

Municipal Tools Available to Deal with Climate Change

A Reality Check!

Provincial Policy Statement

- Part IV: Vision for Ontario's Land Use Planning System
"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public services facilities. These land use patterns promote a mix of housing, employment, parks and open spaces, and transportation choices that facilitate pedestrian mobility and other modes of travel. They also support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. Strong, liveable and healthy communities enhance social well-being and are economically and environmentally sound."

Provincial Policy Statement

- Section 1.1.3 Settlement Areas
"identify and promote opportunities for intensification and redevelopment"
"standards should be promoted which facilitate intensification, redevelopment and compact form",
"implement minimum targets for intensification and redevelopment within built-up areas"

Provincial Policy Statement

- Section 1.8 Energy and Air Quality
"promote compact form, promote use of public transit and other alternative transportation modes"
"focus major land uses and other travel-intensive land uses on sites well served by public transit"
"improve mix of employment and housing to shorten commute journeys and decrease transportation congestion"
"promote design and orientation which maximize use of alternative or renewable energy"
Other policies such as Natural Heritage, Natural Hazards and Agriculture.

Norfolk County Official Plan

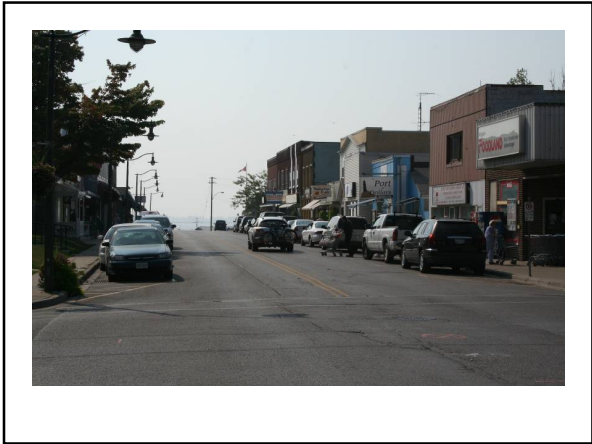
- County Planning Vision
A stronger, more diversified economy;
Protecting and improving the natural environment;
Maintaining and enhancing the rural and small town character;
Maintaining a high quality of life;
Upgrading and expanding crucial infrastructure;
and
A well governed, well planned and sustainable community

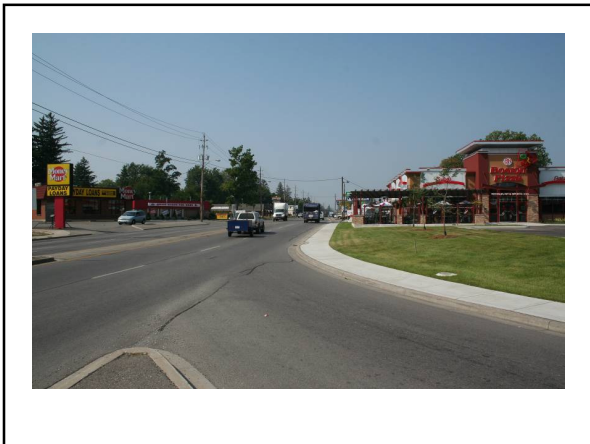
Norfolk County Official Plan

- "The County shall strive to create a transit-supportive, compact urban form consisting of mixed uses and efficient transportation networks"
"Infill and intensification targets are outlined in the Official Plan. 20% of its growth in Urban areas should be through infill, intensification and redevelopment"
"The County may undertake a residential intensification study to assess the potential for increasing the housing supply within existing designated Urban areas"
"The automobile will continue to be the main mode of transportation within the County due to its rural character, small and dispersed population and size of Urban areas. Notwithstanding, land use pattern, density and mix of uses shall be promoted in Urban areas that reduces vehicles trips and creates the potential for public transit viability and other alternative transportation modes such as walking and cycling"
"Policies in place promoting walking and cycling trails"

Reality?







Conclusion

- Priority for Rural Areas
 - *Economic development*
 - *Agricultural transition*
 - Infrastructure requirements (water, wastewater, roads and bridges) versus bigger centres (GTA)
 - Lifestyle – what public wants versus policy direction
 - Goals/direction that are in conflict with policy/weak policy
 - Development that is based on the automobile

Conclusion

- “Public education and outreach is essential to make Canadians more aware of, and give them a greater understanding of, climate change; to encourage Canadians to take action to reduce emissions in their own lives, and to support measures initiated as part of the National Implementation Strategy” – Neil McCleod