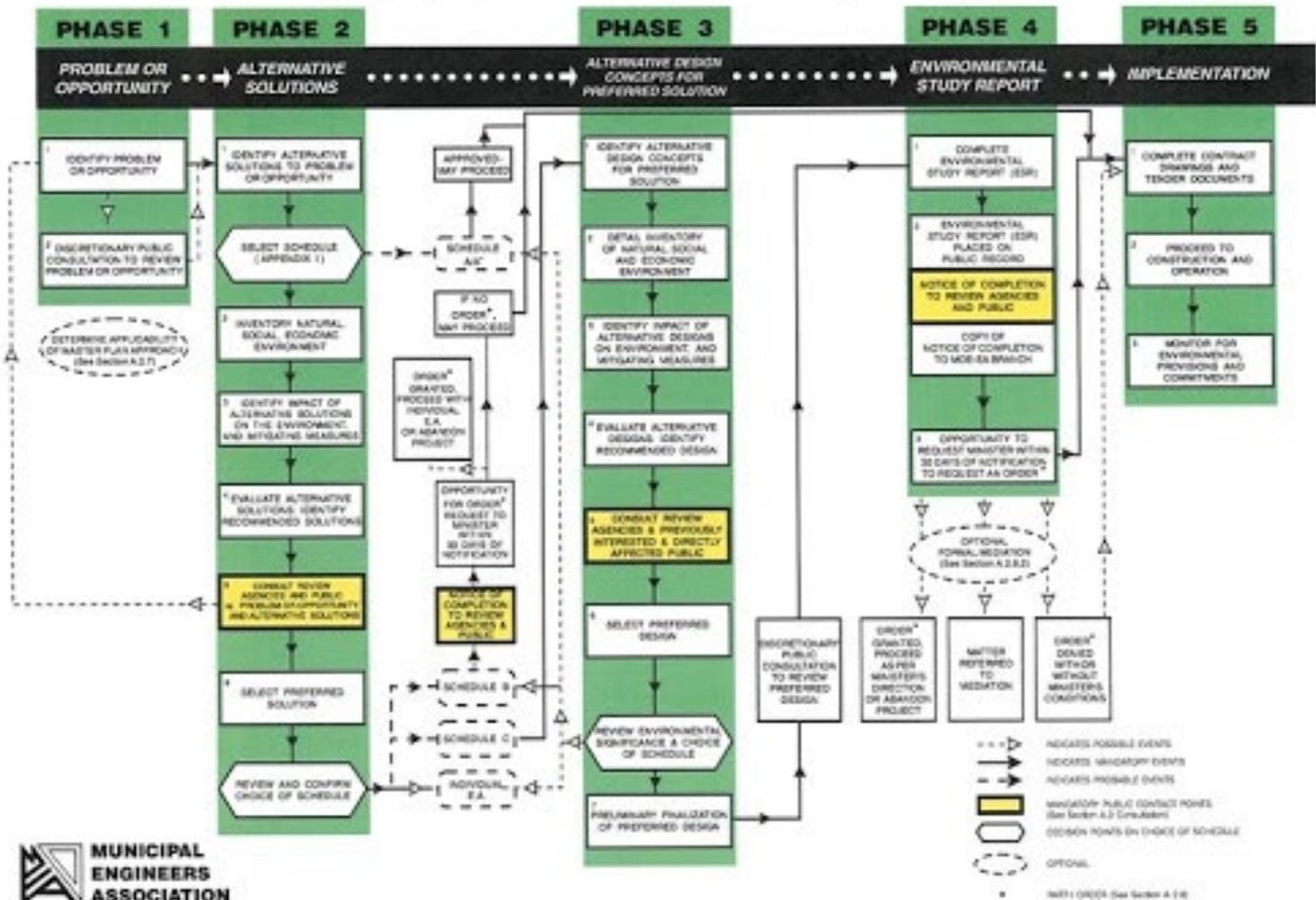


Appendix D

Municipal Class EA (MCEA) Process

A. Many large-scale infrastructure projects require the completion of an Environmental Assessment. As a result of completing the ATP, Town staff will have completed the necessary steps to fulfill Phases 1 and 2 of the Municipal Class EA (MCEA) process. Further assessment and potential environmental impacts will need to be considered in the future stages of implementation to determine next steps.

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



A number of updates have been made to the MCEA Act which pre-approves the construction or operation of walking and cycling facilities both within and outside of the road right-of-way. The following are examples of the changes that were made which negate the need for a full Municipal Class Environmental Assessment for active transportation projects:

1. Normal or emergency operation and maintenance of linear facilities now includes multi-use trails, and are pre-approved;
2. Projects where the proposed improvement does not require significant changes to the roadway or where traffic impacts have been studied and mitigated;
3. Construction or removal of multi-use trails within existing or protected rights-of-way are pre-approved; and
4. Construction or removal of multi-use trails including water crossings outside existing rights-of-way.

Schedule A and A+ projects are considered pre-approved and do not require a full Class EA. Pre-approved project include those where the proposed project does not require significant changes to the roadway or where traffic impacts have been studied and mitigated. Projects valued between \$3.5 and \$9.5M should adhere to Schedule B, and over \$9.5M should adhere to Schedule C. The exemption is maintained for smaller projects and larger projects are to follow a well-accepted and proven process.

Policy Review

Active transportation in Whitby is supported by a range of policies and plans at the Provincial, Regional and Local levels of government. Existing policies can help to shape the vision, goals and objectives of the Whitby Active Transportation Plan (ATP), as well as the network identification and design. **Appendix D** provides a summary of the most relevant policies at each level of government in regards to active transportation.

The provincial government provides a robust and prescriptive framework for the evolution of active transportation in urban, suburban and rural areas. The Provincial Policy Statement and Metrolinx's Regional Transportation Plan provide guiding principles and policy directions for transportation development in the Greater Golden Horseshoe. The Greenbelt Plan, Oak Ridges Moraine Conservation Plan and Growth Plan for the Greater Golden Horseshoe form the backbone of the Province's growth management structure, providing a policy framework for municipal governments. These provincial policy documents include the conservation of natural features and the intensification of urban areas, which aim to support walking and cycling.

Whitby is a lower-tier municipality in Durham Region. Regional policies relevant to Whitby's ATP include Durham's Official Plan, the Regional Cycling Plan, and the associated Cycling Communications Plan (which provides a guiding "umbrella" under which the ATP will be developed in concert with its partner governments). Whitby's ATP will conform to the policy directions set out in these documents, while providing important local context for the specific network and facility improvements desired by residents, articulated through consultation activities and events.

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At the local level, the Town of Whitby has developed a number of plans and policies from which the ATP will draw significant inspiration and guidance. These documents include the Town’s Official Plan, Strategic Plan, Waterfront Trails and Open Space Plan, Cycling and Leisure Trails Plan, as well as various secondary plans and urban design guidelines that apply to specific communities and areas within the Town. These plans emphasize the need to connect Whitby’s rural and waterfront areas by more direct, convenient, and accessible active facilities, and enhance both on and off-road trails (particularly along the Town’s Waterfront).

These documents are summarized in **Table 1**. Further detail about each policy and their specific impacts on active transportation policy recommendations are outlined in **Tables 2 to 5**.

Table 1: Policies Relevant to the Whitby Active Transportation Plan

Jurisdiction	Policy
Province of Ontario	<ul style="list-style-type: none"> ▶ Provincial Policy Statement (2020) ▶ Growth Plan for the Greater Golden Horseshoe – Places to Grow (2020) ▶ Ministry of Transportation Cycling Strategy (2013) ▶ Greenbelt Plan (2005) ▶ The Big Move (Metrolinx Regional Transportation Plan) (2008) ▶ Accessibility for Ontarians with Disabilities Act (2005) ▶ Oak Ridges Moraine Conservation Plan (2017)
Durham Region	<ul style="list-style-type: none"> ▶ Official Plan (2015) ▶ Transportation Master Plan (2017) ▶ Cycling Communications Plan (2014) ▶ Regional Cycling Plan (2012) ▶ Regional Trails Network ▶ DRT Bike & Ride Program (Ongoing) ▶ Cycle Durham Programming (Ongoing)
Town of Whitby	<ul style="list-style-type: none"> ▶ Official Plan ▶ Waterfront Parks and Open Space Master Plan (2016) ▶ Downtown Whitby Action Plan (2016) ▶ Brooklin Secondary Plan Study and Transportation Master Plan (2017) ▶ West Whitby Secondary Plan (2014) ▶ Downtown Brooklin Transportation Study Report (2014) ▶ Port Whitby Sustainable Community Plan (2011) ▶ Transportation Master Plan (2010) ▶ Cycling and Leisure Trails Plan (2010) ▶ Community Strategic Plan (2002)

Jurisdiction	Policy
Other Support	<ul style="list-style-type: none"><li data-bbox="591 275 1446 306">▶ CAN-BIKE Program<li data-bbox="591 310 1446 380">▶ Cycling Advocacy Organizations (e.g. Share the Road Coalition, Ontario by Bike)<li data-bbox="591 384 1349 453">▶ Active Transportation and Safe Roads Advisory Committee

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Table 2: Provincial Policy Support

Policy Document	Policy Description	Relevance to the Whitby ATP
<p>Growth Plan for the Greater Golden Horseshoe – Places to Grow (2020)</p>	<p>The Growth Plan promotes dense, mixed-use communities that support public transit, walking and cycling as viable transportation options throughout Ontario’s Greater Golden Horseshoe. By creating mixed-use communities with traditional downtown built form and which serve a range of residential, commercial and business functions, the aim is to reduce transportation demand, enticing more people to choose public or active transportation to reach their destinations.</p>	<p>Policies from the Growth Plan relevant to the development can be found throughout Section 2 (“Where and How to Grow”).</p> <ul style="list-style-type: none"> 2.2.2: Managing Growth 2.2.3: General Intensification 2.2.5: Major Transit Station Areas and Intensification Corridors 2.2.6: Employment Lands 2.2.7: Designated Greenfield Areas 3.2.3: Moving People <p>Policies in these sections provide direction to municipalities for accommodating intensification, including establishing specific intensification targets, requirements for greenfield density targets, as well as developing mixed-use, transit-supportive, pedestrian-friendly urban environments and encouraging the development of complete communities. There is also requirements that municipalities integrate pedestrian and cycling networks into transportation planning.</p> <p>The Growth Plan also directs future growth to traditional downtown communities where the potential for intensification is highest. Despite the absence of an identified Urban Growth Centre in Whitby, it is possible for the Town to incorporate objectives that aim to develop more pedestrian-friendly communities, as outlined in Places to Grow.</p>

Policy Document	Policy Description	Relevance to the Whitby ATP
<p>Ministry of Transportation Cycling Strategy (2013)</p>	<p>In September 2013, the Ontario Ministry of Transportation (MTO) published #CycleON, Ontario’s Cycling Strategy. The strategy acknowledges the importance of developing cycling facilities to help reduce greenhouse gas (GHG) emissions, ease gridlock, benefit the economy, increase tourism, and increase the health quality of life of Ontarians. Key elements of the Province’s vision include:</p> <ul style="list-style-type: none"> ▶ Develop a safe cycling network that connects the province; ▶ Continue to reduce collision and injury rates and injuries; ▶ Empower everyone from occasional cyclists to daily commuters to feel safe when they get on a bicycle in Ontario. 	<p>The Cycling Strategy outlines a 20-year vision for cycling in the province, with proposed cycling infrastructure, educational components, and legislation. This strategy, in concert with other provincial documents, aims to promote and strategically develop sustainable transportation infrastructure province-wide. Some of the routes and infrastructure identified in this strategy are located in Whitby, and provide policy and program support for increasing the extent and connectivity of Whitby’s networks for both walking and cycling infrastructure.</p>
<p>The Big Move: Metrolinx Regional Transportation Plan (2013 Update)</p>	<p>The Big Move is the third piece in a provincial approach (along with the Greenbelt Plan and Growth Plan for the Greater Golden Horseshoe) to guide growth and sustainability planning in the Greater Toronto and Hamilton Area and builds upon these two other documents. Together, these initiatives aim to develop more compact and complete communities that make walking, cycling and transit part of everyday life. The goal</p>	<p>The Whitby ATP will reference the specific guidelines of the Big Move in recommending transportation network improvements to better consider all modes of transportation, promote integration of transit systems, and reduce congestion, commuting times, and transportation-related emissions. This includes a strong emphasis on active transportation and integration with existing modes, which will be reflected in the ATP.</p>

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Policy Document	Policy Description	Relevance to the Whitby ATP
	<p>of the Big Move is to create a long-term strategic plan for an integrated, multi-modal, regional transportation system. It serves as a blueprint for a more sustainable transportation future for the entire region over its 25-year planning horizon.</p>	
<p>Greenbelt Plan (2005)</p>	<p>The Greenbelt Plan is a complement to the Growth Plan for the Greater Golden Horseshoe, identifying areas where urbanization should not occur in order to provide permanent protection of Southern Ontario’s agricultural and ecological land bases and functions. The Greenbelt Plan builds upon the ecological protection provided by the Niagara Escarpment Plan (NEP) and the Oak Ridges Moraine Conservation Plan (ORMCP).</p>	<p>During the development of the overall network, the ATP will ensure lands designated for protection through the Greenbelt Act within Whitby will not be adversely impacted. Connecting these natural areas via trails will be a potential recommendation.</p>
<p>Accessibility for Ontarians with Disabilities Act (2005)</p>	<p>The Accessibility for Ontarians with Disabilities Act (AODA) was passed on June 13, 2005, and is a Provincially legislated policy that calls on the business community, public sector, not-for-profit sector and people with disabilities or their representatives to develop, implement and enforce mandatory standards. This policy is a first of its kind in Canada to apply to both</p>	<p>The “Built Environment” component of the AODA is the most relevant section that can be applied to the planning, design and construction of active transportation facilities, including pedestrian crossings, trails, sidewalks, wayfinding infrastructure, etc. This policy provides direction on the appropriate design and location of these facilities, and is a key reference document in the development of Whitby’s ATP. A key objective is the development of “complete streets” which will be strongly reflected in the ATP.</p>

Policy Document	Policy Description	Relevance to the Whitby ATP
	<p>the private and public sectors. These accessibility standards are the rules that local governments, agencies and businesses in Ontario should follow to identify, remove and prevent barriers to accessibility.</p>	
<p>Oak Ridges Moraine Conservation Plan (2017)</p>	<p>The Oak Ridges Moraine Conservation Plan (ORMCP) identifies lands and environmental protections for areas within the Oak Ridges Moraine, a significant ecological landform dividing north- and south-draining watersheds in southern Ontario. Municipal official plans are required to conform plan in order to provide protection to sensitive lands and ecological functions.</p>	<p>The Town of Whitby lies directly south of the Oak Ridges Moraine, and Whitby’s Official Plan includes policies that align with the Oak Ridges Moraine Plan’s objectives and land-use restrictions. The Town’s trails network is connected to lands within the Moraine and, as such, the ATP will have regard for connectivity to natural and recreational amenities within the Plan area.</p>

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Table 3: Regional Policy Support

Policy Document	Policy Description	Relevance to the Whitby ATP
<p>Regional Municipality of Durham Official Plan (2015 Consolidation)</p>	<p>Durham Region’s Official Plan is a long-term policy framework for decision making. It sets the regional context for more detailed planning by protecting the environment, managing resources, and directing growth, and sets the basis for providing Regional services in an efficient and effective manner.</p>	<p>Whitby’s ATP will be consistent with the policy directions outlined in the Region’s Official Plan as they pertain to active transportation. These relevant policies include:</p> <ul style="list-style-type: none"> ▶ 1.3.1 (General Policies): (g) Create Urban Areas that are people-oriented and support active transportation. ▶ 2.2 (Urban Areas): Support a pedestrian-oriented urban environment which promotes social interaction. ▶ 8 (Urban System Policies): Generally, this section aims to provide active transportation corridors between urban centres which are integrated with the transit system. These two modes are to be prioritized within Whitby’s urban areas through planning and urban design considerations. ▶ 11.3.22 (Regional Cycling Plan): These policies outline cycling-supportive requirements for infrastructure, focusing on the encouragement of infrastructure that supports walking and cycling throughout the Region through policies and practices that ensure safe, direct, comfortable, attractive, and convenient cycling and pedestrian conditions. ▶ Arterial Road Criteria: On roads of higher classification, cycling and pedestrian activity should be restricted or provided for in separate facilities. On lower classes of roads, cycling and pedestrian activity should be encouraged, but may not require dedicated facilities.
<p>Regional Transportation</p>	<p>The Region’s Transportation Master Plan (TMP) was originally developed in 2005,</p>	<p>Whitby’s ATP will have regard for the content of the TMP Update once the final draft has been approved by Council. The</p>

Policy Document	Policy Description	Relevance to the Whitby ATP
<p>Master Plan (2017)</p>	<p>providing a vision, goals, and strategic direction for all modes of transportation in Durham Region over 20 years. However, this is a moving horizon, and the TMP is currently being updated. Specifically, the TMP Update will outline new high-level targets for mode share to 2031, and identify corridors that require expansion, increased transit service, improved AT connections, etc. It also aims to integrate recommendations with existing policies, including the Regional Cycling Plan and other regional trail networks.</p>	<p>most relevant aspects of the TMP Update (identified to date) include:</p> <ul style="list-style-type: none"> ▶ 3.1 (Draft Proposed 2031 Transportation Networks): (c) Active Transportation – These policies aim to integrate the Regional Cycling Plan with the TMP, add new corridors to the Regional Network, and define short-term cycling routes to be implemented in the next 10 years throughout Durham Region. ▶ 6.3 (Draft Proposed Actions – Walking and Cycling): These proposed policies advocate for the accelerated implementation of the Region’s Primary Cycling Network; exploring funding opportunities for infrastructure outside of the Region’s Capital Program; and supporting walking and cycling via development review, planning and policy documents, transportation demand-management programs, and development of the Regional Trail Network.
<p>Regional Cycling Communications Plan (2014)</p>	<p>The Regional Cycling Plan (2012) includes the development of a communications strategy to guide education, promotion, outreach, and policy enforcement methods for cycling in the Region, focusing on:</p> <ul style="list-style-type: none"> ▶ The development of a “campaign identity” regarding cycling content in Durham; ▶ Cyclist and driver educational campaigns; ▶ Region-wide cycling network mapping; 	<p>The Communications Plan provides an “umbrella” under which the communications and outreach program can be developed and implemented. The programming identified in the Communications Plan will assist Whitby with its promotion and outreach. The plan identifies target audiences and educational messaging that will build support for and promote the use of active transportation infrastructure which can be used by Whitby within its communication plan.</p>

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Policy Document	Policy Description	Relevance to the Whitby ATP
	<ul style="list-style-type: none"> ▶ Materials directed at student / youth cyclists; ▶ Cycling event kits for community use; and ▶ Integrated messaging across regional departments and local municipalities. 	
<p>Regional Cycling Plan (2012)</p>	<p>The Regional Cycling Plan identifies a network of routes and facilities, and includes a number of recommendations for the development of a cohesive plan for cycling in Durham. Recommendations include:</p> <ul style="list-style-type: none"> ▶ A financing arrangement in which the Region remains responsible for all capital costs and maintaining on-road facilities on Regional roads in the identified Cycling Network, while area municipalities maintain off-road, multi-use paths on Regional Roads ▶ The development of a communications strategy to ensure consistency in cycling messaging and policy across jurisdictions ▶ Consider constructing off-road facilities outside of the Region’s road construction plan to close gaps and connect routes in the Cycling Network. 	<p>The Regional Cycling Plan provides a policy framework for the integration of cycling initiatives throughout Durham. The plan includes a central spine for Whitby’s network by identifying and establishing cycling routes and facilities to be planned and implemented on Regional Roads, Regional Trail Network, and a Secondary Cycling Network. The implementation component of Whitby’s ATP will also be developed to reflect the network phasing recommendations identified in the Regional Cycling Plan.</p>

Policy Document	Policy Description	Relevance to the Whitby ATP
	<ul style="list-style-type: none"> ▶ Establish partnerships with adjacent municipalities to fund and connect cycling routes beyond regional boundaries. 	
<p>Durham Regional Trail Network (2015) / Durham active transportation Committee</p>	<p>To expand, enhance and promote a public regional trail system connecting Durham’s municipalities that supports active and healthy community lifestyles.</p> <p>The mandate of the DATC is to co-ordinate and implement a Regional Trail Network to:</p> <ul style="list-style-type: none"> ▶ Interconnect and enhance the Lake Ontario waterfront trail system; ▶ Further the trail system of the Lake Scugog waterfront; and ▶ Further a regional trail system that establishes connections between: area municipalities; the Oak Ridges Moraine and Lakes Ontario, Scugog and Simcoe; other key destination points such as marinas, parks, conservation authority owned lands and the Trent Severn Waterway; and trails beyond the Region’s boundaries. 	<p>The Durham Regional Trail Network provides a conceptual framework for connecting trails throughout Durham Region. Whitby’s ATP will consider the mandate of the Durham Regional Trail Network and review the recreational trail routes for inclusion within the ATP.</p>
<p>Durham Region Transit Bike &</p>	<p>This program encourages cyclists to combine cycling with public transit via the installation of bike racks on buses and a</p>	<p>In conjunction with educating Whitby residents about the installation of bike racks on buses and how they ought to be used, Durham Region Transit (DRT) is constructing reserved</p>

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Policy Document	Policy Description	Relevance to the Whitby ATP
Ride Program (Ongoing)	promotional, educational and instructional campaign.	lanes along Highway 2 for both transit and cyclists for the implementation of bus rapid transit service. These initiatives will encourage active transportation-supportive behaviour, infrastructure and programming initiatives of the Whitby ATP.
Cycle Durham Programming (Ongoing)	<p>Cycle Durham promotes Durham Region’s cycling initiatives and infrastructure across the region. Working with area municipalities, and community partners, the goals of Cycle Durham are to:</p> <ul style="list-style-type: none"> ▶ Grow resident awareness and knowledge of safe cycling and driving behaviours. ▶ Promote the health, environmental, social and transportation benefits of cycling to communities, families and individuals. ▶ Promote the Region’s commitment to the development of cycling infrastructure and community partnerships that contribute to the development of a safe and engaged cycling community. 	Programming developed by Cycle Durham that is relevant to Whitby will be analyzed for inclusion in the education and promotion policies of the ATP. This programming will function as a resource for cycling information for the residents of the Town.

Table 4: Local Policy Support

Policy Document	Policy Description	Relevance to the Whitby ATP
<p>Official Plan (2016 Consolidation)</p>	<p>The Town of Whitby’s Official Plan “is the principal policy document which the Municipality may use to express its goals and objectives for the community, significant environmental conditions and its development or redevelopment. The Official Plan provides the general policy direction and planning framework to guide the physical, social, economic and environmental management and growth of the Town of Whitby (Municipality).” Its purpose is to establish policies that ensure quality of life, establish a land use and transportation pattern, and articulate a policy framework, among many other key community objectives for the management of growth and development.</p> <p>Recently, Official Plan Amendment (OPA) 105 has been adopted by Council. This OPA “ensures that the currency, relevance and appropriateness of the policy framework on which the Official Plan is based meets the needs of the community. The proposed changes implement and conform to the policies of the Greenbelt Plan and Durham Regional Official Plan and are consistent</p>	<p>The Official Plan acts as perhaps the most important guiding document in the development of the Town’s future transportation network and its supportive policies and guidelines, given that it contains a holistic vision for the community. All transportation-specific policies are taken into account within the ATP. Relevant policies include:</p> <ul style="list-style-type: none"> ▶ 2.1 Municipal Development Principles and Strategy: (f) Establish and maintain linked transportation systems through the community for transit, vehicular and pedestrian movement ... These systems will connect living areas with Whitby’s central, employment and open space areas, and neighbouring municipalities. ▶ 4.8.2 (Parks and Open Space): The intent of this section is to link parkland and natural areas via active connections, with particular emphasis on connectivity to the Waterfront. ▶ 4.13 (Intensification): This section outlines the requirements that new development, transit facilities, and school construction ought to support walking and cycling in designated Intensification Areas. ▶ 6.2 (Urban Design): The intent of this section is to require that new development and transportation infrastructure support the use of active modes, encouraging walking- and pedestrian-friendly built form and streetscape design, particularly in areas designated for intensification. ▶ 8.1 (Transportation): These policies outline a number of requirements for the consideration of active transportation, including inclusion of designated AT

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Policy Document	Policy Description	Relevance to the Whitby ATP
	<p>with the 2014 Provincial Policy Statement (PPS). A wide range of other general and specific policy and mapping amendments are proposed throughout the Official Plan.”</p>	<p>lanes on major arterials as appropriate; requiring AT provisions in new development and infrastructure builds; and overall emphasis on improving the Waterfront Trail for pedestrians and cyclists; and enhancing road safety for active users of all abilities.</p> <p>Aspects of OPA 105 relevant to the development of Whitby’s ATP include:</p> <ul style="list-style-type: none"> ▶ 3.2 [Sustainable Community Planning]: This section outlines policies that encourage the use of active transportation as a consideration in retrofitting and new construction; the development of guidelines, and as a means for climate change mitigation and energy conservation. ▶ 4.2 [Intensification]: This section outlines the need to provide for active transportation in development adjacent to transit stations and in dense urban areas. ▶ 4.8.3.6: School sites should be centrally located within the catchment area they serve, fronting on collector or arterial roads, and integrated, where possible, with other community facilities. Active transportation, safety, and access shall be considered in determining school locations. ▶ 4.9.3.22.7: Connecting Whitby’s urban area to the Waterfront Trail shall be encouraged through transit and other north-south linkages, including active transportation facilities, trails and walkways within open space lands, the Major Open Space system, and sidewalks within the road network. ▶ 6.2.3.10.3: Active transportation facilities through parks and other open space areas shall be designed to be

Policy Document	Policy Description	Relevance to the Whitby ATP
		<p>safe and accessible and provide connections to community facilities and adjacent neighbourhoods.</p> <ul style="list-style-type: none"> ▶ 6.2 [Urban Design]: This section contains many policies pertaining to the development of more cyclist- and pedestrian-friendly urban environments, generally be requiring that new development and built form take into account connectivity and accessibility for users of active modes. ▶ 8.1 [Transportation]: Policies in this section make reference to active transportation as a mode of growing importance in Whitby, outlining the need to consider the needs of active user in network and facility development. ▶ 8.1.3.7 [Active Transportation]: This new section is devoted solely to active transportation, including policies for the enhancement of active transportation facilities through the development review process; the implementation of initiatives in the Town’s Cycling and Trails Plan; the provision of cycling lanes along identified routes; the use of utility corridors for active transportation routes; the consideration of active users in bridge design; improvement of accessibility for all users in active transportation facility design; and the additions of bicycle parking and pedestrian crossing facilities as deemed appropriate.
<p>Waterfront Parks and Open Space Master Plan (2016)</p>	<p>The Whitby Waterfront Parks and Open Space Master Plan is a 20-year comprehensive strategy that aims to enhance the waterfront’s natural, cultural, and recreational features. It provides a number of strategic directions</p>	<p>Improved trail connections are a key component of the Waterfront Plan, including the Waterfront Trail and a secondary network of trails and other active connections to parks, open spaces, and other locations along the Waterfront and elsewhere in the Town. These AT components are included in each of the plan’s four five-</p>

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Policy Document	Policy Description	Relevance to the Whitby ATP
	<p>for the revitalization of Whitby's Waterfront, providing policy directions for the improvement of connections between key areas of the Town, including the Downtown and rural areas.</p>	<p>year implementation phases and will be incorporated into the ATP.</p>
<p>Downtown Whitby Action Plan (2016)</p>	<p>The Downtown Whitby Action Plan outlines strategic directions for Whitby's historic downtown, establishing a vision for forms of urban development and transportation for the area. Its objectives are as follows:</p> <ol style="list-style-type: none"> 1. Enable new opportunities for a prosperous and innovative downtown. 2. Create Downtown Whitby as a walkable pedestrian-focused destination; 3. Inspire and enhance cultural life; and 4. Cultivate downtown connections and promotion. 	<p>"Walkability" is a major component of the Downtown Action Plan, as outlined in Objective 2. Relevant section of the plan include:</p> <ul style="list-style-type: none"> ▶ 2.2: Develop a Streetscape Improvement Master Plan for roads, sidewalks, pedestrian crossings, street furniture, trees, lighting, cycling, signage and connectivity in Downtown Whitby with specific focus along the Brock Street spine; and develop related engineering design standards. ▶ 2.3: Conduct a Downtown Whitby Corridor Study to support a pedestrian friendly historic core around Brock Street and Dundas Street.
<p>Brooklin Secondary Plan Study and Transportation Master Plan</p>	<p>Land use and transportation options for the community of Brooklin are identified in the Secondary Plan and Transportation Master Plan. For transportation, the following problem statement is provided:</p> <ul style="list-style-type: none"> ▶ With impending significant population growth, and to support a community-focused, pedestrian-oriented, business friendly, and 	<ul style="list-style-type: none"> ▶ As with the other secondary plans, the ATP will be consistent with the policy directions identified in the Brooklin Study. Active transportation-specific objectives of the Draft Proposed Secondary Plan include: ▶ Main Street feel: Baldwin Street will be a safe and comfortable street for all users... and create a vibrant and pedestrian-friendly environment. ▶ Connectivity: An integrated multi-use trail system will be coordinated with, not only local nodes, but also Regional and Provincial roads and transit.

Policy Document	Policy Description	Relevance to the Whitby ATP
	<p>sustainable downtown, the longer-distance through traffic, heavy truck traffic, and some commuter traffic is no longer suited to travel through Downtown Brooklin. Transportation policies and infrastructure improvements are required to encourage alternative sustainable modes of travel throughout Brooklin (transit, walking, and cycling) and to accommodate the transportation infrastructure needs associated with growth.”</p> <p>In addition to transportation-specific considerations, an updated secondary plan is being prepared to guide future growth and land-use planning within the study area.</p>	<ul style="list-style-type: none"> ▶ Healthy living: Active and healthy living will be promoted through the development of parks, trails, walkable streets and recreational facilities. ▶ Green space and trails: Significant natural areas and features and associated features such as trails will be protected. <p>Specific policies related to active transportation included in the Draft Plan include:</p> <ul style="list-style-type: none"> ▶ 11.5.3.2: Land use patterns and transportation networks shall be arranged and planned to support transit and active transportation in an effort to reduce traffic congestion, encourage active, healthy living and to encourage a sustainable lifestyle. ▶ 11.5.22.2: Elementary schools shall have frontage on at least one collector road, and secondary schools shall be located at the intersection of an arterial and a collector road to optimize transit utilization and active transportation. ▶ 11.5.28.3: Regard shall be had in [the design of arterial roads] to the other public interest objectives established by this Plan, which require that higher density development be established along arterial roads in a pedestrian-oriented and transit-supportive environment. ▶ 11.5.28.4: New and reconstructed arterial roads shall be built with sidewalks on both sides and cycling provided through on-road facilities and/or off road multiuse paths. The location of multi-use paths will be

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Policy Document	Policy Description	Relevance to the Whitby ATP
		<p>determined based on connectivity to active transportation routes and maximizing safety and use.</p> <ul style="list-style-type: none"> ▶ 11.5.28.7: An active transportation network which connects destinations within and beyond the neighbourhood such as schools, parks, the downtown, commercial areas and employment areas shall be planned. In this regard, an active transportation network plan shall be prepared for each Comprehensive Block Plan and implemented through the development approvals process. ▶ 11.5.28.8: The active transportation network may be provided within road rights-of-way as well as on trails within the natural heritage system. Active transportation connections across barriers (natural and infrastructure) shall be planned at appropriate walking/cycling intervals to reduce barriers between neighbourhoods. ▶ 11.5.28.9: Plans of subdivision shall be designed to optimize transit utilization and active transportation use and be integrated with destinations within and beyond the subdivision. Dedicated rights-of-way to support active transportation and/or all transit (e.g. mass, micro, emerging technologies, etc.) may be required.
<p>Downtown Brooklin Transportation Study Report (2014)</p>	<p>To inform the Brooklin Secondary Plan, a transportation-specific study was undertaken to provide important context for Brooklin’s transportation needs. It includes existing transportation conditions in Brooklin and develops recommendations for the area in question.</p>	<p>Active transportation is a significant component of Downtown Brooklin’s Transportation Study. These policies will be reflected in the ATP. Specifically, relevant Secondary Plan recommendations include:</p> <ul style="list-style-type: none"> ▶ C3: Crossing opportunities are limited along Baldwin Street between Campbell Street and Carnwith Drive. Traffic operations should be monitored for future needs for signals.

Policy Document	Policy Description	Relevance to the Whitby ATP
		<ul style="list-style-type: none"> ▶ E1 (Active Living, Sustainable Transportation, and Safety): i) Initiate a School Patrollers Program in consultation with the school boards and Durham Regional Police Services; and ii) Initiate a School Active Transportation Program (e.g. Kids-Walk-to-School program).
<p>West Whitby Secondary Plan (2014)</p>	<p>The West Whitby Secondary Plan identifies a number of land use and transportation policy directions for the secondary plan area. The vision for this community seeks to strike a balance between the protection of natural heritage features and the establishment of a livable, walkable, and thriving urban area.</p>	<p>Walking and cycling are identified as areas for improvement within the Secondary Plan. Specific policies to be considered within the ATP include:</p> <ul style="list-style-type: none"> ▶ 11.12.1.1.2.8: Encourage the establishment of a greenspace network that links environmental and recreational resources both within and beyond the boundaries of the Secondary Plan area as part of the development of a Town-wide Natural Heritage Strategy. ▶ 11.12.1.2.2.5: Ensure that neighbourhoods are compact, pedestrian-friendly ▶ 11.12.1.2.2.6: Ensure that a system of trails and bike paths are integrated with new development throughout the Secondary Plan area. ▶ 11.12.1.3.2.2: Facilitate opportunities ... that encourages a mix of land uses with a strong pedestrian focus.
<p>Port Whitby Sustainable Community Plan (2011)</p>	<p>The Port Whitby Sustainable Community Plan provides guidance about the type of development deemed appropriate for Whitby’s waterfront community, outlining a vision and strategic directions for the</p>	<p>Active transportation connections are a key part of the Port Whitby plan. The following goal identified in the Plan is particularly relevant:</p> <ul style="list-style-type: none"> ▶ Focus Area 6 (Accessibility and Transportation): Significantly improve accessibility to and within the area for all modes of transportation, and promote

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Policy Document	Policy Description	Relevance to the Whitby ATP
	<p>area. Specifically, the Plan addresses the following questions:</p> <ol style="list-style-type: none"> 1. How can infrastructure in the area be provided and designed in a manner that minimizes energy and water consumption, waste generation, and land requirements? 2. How can new buildings in the area be designed and located to minimize energy consumption and support the use of public transit? 3. How can the streets, parks, open spaces and recreational facilities be planned to enhance the quality of the public realm and support sustainability? 	<p>transit, walking, and cycling as the primary modes of transportation to reduce auto-oriented travel, congestion and pollution impacts.</p> <p>Recommended strategies include:</p> <ul style="list-style-type: none"> ▶ Transform Port Whitby into a pedestrian friendly environment... Opportunities for improving connectivity within Port Whitby for pedestrians should also be a priority, with pedestrian paths, bridges and walkways to key destinations, particularly the GO Station. ▶ Expand the bicycle network by improving existing infrastructure and adding new amenities. Bicycling has the greatest number of barriers when it comes to attracting drivers to switch modes... On-road facilities are important for commuting trips and for trips to support day-to-day activities such as shopping.
<p>Transportation Master Plan (2010)</p>	<p>Whitby’s Transportation Master Plan (TMP) provides strategic direction for all modes of transportation in Whitby. It also outlines a guiding vision, which aims “To move people and goods within and across the municipality: safely, conveniently, and reliably by providing an integrated, accessible, and financially sustainable transportation system. This system will have a balanced range of mobility options and choice for all users”</p>	<p>Whitby’s TMP provides the general framework for transportation-specific objectives within which the ATP will be developed. The vision for the future of Whitby’s as a pedestrian- and cyclist-friendly community with safe, convenient, and efficient route and facility connections is included in the TMP. It also outlines an implementation strategy for active transportation infrastructure in Whitby (which will be considered within the ATP). Components of this strategy include:</p> <ul style="list-style-type: none"> ▶ The adoption of an active transportation policy; ▶ Develop guiding principles for balanced and complete streets; ▶ Provide input into the Town’s Active Transportation Plan;

Policy Document	Policy Description	Relevance to the Whitby ATP
		<ul style="list-style-type: none"> ▶ Identify where future pedestrian / cycling elevated structures are warranted and include in future capital planning; and ▶ Expand the Waterfront Trail.
<p>Cycling and Leisure Trails Plan (2010)</p>	<p>The Cycling and Leisure Trails Plan provides a vision and objectives for cycling and trail development in Whitby, integrating both on- and off-road networks in the Town and identifying consistent policies for both types of infrastructure. The Plan’s objectives focus on providing routes and facilities for:</p> <ul style="list-style-type: none"> ▶ Families, linking neighbourhoods for school and amenity access; ▶ Commuters, linking neighbourhoods to employment areas; and ▶ Rural residents, providing connections from the Waterfront to the Town’s quieter areas in the north. 	<p>The network of cycling and trail routes identified in the Cycling and Leisure Trails Plan will be reviewed for inclusion within the ATP’s recommendations for network improvements, phasing, funding strategies, and plan monitoring / evaluation. The ATP is also the update of the Cycling and Leisure Trails Plan.</p>

Appendix D

Policy Document	Policy Description	Relevance to the Whitby ATP
<p>Community Strategic Plan (2002)</p>	<p>The Community Strategic Plan is a document designed to establish long-term, high-level direction for Town policy, establishing a framework for decision-making, specific objectives to inform policy, and outline a plan for performance monitoring. The Strategic Plan’s vision is as follows:</p> <ul style="list-style-type: none"> ▶ “Whitby will be the ‘Community of Choice’ for family and business, embracing the future while respecting our proud heritage and natural environment, and promoting our strong sense of community identity.” 	<p>Improving active transportation is an explicit policy goal of the Community Strategic Plan. The following subsections of the Plan provide guidance for the development of the ATP:</p> <ul style="list-style-type: none"> ▶ 1.4: Develop a comprehensive network for trails, open space and the waterfront; ▶ 1.6: Improve accessibility for persons with disabilities; ▶ 2.2: Enhance the linkage of natural and open space areas; ▶ 2.2: Encourage and promote community-based special events and activities [via the provision of improved AT facilities and connections]; ▶ 5.4: Work with all levels of government to ensure an effective, efficient, and safe road, bicycle, and pedestrian transportation network; and <p>In general, the ATP will also examine partnerships for future network development and integrate AT into the process of community development.</p>

Table 5: Other Active Transportation-Supportive Organizations

Organization	Description	Relevance to the Whitby ATP
CAN-BIKE Program	This program is composed of a series of courses about learning to cycle safely, typically delivered locally by partner municipalities and cycling organizations.	Via Cycle Durham or delivered by the Town of Whitby, this program might work in tandem with the policies described in the previous three tables and the programs developed by Durham Region Transit, helping to ingrain cycling-supportive behaviours and confidence in potential users of Whitby's AT network.
Cycling Advocacy Organizations (e.g. Share the Road Coalition, Ontario by Bike, Durham Region Cycling Coalition)	These organizations advocate for the implementation of cycling-supportive policy in Ontario; enhancing the safety of routes and facilities; and disseminating information and educational materials among their memberships.	In terms of advancing the strategic directions of Whitby's ATP, these organizations provide important policy and programming support for the Town. It is important that the Town establish connections with these organizations as a means to promote AT initiatives in the Town.
Active Transportation and Safe Roads Advisory Committee (ATSRAC)	The Active Transportation and Safe Roads Advisory Committee advises Council on matters related to safe roads, active transportation and trails, monitor the implementation of the Active Transportation Plan and encourage, promote and participate in the planning of active transportation and safe roads policies, programs and facilities.	The Advisory Committee is an important stakeholder to consider in the development of the Whitby ATP. The Committee advises on active transportation related matters and provides education and outreach to other community programs and local policies.