Development

The 'Parks and Open Space' and 'Parkland Dedication' sections are proposed to be amended with only minor changes. The changes call for the inclusion of trail development and the recognition of both active and passive (park) areas in development projects, as well as to permit trail development to be considered within the parkland dedication value. The intent is to ensure there is an adequate supply of parks, open spaces and recreational facilities to serve people of all ages and abilities. Additionally, the policies are intended to capture new developments, as well as redevelopment or revitalization of County owned facilities in support of active transportation by indicating, during such renewal efforts, opportunities to create walkways, accessibility improvements and infrastructure supportive of active transportation.

Trail development is a Council approved priority as identified through the Trails Master Plan (TMP). The creation and inclusion of policies relating to such, serves to ensure that the TMP becomes an integral part of all future planning approvals, and establishes a set of criteria to be followed when reviewing proposed developments. The amendments under the 'Trail Development' subsection are the most extensive of the collection of draft amendments and include a number of new policies which act to identify the types of trails, location criteria, design standards and potential partnerships. The amendments will connect the Official Plan with the Trails Master Plan and provide parameters for trail types and locations.

All the above amendments would help strengthen Haldimand County's commitment to providing a well-rounded healthy, active and accessible community.

Additionally, identified trail and cycling corridors will be included on Official Plan Schedules, amendments are proposed for schedules "B" (urban centres schedules) and "F" (transportation schedules) to allow these systems to be identified through policy and to be identified geographically within the Haldimand County Official Plan.

The proposed amendments are being brought forward prior to the formal 5-year Official Plan review, to coordinate with a number of other timely initiatives that are moving forward by the Haldimand-Norfolk Health Unit and the Province, in particular to the Ministry of Transportation (Cycling Strategy); Ministry of Municipal Affairs and Housing (Provincial Policy Statement and Provincial Growth Plan). Additionally, the inclusion of the general amendments regarding Trails development and Active Transportation are considered valuable tools when dealing with planning and community development. Through inclusion and application of such policies, Staff will be able to effectively review proposals and create a well-balanced community that effectively serves the general public interest. The policies will be applied to the review of development applications and be integrated into the detailed review of plans of subdivisions and site plan approvals.

Next Steps

If Council generally supports Staff's recommendations relating to the above issues, the next step is to present the issues and proposed amendments at a public open house. The open house is being planned for March 28, 2013. The open house will be advertised in local newspaper publications and on the County's website at least two weeks prior to the date of the session. The intent of the session will be to present potential amendment options and to gain the communities perspectives regarding policy content and to gauge where further improvements / enhancements can possibly be made. After public consultation has been completed, a final report and Official Plan Amendment will be prepared for a statutory public meeting at a future Council in Committee meeting. This meeting is anticipated to be held in June 2013.

BUDGET/LEGAL IMPLICATIONS:

There is no budget or legal implications related to the policy development. However, it is noted that future inclusion and construction of trails and corridor systems can be included through the on-going implementation of the Trails Master Plan, parkland dedication charges, and further addressed through registered development agreements.

INTERDEPARTMENTAL IMPACTS/CIRCULATION COMMENTS:

The draft policies have been circulated to departments for their review and comment. The list of circulated agencies includes the following:

- Ministry of Municipal Affairs and Housing
- Haldimand-Norfolk Health Unit
- Haldimand County Development and Design
- Haldimand County Engineering Services Division
- Haldimand County Facilities and Parks Operations
- Haldimand County Community Development & Partnerships
- Haldimand County Economic Development & Tourism Division

The commentary and feedback received from the departments and agencies will ensure the policies proposed are encompassing and appropriate for implementation and development.

The Ministry of Municipal Affairs and Housing and Haldimand County Facilities and Parks Operations have reviewed the policies, and have no objections or concerns with proposed amendments.

The balance of the departments and agencies that have been circulated will have their comments considered and addressed prior to the formal public consultation taking place to ensure their conditions, requirements, etc. are taken into full account.

LINKS TO STRATEGIC PLANS:

The proposed amendments will assist with the overall growth and orderly development of the municipality and encompasses the 6 core themes: Environment; Economy; Growth Management; Community Building; Leisure and Social Services, by providing opportunities to partner with growth and promote viable, healthy and walkable communities. The amendments will provide a regulatory framework to assist in achieving the growth of the County as articulated in the community "Vision Statement".

CONCLUSION:

It is recommended that Committee provide general support to Staff's intentions and approach to addressing the proposed Official Plan Policy Amendment - Active Transportation and Trail Development and that public consultation take place in March 2013 regarding the proposed policy changes. Subject to the outcome of the public consultation, it is further recommended that general amendments be prepared to the Haldimand County Official Plan to address new policies and directives of Council required to implement the Trails Master Plan, prior to the 5-year Official Plan Review.

ATTACHMENTS:

1. Draft Official Plan Policies.

REQUIRED AND RECEIVED COMMENTS FROM: Yes or Not applicable	
Clerk's	Not applicable
Community Services Department	Not applicable
Finance	Not applicable
Health & Social Services Department	Not applicable
Human Resources	Not applicable
Information Systems	Not applicable
Legal	Not applicable
Public Works Department	Not applicable
Planning & Economic Development Department	Not applicable
Support Services	Not applicable
Other	Not applicable

CLERK'S DIVISION REVIEW Report: PED-PD-10-2013 - Proposed Official Plan Amendment - Trails and Active Transportation	
COUNCIL IN COMMITTEE: March 5, 2013 RECOMMENDATION NO: 5 <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Approved with Amendments <input type="checkbox"/> Defeated <input type="checkbox"/> Deferred <input type="checkbox"/> Other <input type="text"/>	COUNCIL: March 25, 2013 RESOLUTION NO: 57-13 <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Approved with Amendments (Noted below) <input type="checkbox"/> Defeated <input type="checkbox"/> Deferred <input type="checkbox"/> Other <input type="text"/>
Recommendation(s):	
Council Direction:	
Clerk's Division Action Taken:	

5. COMMUNITY BUILDING

A. TRANSPORTATION

1) ROADS

1. Haldimand County is served by an extensive road network comprising a combination of Provincial Highways, County Roads and local Municipal roads. Internally, the County is served by this road network to allow for travel within the municipality however, it is recognized that improvements may be necessary in Caledonia, Hagersville and Dunnville over the time frame of this plan to address congestion issues in those areas. The lack of direct access to a 400 series highway limits the travel connection and economic development opportunities in the County. Haldimand County will continue to work with the Province to improve connectivity to and from the County via Provincial highways. In planning the Niagara-GTA Transportation Corridor, Haldimand County will be encouraging the establishment of interchanges in suitable locations to allow easy access for traffic to and from the County. The development of the Niagara-GTA Transportation Corridor will also have a significant impact on the economic vitality of the County.
2. Further, Haldimand County recognizes that the proposed Highway No. 6 extension from Highway No. 403 presents an opportunity to alleviate some of the current traffic congestion in Caledonia and will provide a convenient alternative truck route around Hagersville. The Highway No. 6 extension, in combination with recent and proposed access improvements to the John C. Munro International Airport in Hamilton, also offers great potential with respect to the economic prosperity of the County and the proposed route should be preserved and the lands adjacent to the proposed route protected from incompatible development.
3. Road classification within the County includes Provincial highways, arterial roads, collector roads, local roads and private roads.
4. Provincial highways are primary transportation routes under the control of the Ministry of Transportation. Connecting links linking provincial highways are controlled by the County. Direct access to a Provincial highway will be limited. Access will be restricted to roads that are not Provincial highways, where applicable, for all new developments. Permits must be obtained from the Ministry of Transportation for all developments located within their permit control area.
5. Arterial roads are generally recognized as the principal traffic thoroughfares within the County. Direct access to arterial roads should be limited and means of alternative access should be investigated for all new development or redevelopment adjacent to an arterial road. In some instances, the flow of traffic on an arterial road may take precedence over parking.
6. Collector roads are identified as those roads that distribute traffic from the arterial road network to local roads. Direct access to a collector road is permitted.
7. Local roads are intended to distribute traffic from collector roads to individual properties. The design of local roads should discourage high speed traffic through the incorporation of appropriate design measures.
8. Private roads are roads that are not owned or maintained by the County but are under private ownership and provide vehicular access to more than one property. The County encourages the upgrading of private roads to municipal standards; however, the improvement of private roads will not obligate the County to assume such roads. The County cannot guarantee the provision of emergency services on private roads.

9. Generally, the rights-of-way widths for various road classifications shall be in accordance With the following:
- a) Provincial Highways and Connecting Links subject to Ministry of Transportation requirements
 - b) Arterial Roads 36 metres
 - c) Collector Roads 30 metres
 - d) Local Roads 20 metres
10. Notwithstanding the foregoing widths, alternative standards may be accepted in consideration of compact urban form by the County where such an alternative is considered to be of an advantage to the County and it will not interfere with or restrict the flow of traffic.
11. Road widening will generally be taken equally on both sides of the road where feasible. It may be necessary where due to topography, existing or proposed development, utilities, environmental constraints or other constraints, more than half the road widening is required on one side. In addition, where necessary, land requirements for daylight triangles may be required at intersections.
12. Road construction for any new development shall be provided in accordance with the design criteria of the County or any other authority having jurisdiction. The County requires subdivision designs to allow for through streets rather than cul-de-sacs to allow for better circulation patterns for providing emergency and municipal services and neighbourhood connectivity. ***Cul-de-sacs will only be considered when warranted and justified by the physical conditions of the site, including the following criteria:***
- ***Natural hazards***
 - ***Topography***
 - ***Future development potential***
- 13. Where a road aligns with the Trails Master Plan or Cycling Network Plan during reconstruction, the County will ensure that wider road shoulders are provided to support active transportation, where feasible.***
14. Traffic studies may be required as part of any proposal for development where it is determined that the development may have an impact on the road network. Only those development proposals that can reasonably be accommodated within the existing roads system will be permitted. Where improvements to the road network are necessary to accommodate development, the County will require that developers improve the system at their own expense or make financial contributions to the improvements. For a development proposal within the Ministry of Transportation permit area for provincial highways, a traffic impact study may be required for review and approval by the Ministry.
15. The County recognizes the strategic importance of the proposed Highway No. 6 extension from Highway No. 403, both in terms of economic development as well as a means to address traffic issues in Caledonia and Hagersville. The County will continue to promote the extension of Highway No. 6 and work with the senior levels of government to make this proposal a reality.
16. Access between the areas north and south of the Grand River in Caledonia is generally limited to a river crossing at Argyle Street and the Highway No. 6 bypass. The County recognizes that the continued development of the southern portion of this urban area will only serve to increase the congestion experienced at this crossing and that options will have to be considered and implemented at some point in time. The County has prepared a

Master Servicing Study for Caledonia that provides options for addressing the river crossing issue. An Environmental Assessment addressing feasibility of implementing the options, including a by-pass route and additional river crossing is required. A conceptual location of the by-pass route is identified on Official Plan map Schedule "F.1" with the preferred alignment to be determined through an additional Environmental Assessment process. Additional consultation with the public will be conducted through this Environmental Assessment process.

17. Main Street, a connecting link for Highway No. 6, serves as the main arterial road in Hagersville is an important connection between Lake Erie and the major population areas and markets of Ontario. As such, a considerable amount of traffic is directed through the commercial area of Hagersville. While the amount of tourist and commercial traffic passing through Hagersville has considerable benefit from an economic perspective, it is also recognized that the amount of truck traffic utilizing this route has had serious consequences for the buildings and infrastructure located in the commercial core area of the community.
18. It is expected that the eventual extension of the New Highway No. 6 will alleviate this situation to a great extent. However as it remains uncertain when this extension may reach Hagersville, the County is supportive of investigating alternative solutions in the interim. Haldimand County initiated the Hagersville Traffic Study which examined methods to direct truck traffic away from the commercial core of Hagersville. A conceptual location for a Hagersville By-pass is identified on Official Plan map Schedules "F.1" and "F.2". The preferred alignment of the By-pass route will be determined through an Environmental Assessment process. Additional public consultation will be conducted through this Environmental Assessment process.
19. Highway No. 3, which serves as the main arterial road in Cayuga is an important connecting link for the east-west transportation route linking various communities in Ontario to New York and Michigan. A considerable amount of traffic is directed through the commercial area of Cayuga. It is recognized that the amount of traffic passing through the community is beneficial; however, the amount of heavy truck traffic utilizing Highway No. 3 will continue to have serious consequences for buildings and infrastructure in Cayuga, particularly the bridge spanning the Grand River. The County will monitor this situation and will work with the Ministry of Transportation to ensure that Highway No. 3 is maintained in an appropriate manner to accommodate existing and future traffic.
20. Connecting links are also found in the urban areas of Dunnville and Jarvis. Jurisdiction for entrances along these roads lies with the County. Where necessary, the County will consult with the Ministry of Transportation to ensure function of these connecting links is maintained.
21. The tentative locations of the new Highway No. 6 extension south of Caledonia, new Highway No. 75 and the realignment of Highway No. 3 at Dunnville are shown on Schedules "F.1" to "F.3". The County will continue to work with the Ministry of Transportation to further define the locations of these highways through Environmental Assessments. The process will include consultation with the public.
22. The County designates Truck Routes and require truck traffic to use these routes. These truck routes are intended to reduce truck traffic impact on urban and hamlet areas.
- 23. Road rights-of-way widths shall be designed to also take into consideration vehicular traffic, pedestrian movements, non-motorized means of travel, emergency services and urban trail systems; and are to be designed to provide enhanced pedestrian oriented streetscapes, including measures such as improved lighting, landscaping, and street furniture.**

2) ACTIVE TRANSPORTATION

1. *Walking and cycling are recognized as alternative modes of transportation that can play a valuable and positive role in improving mobility and the quality of life as part of a balanced transportation system.*
 2. *Haldimand County will encourage the development and enhancement of pedestrian trails and bicycle routes, as well as connection of sidewalks, pathways, walkways and trails among the community and with recreational facilities within the municipality as part of on-going capital works.* Routes which create a linked system between community facilities and major parks & open space areas or take advantage of the vistas provided by the County's natural features and cultural heritage resources will be considered. Routes that support tourism will be encouraged. Where possible, sidewalks will be used to connect urban trail systems.
 3. Providing facilities for convenient pedestrian movement is important **and** the provision of sidewalks **shall be** encouraged. Sidewalks will be required in conjunction with the development of new roads within urban areas; **and**, requirements for sidewalk construction will be in accordance with the County's design criteria.
 4. *New development and, where feasible, revitalization or redevelopments, shall be planned considering all forms of travel and be supportive of safe pedestrian and vehicular movement.*
 5. *Where new residential development is* within reasonable walking distance to recreational facilities, employment areas and institutional uses, direct connections should be provided to such areas through a suitable form.
 6. *Block sizes and road patterns in new developments should be of a scale appropriate to facilitate pedestrian and cycling activity, including the establishment of walking and cycling routes.*
 7. *Additional or enlarged rights-of-way may be required within the County to provide for future pedestrian and/or cycling facilities. Any such additional right-of-way, widening or other requirements will be determined at the time of review.*
 8. *The development of streetscapes that are safe, convenient and attractive for pedestrians shall be encouraged through measures such as wide sidewalks, building designs and attractive building designs street level features, street furniture, trees and other amenities.*
 9. *Adequate pedestrian-scaled lighting to accent walkways, steps, ramps and other features should be considered in new development or redevelopments, where appropriate.*
 10. *Roadways, sidewalks and trails systems shall have consideration for the ability challenged and be incorporated into design, including corner ramps and signals or signage.*
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6. LEISURE, HERITAGE AND CULTURE

A. PARKS AND OPEN SPACE

1. Haldimand County recognizes the importance of providing a full range of parks, open space and recreational facilities for use by residents and as a means of increasing the County's appeal as a tourist destination.

Open space areas may either be public or privately owned and can include conservation areas, trails, **active and passive areas, and** similar uses. Recreational facilities can provide both outdoor and indoor sport and recreational opportunities for various segments of the population. Due to the diversity in size, parks and leisure areas are not specifically designated in the Plan but where practical, are identified in the Zoning By-law.

In addition to the several inland parks, open spaces and recreational facilities, residents and visitors also enjoy water oriented recreational opportunities provided by Lake Erie and the Grand River.

A Leisure and Recreation Master Plan will inventory existing parkland and identify deficiencies, establish standards and guidelines for park and facility location, guide the County in developing strategies for park land acquisition and financing and define the County's relationship with partners and volunteers. As such, the policies contained in this section are interim and the policy recommendations of the Master Plan will be incorporated by amendment into this Plan where applicable.

- 2. Haldimand County will ensure that there is an adequate supply of parks, open spaces and recreation facilities to serve people of all ages and abilities.**
- 3. As part of revitalization and renewal projects for County owned lands, parks and facilities, the County will explore opportunities to include walkways, accessibility improvements and infrastructure upgrades that are supportive of active transportation, including bicycle racks and facilities and other such amenities.**
4. Community parks are large-scale public parks designed to serve the entire County such as arenas, major sports fields including ball diamonds, soccer fields and tennis courts and community centers. These parks and facilities shall have good transportation access and adequate parking facilities to meet the anticipated demand.
5. Neighbourhood parks primarily serve the immediate neighbourhood, such as tot lots and parkettes. Neighbourhood parks can be incorporated as part of development such as residential subdivisions or within residential neighbourhoods. Adjacent collector and local roads should provide good pedestrian, cycle and vehicular access with minimal parking requirements.
6. Parks, open space and recreational facilities and uses excluding golf courses may be permitted within all land use designations except in certain Natural Environment Areas or Hazard Lands where park structures, buildings and recreational uses will interfere with the attributes that establish the area as Hazard Land or Natural Environment Area. Parks and open space areas that are also designated Natural Environment Areas or Hazard Lands shall be subject to the limitations for development imposed by those land designations. Arenas and community centres will not be permitted in the Agricultural designation.

7. The County may provide neighbourhood and community parks and recreational facilities with new developments where applicable. The parks and recreational facilities shall be of appropriate size, shape and quantity and located where there is good pedestrian, cycle and in the case of community parks, vehicular access and adequate parking to enable the recreational use.
8. The County may direct neighbourhood and community parks to be located in strategic locations in Urban Areas and Hamlets.
9. To the greatest extent possible, the County shall continue to secure park and leisure areas through various strategies for land acquisition including the land development process, shared use agreements, leases, covenants and donations.
10. Where feasible, the County will consider locating parks in conjunction with other municipal and community facilities such as schools, and other institutional lands, open spaces, storm water management facilities and public and private lands in order to achieve economies of scale and avoid duplication of services. The County shall encourage private recreational development such as lakefront parks to complement County recreational opportunities.
11. The County will continue to maintain County owned existing parks, recreational and tourism related activities and land uses in conjunction with community groups and organizations.
12. In order to meet community needs, the County will encourage new parks and leisure facilities to:
 - a. Be accessible. Provisions should be made in community parks and recreational facilities for the parking of vehicles while neighbourhood parks should require limited parking facilities for vehicles and be pedestrian oriented;
 - b. Be of sufficient size, shape, and quantity;
 - c. Contain landscaped amenities; and
 - d. Be equitably distributed and well integrated in the community.
13. The Ministry of Natural Resources, the Grand River Conservation Authority, and Long Point Region Conservation Authority provide park and recreational opportunities for both local residents and tourists visiting Haldimand County. There are three provincial parks located in the County, being Selkirk Provincial Park, Rock Point Provincial Park and James N. Allan Provincial Park. The County encourages the continued role of the conservation authorities and the Ministry of Natural Resources as the primary public providers of Provincial natural resource based recreation opportunities.
14. The County supports partnerships, joint ventures, and facility sharing with school boards, other institutions and community groups to expand the supply of parks, open space and recreational facilities.
15. The County will encourage private entrepreneurs interested in developing outdoor recreational facilities of a high quality to consider siting the facilities along the lakeshore area or in the vicinity of the Grand River. In accordance with applicable land use policies, recreational developments in these areas will enhance tourism opportunities in areas that the County is already marketing for tourism. Where possible, parks shall be designed to be compatible with the cultural and natural aspects of the lakeshore or waterway.

B. PARKLAND DEDICATIONS

1. The County may utilize the following measures available through the *Planning Act* to obtain additional lands for park purposes:
 - a) The County may require the dedication of land for park or other recreational purposes, **including trail development, as** a condition of approval of a plan of subdivision, plan of condominium, consent, residential, commercial or industrial development or redevelopment in accordance with the *Planning Act* at a rate of 5 percent for residential purposes and 2 percent for all other purposes. The details for parkland acquisition will be determined through the Leisure and Recreation Master Plan;
 - b) The County may accept cash-in-lieu of parkland dedication if it is determined there are adequate parks and recreational facilities within the community. The funds will be placed in an account to purchase parkland elsewhere;
 - c) A combination of parkland dedication and cash-in-lieu of land may be used for a particular development at the discretion of the County in accordance with the *Planning Act*;
 - d) All lands dedicated to the County for park purposes shall be conveyed in a condition satisfactory to the County and will not include lands required for drainage purposes, lands susceptible to flooding including storm water management ponds, steep valley slopes and any other lands unsuitable for park development. However, the County may consider the integration of valley lands, wooded areas, significant cultural heritage resources or other lands that may be otherwise unsuitable for development into the required parkland;
 - e) Land dedicated to the County for park purposes as part of legal requirements under the *Planning Act* will be accepted only when the County is satisfied that the land is suitable for park purposes and is situated in a location that is appropriate for the manner in which it is to be used; and
 - f) As an alternative to the basic provisions for parkland dedication noted above, conveyance of parkland may be requested at a rate of up to one hectare for each 300 dwelling units proposed.
2. The value of the land conveyed to the County for parkland purposes shall be determined as of the day before the day of the approval of the draft plan of subdivision, severance, plan of condominium, zoning or site plan, as applicable. The County may also use an established fee per residential lot for calculating the cash-in-lieu of parkland requirement.

E. TRAIL DEVELOPMENT

1. Where appropriate and feasible, **the County will** encourage the development of a pedestrian and non-motorized vehicular trail system to link open space and park areas within and adjacent to areas of development utilizing such features as existing creek and stream valleys, transportation corridors and other natural corridors.
2. Where possible, public parks and open space areas will be connected with other community facilities through a comprehensive trail and walkway system, particularly in the waterfront area.

3. *Trail development shall be established in accordance with the Haldimand County Trails Master Plan, and trails and cycle corridor depiction on Official Plan schedules and be designed to accommodate a range of users, abilities and needs.*

Changes to the schedules to reflect revisions to either the Trails Master Plan or Cycling Network Plan can be completed within an amendment to the Official Plan.

4. *Where necessary, public access trails may need to be established on lands not under the control or ownership of the County, and in these situations the County should consider long term access agreement and maintenance policies relating to the private lands.*
5. *Trail establishment will be supported by trends and community interest, including the Trails Advisory Committee, and a higher priority should be assigned to recreational trail development, in particularly trails that connect residential areas to other communities and destinations such as leisure facilities and the waterfront.*
6. *Trail connectivity with adjacent municipalities and matters of provincial interest will be encouraged and established were feasible.*

Trail Type	Dimension Guideline (width)	Surface	Characteristics
County-Wide	3.0-3.5 metres	Hard surface (asphalt, concrete, unit pavers) especially for routes/loops within urban centre. Granular surface in rural area or where deemed appropriate.	<ul style="list-style-type: none"> ○ Higher volume use ○ Destination oriented ○ Widest range of users: On-road cycle routes; ATV trails; Off-road cycle routes ○ Connection or neighbouring municipality
Local Route / Urban Core Area	3.0-3.5 metres	Hard surface (asphalt, concrete, unit pavers)	<ul style="list-style-type: none"> ○ Moderate to high volume use ○ Connection link for facilities ○ Connection routes to County-wide Train ○ Cycle routes; Pedestrian/Walking systems
Special Route	2.4-3.0 metres	Granular surface or other surface considered to be appropriate for the site.	<ul style="list-style-type: none"> ○ Lower volume use ○ Cater to specific uses and/or limited use due to site conditions ○ Potential to be stand-alone loops – no connection to local or county-wide route.

7. *Trail Systems within the County will be identified as follows:*
 - a. *County-Wide Routes*
 - b. *Local Routes*
 - c. *Special Use Routes*

The intent of the classification is to create a variety of trail types and to service a variety of uses and levels of experience.

County-wide trails will provide opportunities to move throughout the County and along major corridors, with linkages between urban centres and neighbouring communities.

Local routes will create access to local points of interest and neighbourhood opportunities.

Special-use routes are intended to cater to specific uses, and/or those requiring special design or treatment.

8. *The following chart identifies design standards that will be followed when addressing trail development:*
9. *Use of permeable materials shall be encouraged in trail construction where possible.*
10. *Trail systems will be encouraged to work within the natural environment, and the lands beyond the required traveled trail portion should remain in a naturalized state. Maintenance by the County will be contained to the travelled trail sections proper.*
11. *Trails should be appropriately signed for location, permitted use and speed, with trail entry and access points identified. Way finding signage shall be provided throughout the trail network.*
12. *Benches and garbage receptacles shall be encouraged to be located at trailheads and where feasible and appropriate, along the trail route.*
13. *Safety and lighting of trails shall be taken into consideration and the principles of Crime Prevention through Environmental Design (CPTED) will be used as a guiding document.*
14. *Trails will be designated to accommodate a range of users and abilities. Slopes, where possible, should be under 5%.*
15. *Trails located in proximity to sensitive natural features should incorporate signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.*
16. *Trail development and linkage will be encouraged through proposed plans of subdivision and can be used in calculation of the parkland dedication value.*
17. *The County will encourage partnership opportunities for trail development, including private interest groups and community organizations. The partnerships could be used to address the following:*
 - *Trail establishment*
 - *Trail maintenance*
 - *Access*
 - *Signage*