

**Ontario Public Health Association
Recommendations for the Provincial Policy Statement (PPS), 2005 Review**

Document Section	Comment Type¹	Recommendations
Part 1 – Preamble	Policy Guidance, Policy Clarification/Refinement	<p>Recommendation 1 – Strengthen the language in the Preamble.</p> <p><u>Rationale:</u> This section could be strengthened by adding language that refers to healthy and complete communities that are sustainable, with an emphasis on the built, natural <i>and</i> social environments. While public health and safety are identified as a key policy areas in the PPS, the protection and promotion of health needs to be the cornerstone of Ontario’s land use planning system.</p>
Part IV – Vision	Policy Guidance, Policy Clarification/Refinement	<p>Recommendation 2 – Embed the protection and promotion of health through effective land-use planning in the Vision Section.</p> <p>The relationship between health and the built environment needs to be explained, strengthened and used as a theme in the Vision section and throughout the entire document by including information such as:</p> <ul style="list-style-type: none"> ▪ how health and disease prevention is influenced by the built environment in the short and long term; ▪ the notion of vulnerable populations and health disparities; ▪ the concept of complete communities and their importance for individual, environmental, social and economic health; and ▪ the notion that health driven land-use planning is critical in the prevention of chronic illnesses and the promotion of health and well-being for Ontarians. <p><u>Rationale:</u> While the current Vision makes reference to health and healthy communities, the references primarily pertain to minimizing a risk to public health and safety and do not clearly emphasize the importance of the relationship between health and the built environment. Suggested documents that the Province can refer to when developing language for this section include:</p> <ul style="list-style-type: none"> • Ontario Professional Planners Institute (2007) “<i>Healthy Communities Sustainable Communities: the 21st Century Planning Challenge.</i>” Accessed from http://www.ontarioplanners.on.ca/pdf/Healthy_Sustainable_Communities_2007.pdf • National Association of Local Boards of Health (2006). “Land Use Planning for Public Health: The Role of Local Boards of Health in Community Design and Development”. Accessed from www.cdc.gov/healthyplaces/publications/landuseNALBOH.pdf
Section 1.0 - Building Strong	Policy Clarification/Refinement	<p>Recommendation 3 - The heading for Section 1.0 “Building Strong Communities” should be changed to “Building <u>Healthy, Complete Communities</u>”.</p>

Communities		<p><u>Rationale:</u> OPHA recommends that this section be reframed as “Building Healthy Complete Communities”. The word “strong” may be open to different interpretations while “healthy” allows for a more unified vision to be established. Indicators could be developed to determine whether a community is healthy and/or health-promoting. Finally, the concept of complete communities ties in closely with health, and is consistent with the 2006 Growth Plan for the Greater Golden Horseshoe.</p>
Section 1.1 - Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns	Policy Clarification/ Refinement, New Policy	<p>Recommendation 4 - Include the following in Policy 1.1.1.</p> <p>"Healthy, liveable and safe complete communities are sustained by:</p> <p><u>h) Promoting development which enhances and supports the development of communities that are walkable with convenient access to facilities, transit, services, schools, recreation and employment opportunities in their design.</u></p> <p><u>i) Promoting development that takes into account the changing climate.</u></p> <p><u>Rationale:</u> Currently, section 1.1.1 states that “Healthy, livable and safe communities are sustained by...” and then proceeds under the sub clauses to articulate a set of desired objectives. The only reference made to measures that <i>enhance</i> the health of communities is under 1.1.1 (c) which states, “<i>avoiding development and land use patterns which may cause environmental or public health and safety concerns</i>”.</p> <p>In updating the PPS, OPHA recommends that the section be enhanced to include objectives that are proactive in the promotion and protection of health through planning and design, while maintaining references to the avoidance of public health and environmental and safety concerns currently found in 1.1.1(c).</p> <p>Recommendation 5 – Amend the following in Policy 1.1.</p> <p>"Healthy, liveable and safe complete communities are sustained by:</p> <p>f) improving accessibility for persons with disabilities and the elderly other vulnerable populations by removing and/or preventing land use barriers which restrict their full participation in society; and</p> <p><u>Rationale:</u> Add the term vulnerable populations as land-use barriers can also restrict their full participation in society.</p>
Section 1.1.3 - Settlement Areas	Policy Clarification/ Refinement, New Policy	<p>Recommendation 6 - Add a fourth point to Policy 1.1.3.2 a).</p> <p><u>4. Encourage alternative modes of transportation.</u></p>

		<p><u>Rationale:</u> Land use patterns that provide for alternatives to automobile travel allow residents to lead more active lifestyles, thereby preventing injury and lowering risk for chronic disease. In addition, reduced vehicle use reduces the amount of pollutants entering the environment.</p> <p>Recommendation 7 - Add a fifth point to policy 1.1.3.2 a).</p> <p><u>5. Are directed toward the goal of creating complete communities.</u></p> <p><u>Rationale:</u> Land use patterns that allow people to access daily needs without driving will not only increase daily physical activity, but will also reduce air emissions and allow access to services and resources that are supportive of good health.</p> <p>Recommendation 8 – Water quality should be included in Policy 1.1.3.2.a. 3.</p> <p>Amend: 3. minimize negative impacts to air <u>and water</u> quality, and climate change, and promote energy efficiency in accordance with policy 1.8; and</p> <p>Recommendation 9 - Amend Policy 1.1.3.4.</p> <p>"Appropriate development standards should <u>shall</u> be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety. <u>and protecting and promoting the public's health.</u>"</p> <p><u>Rationale:</u> In order to ensure that visions for healthy, sustainable and compact communities come to fruition, municipalities need to provide guidance and regulation of desirable built form patterns. Development standards to guide healthy, sustainable and complete communities should therefore be established by municipalities.</p>
Section 1.2 – Coordination	Policy Clarification/ Refinement, New Policy	<p>Recommendation 10 – Amend and Add the following to Policy 1.2.1.</p> <p>A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, or which cross lower, single and/or upper tier municipal boundaries, including:</p> <p>Amend:</p> <p>b) managing natural heritage, <u>air,</u> water, agricultural, mineral, and cultural heritage and archaeological resources;</p> <p>f) population, housing and employment projections based on regional market areas <u>provincial, regional and area municipal population, housing and employment forecasts</u></p>

Add:

g) developing, maintaining and expanding alternative transportation networks

h) transportation and land use decisions that have negative or positive implications for the protection and/or promotion of the public's health

i) identifying climate change impacts, adaptation and mitigation measures

Rationale:

Municipal policy may have implications that extend beyond administrative boundaries. Therefore coordination between municipalities is required to ensure that the cross-boundary health impacts of planning decisions are considered. In regards to the amendment of policy 1.2.1 f), for large regions desiring to reduce car use and maximize higher density mixed use development, region wide employment projections may be too general to assist in assessing the viability of a mixed use area. For this reason it is suggested that area municipal projections be used as well as regional and provincial projections where necessary. Furthermore, the term "market area" is confusing in this context as "market" suggests that the area defined based on economic criteria that do not necessarily follow the municipal boundaries.

Recommendation 11 - Add the following to Policy 1.2.2.

Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:

b) identify areas where growth will be directed, including the identification of nodes and the corridors linking these nodes **and strategies for moving people between nodes utilizing active and multimodal transportation alternatives;**

d) where transit corridors exist or are to be developed, identify density and **service** targets for areas adjacent or in proximity to these corridors, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.9;

Rationale:

In addition to density targets, targets for the number and variety of services in close proximity to transit corridors and hubs are needed in order to ensure that transit users are able to conveniently access daily service and retail needs without requiring other forms of transportation.

Recommendation 12 – Add a new Policy to Section 1.2. that addresses collaboration between municipal/regional planning departments and public health units / Medical Officers of Health.

Rationale:

Health units and local Medical Officers of Health can provide local expertise and support for making policy and development decisions

		that will improve local population health and support the development of complete communities.
Section 1.3 - Employment Areas	Policy Guidance, New Policy	<p>Recommendation 13 – Add and Amend Policies in Section 1.3.</p> <p>Add: <u>Planning authorities will establish policies to ensure appropriate proximity of public transit facilities, and to ensure that other alternative transportation supports are in place to effectively link employment areas with residential areas in a manner that reduces car dependence.</u></p> <p>Amend: 1. providing for an appropriate mix, and range <u>and density</u> of employment (including industrial, commercial and institutional uses) to meet long-term needs;</p> <p>4. ensuring the necessary <i>infrastructure</i> is provided to support current and projected needs <u>and to ensure convenient, efficient and reliable public transit infrastructure and pedestrian/cycling infrastructure to facilitate active transportation to employment areas.</u></p> <p><u>Rationale:</u> Travel to and from places of work makes up a large proportion of daily transportation. Providing opportunities to use alternative modes of transportation to commute to and from work is important to improve air quality and to incorporate more physical activity into daily routines.</p>
Section 1.4 - Housing	Policy Guidance, Policy Clarification/ Refinement, New Policy	<p>Recommendation 14 – Amend Policy 1.4.3.</p> <p>Amend: b) permitting and facilitating: 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements <u>the needs of vulnerable populations</u>; and</p> <p><u>Rationale:</u> Promoting inclusive communities of all age and socio-economic groups will foster dynamic and active neighbourhoods.</p>
Section 1.5 - Public Spaces, Parks and Open Spaces	Policy Guidance, Policy Clarification/ Refinement, New Policy	<p>Recommendation 15 - Placement/Proximity of Public Spaces, Parks and Open Spaces to both planned and existing sources of harmful emissions needs to be included.</p> <p>Recommendation 16 – Recognize Public Spaces, Parks and Open Spaces for their benefits in sustaining ecological health.</p> <p>Public Spaces, Parks and Open Spaces need to be recognized not only for their recreational benefits, but for the benefits they provide in creating and sustaining ecological health.</p> <p>Recommendation 17 - Include urban heat islands and importance of shade.</p>

		<p>Add to Policy 1.5.1: <u>e) incorporating landscaping designs that provide for increased shade, enhanced air quality, and reduced heat island effects</u></p> <p><u>Rationale:</u> Heat does not affect people or places equally and heat can pose a risk to public health, particularly to vulnerable populations. The Urban Heat Island is a phenomenon where cities are warmer than their non-urban surroundings because urban areas absorb, store and release greater amounts of solar energy than surrounding rural or natural environments.</p> <p>Higher temperatures speed up the series of chemical reactions among air pollutants that produce smog. Increased levels of heat also lead to increased energy consumption for air conditioning and as a result increase the amount of greenhouse gas and air pollutant emissions. With climate change bringing increased temperatures and extreme weather events (heat waves), the issue of urban heat islands and the importance of shade must be addressed in the PPS.</p> <p>Recommendation 18 – Add and amend the following Policies below.</p> <p>Amend: b) Providing for a full range and equitable distribution of publicly-accessible built and natural settings for <i>recreation</i>, including facilities, parklands, open space areas, trails and <u>in close proximity to residential settings, continuous trails linked to destinations</u>, and where practical, water-based resources.</p> <p>Add: <u>f) Planning public parks, recreation spaces and facilities in a manner that incorporates safe and accessible, walkable routes and pathways to reach the location, including considerations of optimizing proximity to residential areas and minimizing barriers to access for populations of all ages.</u></p> <p><u>Rationale:</u> Streets, spaces and facilities are an important component of complete communities. They function as community gathering spaces and places of recreation and should be designed in such a way as to encourage use by citizens of all demographic groups, thereby promoting active and healthy lifestyles. The PPS should emphasize the importance of locating facilities in close proximity to residential areas and of ensuring accessibility and safety for children. Public Spaces, Parks and Open Spaces also need to be recognized as areas not only for recreation, but as valuable natural areas which sustain the environment.</p>
Section 1.6 - Infrastructure and Public Service Facilities	Policy Clarification/ Refinement, New Policy	<p>Recommendation 19 – Add the following Policies to Section 1.6.</p> <p>New policy: <u>Where feasible, public services shall be located in such a way as to optimize access via public transit and other alternative modes of transportation.</u></p>

		<p>New policy: <u>The Ministry will work with the Ministry of Education and Planning Authorities to limit the catchment area of public schools and to establish public schools as community hubs.</u></p> <p><u>Rationale:</u> Community services are an important component of complete communities and function as an essential means of support for many individuals and families. However, access to services may vary by location, placing some segments of the population at a disadvantage. To ensure that children can access schools within walking distance, and that residents can access community services in their neighbourhoods, it is recommended that these policies be added.</p> <p>Recommendation 20 –Green Infrastructure and Renewable Energy should be made a priority in this section.</p> <p><u>Rationale:</u> Green infrastructure and renewable energy sources should be a priority when planning new infrastructure. Infrastructure should also be appropriately designed to address the impacts of climate change and appropriately sized to ensure adequate yet efficient use.</p> <p>Recommendation 21 – Broaden Policy 1.6.3.</p> <p><u>Rationale:</u> Section 1.6 could be strengthened by making reference to the importance of ensuring that communities are complete and that individuals are able to walk or take convenient, efficient and reliable transit to services that meet their day-to-day needs. Section 1.6.3 discusses the need to place infrastructure and public service facilities strategically with an emphasis on emergency management services. However, strategically placing services within communities and ensuring they are accessible to everyone in the community has benefits that extend beyond emergency management services. Community infrastructure and public services should be placed within walking distance and/or be on public transit routes.</p>
Section 1.6.4 – Sewage and Water	New Policy	<p>Recommendation 22 – Add to Policy 1.6.4.3.</p> <p>Add: <u>c) individual onsite sewage services and individual onsite water services shall not be permitted in areas susceptible and/or vulnerable to ground water and surface water contamination.</u></p> <p><u>Rationale:</u> These areas may include significant recharge areas, vulnerable aquifers, exposed bedrock and limited overburden.</p>
Section 1.6.5 - Transportation Systems	Policy Clarification/ Refinement	<p>Recommendation 23 – Establish a Passenger Transportation Hierarchy.</p> <p><u>Rationale:</u> Section 1.6.5 states that transportation systems should be safe, energy efficient and appropriate to address projected needs. We recommend that the PPS establish a “passenger transportation hierarchy”, such as that identified in the Metrolinx Regional</p>

		<p>Transportation Plan, “as the basis for planning, designing, financing and operating of the transportation system”. This model, where trip reduction/avoidance, active transportation and transit, are highest on the hierarchy, and the single occupancy vehicle is lowest would benefit public health as it would reduce emissions by having fewer vehicles on the road, and increase physical activity.</p> <p>Recommendation 24 - Amend Policy 1.6.5.4.</p> <p>“A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for active transportation, public transit and other alternative transportation modes, including commuter rail and bus.”</p> <p><u>Rationale:</u> The policies in the PPS address transportation systems for the movement of people and goods. To promote health, there must be greater emphasis on the movement of people. There should be a particular focus on safety and accessibility for pedestrians and cyclists, who should be given the same priority currently given to vehicular traffic.</p>
Section 1.6.6 Transportation and Infrastructure Corridors	New Policy	<p>Recommendation 25 – Add the following policy 1.6.6:</p> <p><u>“Municipalities shall review and, where needed, update engineering standards to shift the focus from primarily accommodating vehicular traffic to facilitating alternative modes of transportation.”</u></p> <p><u>Rationale:</u> Engineering standards in many municipalities are primarily designed to promote the flow of vehicular traffic, and in turn are unsupportive of alternative modes of transportation. As such, there may be opportunities to, for instance, reduce lane widths, and median widths, in order to better accommodate additional lanes for alternative modes of transportation. In addition, traffic calming measures (i.e. roundabouts) should be encouraged to reflect the needs of all segments of the population using a variety of transportation modes, and will require re-evaluation of local engineering standards.</p>
Section 1.6.7 - Airports	Policy Clarification/ Refinement, New Policy	<p>Recommendation 26 – Policies Relating to Airports Need to Consider Public Health and Air Emissions.</p> <p>Addition to Policy 1.6.7.1 b): Planning for land uses in the vicinity of airports shall be undertaken so that: b) airports and sensitive land uses are appropriately designed, buffered and/or separated from each other to prevent adverse public health effects from air emissions, odour, noise and other contaminants.</p> <p>Addition to Policy 1.6.7.2 b): Airports shall be protected from incompatible land uses and development by: b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on public health and the long-term function of the airport; and</p>
Section 1.8 –	Policy Guidance,	Recommendation 27 – Add a new policy which addresses the cumulative impacts of developments on air quality.

Energy and Air Quality	New Policy	<p>Recommendation 28 – Add a new policy which addresses the Separation of Sensitive Land Uses</p> <p><u>Rationale:</u> To avoid negative health impacts, sensitive land uses (e.g. child care centres, long term care centres, schools, etc.) should be separated from planned and existing sources of harmful emissions, both mobile and stationary.</p>
Section 2.0 – Wise Use and Management of Resources	Policy Clarification/Refinement	<p>Recommendation 29 – Add “air” to the list of resources in the first paragraph under the heading.</p> <p><u>Rationale:</u> The first paragraph under the heading (page 15) is inconsistent with Part IV in which "air" is referred to as a resource. Suggest adding "air" to the list of resources in the first paragraph under the heading.</p> <p>If the suggestion is adopted, then a section on Air (similar to Section 2.2 Water) would need to be added. This would also make the updated PPS consistent with recommendations from the Air Quality Task Force for the South West Greater Toronto Area (SWGTA) which advocates for an airshed management approach to air protection.</p>
Section 2.2 – Water	Policy Clarification/Refinement	<p>Recommendation 30 – Amend Policy 2.2.1.d. to include the protection of private water supplies.</p> <p>Amend: implementing necessary restrictions on <i>development</i> and <i>site alteration</i> to:</p> <ol style="list-style-type: none"> 1. protect all private and municipal drinking water supplies and <i>designated vulnerable areas</i>; and
Section 3.0 - Protecting Public Health and Safety	Policy Clarification/Refinement, New Policy	<p>Recommendation 31 – The heading for Section 3.0 entitled “Protecting Public Health and Safety” should be changed to “Protection and Promotion of Public Health”</p> <p><u>Rationale:</u> Public health is considerably broader than protecting the population from natural or human-made hazards. Section 3 “Protecting Public Health and Safety” should be expanded to also include the promotion of public health.</p> <p>It is important to recognize that” Ontario's long-term prosperity, environmental health and social well-being” is dependant not only on “reducing the potential for public cost or risk to Ontario’s residents from natural or human-made hazards” but on increasing the benefits to residents as a result of the way our communities are planned.</p> <p>Recommendation 32 - Clarify the definition of public health hazards</p> <p><u>Rationale:</u> The PPS uses a narrow definition of public health, as only acute environmental hazards are considered in section 3.0. The definition of public health hazards should be broadened beyond acute risks to include chronic effects, some of which may take years to become evident.</p>

		<p>Recommendation 33 – Add the role that the built environment plays in influencing risk factors for chronic disease, particularly for disadvantaged populations to the preamble of this section. The increasing financial and social costs of chronic illness in Ontario should also be noted.</p> <p>Recommendation 34 - Add a New Section 3.3 - Built Environment Risk Factors for Chronic Disease</p> <p><u>Rationale:</u> This section would outline a range of policies to encourage development patterns that are convenient, safe and aesthetically pleasing for pedestrians, cyclists and other active commuters. The section would support and further rationalize many of the policies throughout the rest of the PPS that encourage health-and activity-promoting development.</p>
Section 3.1 – Natural Hazards	Policy Clarification/Refinement, New Policy	<p>Recommendation 35 - This section needs to acknowledge other public health risks associated with development in flood prone areas e.g. water quality, mould, and infectious diseases.</p> <p>Recommendation 36 – Add Policy to 3.1.2.</p> <p>Add: <i>e) areas susceptible/vulnerable to ground water and surface water contamination (these areas may include significant recharge areas, vulnerable aquifers, exposed bedrock and limited overburden, high ground water table).</i></p>
Section 3.2 - Human-Made Hazards	Policy Guidance, New Policy	<p>Recommendation 37 – Policy .1.7.1.e from Long-Term Economic Prosperity needs to be included in the Human-Made Hazards Section.</p> <p>"planning so that major facilities (such as airports, transportation/transit/rail infrastructure and corridors, intermodal facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries and resource extraction activities) and sensitive land uses are appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants, and minimize risk to public health and safety;" would be a good addition to this section.</p>
Section 4.0 - Implementation and Interpretation	Additional Support	<p>Recommendation 38 – Provide municipalities with guidance documents and technical documents on the built environment and health.</p> <p><u>Rationale:</u> Through the work of stakeholders including the Ontario Professional Planning Institute and the Ministry of Municipal Affairs and Housing, planners are aware that the built environment has significant impacts on population health. However, to move beyond awareness to implementing changes in policies and decision making, planners require technical supporting documents that provide qualitative and quantitative targets that are rooted in evidence. The Province, through the PPS, can provide this leadership through developing these resources and encouraging planners to incorporate the suggestions where appropriate.</p> <p>These supporting documents could include background information, tools and resources; for instance, a useful resource would be a chart of all stages of the planning process with tools and/or policy templates corresponding to each stage that can be adapted and used by municipalities to promote healthy development. It may also include technical supporting documents such as health promoting</p>

		<p>and complete communities engineering standards, parking standards, Official Plan and secondary plan policy statements, as well as quantitative healthy built environment targets and ranges that could be adopted or revised for local use. Much of this work has already been happening at the local level, but is uncoordinated and difficult to access for other municipalities who could benefit from the work.</p> <p>Many of the resources on Planning Act tools that are currently on the MMAH website could be adapted for these types guidance documents. MMAH/ OPPI's <i>Planning by Design</i> handbook could also be adapted to include more specific, technical and quantitative guidance with respect to health-promoting built environments, such as standards for sidewalks, road widths and other aspects of the streetscape. The current version is a good overview of the issue but does not provide the quantitative, technical support needed to make substantive changes throughout the planning process.</p> <p>Recommendation 39 – Provide additional support materials for Policy 1.4.3(e).</p> <p><u>Rationale:</u> Section 1.4.3(e) states “establishing development standards for <i>residential intensification, redevelopment</i> and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.” OPHA suggest providing more guidance on what this would look like in practice. Additional support materials would help in the implementation of this policy.</p>
Section 6.0 - Definitions	Clarification/Refinement	<p>Recommendation 40 – Enhance the Definition Section to include the following terms:</p> <ul style="list-style-type: none"> - Public Health Units, - Healthy Community, - Vulnerable Populations, - Cumulative Impacts - Climate Change - Climate Change Mitigation - Climate Change Adaptation - Resilience - Complete Community - Compact Urban Form - Urban Heat Island - Active Transportation - Built Environment - Determinants of Health <p>Recommendation 41 - The following definitions needs to be revised.</p> <p>Adjacent Lands - include lands contiguous to hazardous and contaminated sites.</p> <p>Comprehensive Review - add “<u>identifies potential public health impacts and/or benefits</u>” to the definition.</p>

		<p>Flooding Hazard – consider climate change impacts in the definition.</p> <p>Hazardous Lands – expand the definition to include man-made hazards.</p> <p>Hazardous Sites – expand the definition to include man-made hazards.</p> <p>Minimum Distance Separation Formulae - expand the definition to include incompatibility concerns relating to health related air quality issues from sources of air pollution including industrial sources and high traffic corridors.</p> <p>Negative Impacts - include human health hazards.</p> <p>Sensitive Land Use - "means buildings, amenity areas, or outdoor spaces, <u>where humans or the natural environment may be adversely affected by emissions generated by the operation of a nearby industrial facility or transportation corridor.</u> <u>Examples may include residences, long-term care centres, schools, day care facilities, hospitals and recreational facilities.</u></p>
New Policy Areas/Issues	New Policy Area/Issue	<p>Recommendation 42 - Include Climate Change.</p> <p><u>Rationale:</u> The PPS should recognize the relationship between land use planning and climate change. The impacts of climate change including more frequent and severe storm events, extreme heat events, flooding, and emerging diseases will affect the health of Ontario communities. It is important that communities identify and address the vulnerabilities of their residents.</p> <p>Recommendation 43 - Include the Concept of Complete Communities.</p> <p><u>Rationale:</u> The concept of creating Complete Communities needs to be introduced in the Vision section, defined in the definitions section, and reference to this concept should be made throughout the PPS in relevant sections..</p> <p>Recommendation 44 - Include Access to Fresh, Healthy Food.</p> <p><u>Rationale:</u> Limited access to healthy food choices can lead to poor diets and higher levels of obesity and other diet-related diseases.</p> <p>Recommendation 45 - To achieve the goal of healthier communities, municipalities shall develop the capacity to understand and respond to the potential long term health impacts of development. Tools and processes such as Health Impact Assessments and Health Background Studies, as part of the development application process, should be developed and undertaken.</p> <p><u>Rationale:</u></p>

		<p>The health impacts of planning decisions made today have implications for Ontarians for generations to come. Understanding, anticipating and incorporating consideration for the potential health impacts of a plan or design should be a critical component of the planning process.</p> <p>Health impact assessment can be an objective and consistent method for assessing the public health impacts of planned development projects. This practice should be encouraged from the Provincial level, while ensuring that municipalities have the flexibility to adopt their own definitions and processes for health impact assessment.</p> <p>Recommendation 46 – Include a policy that encourages the development of age friendly communities.</p> <p><u>Rationale:</u> The population in Ontario is aging, and community design needs to reflect their unique needs and ensure that aging in place is achievable in communities throughout the province.</p> <p>Recommendation 47 – Include a section related to forest areas.</p> <p><u>Rationale:</u> The PPS does not consider land designation for forests and forestry management practices, including the creation of woodlots, urban forestry planning, and tree preservation and planting. Forested areas are an important component of Ontario’s land mass. Poor air quality and heat can both negatively affect health and forests are beneficial as trees add to the quality of our air by helping to remove air pollutants. In addition, urban trees can reduce air temperature, thereby reducing ozone formation.</p>
Other	Other	<p>Recommendation 48 – Coordination and Collaboration between Ministries</p> <p>Given the complex and cross-sectoral approach needed to create and promote healthy built environments, it is recommended that an Inter-Ministerial group be formed between the Ministries of Transportation, Energy and Infrastructure, Environment, Education, Health and Long-Term Care, Health Promotion, Children and Youth Services, Community and Social Services, and Municipal Affairs and Housing.</p> <p><u>Rationale:</u> This group could establish a unified vision, objective and understanding of the benefits and challenges of creating health-promoting communities, and work together to ensure that coordinated policies toward a common goal are developed in each Ministry’s sphere of influence.</p>

¹ – Comment types reflect the questions being asked by the Ministry in the EBR circulation and include: policy deletion, policy clarification/guidance, policy refinement, and new policy.

- **New text is bolded and underlined.**
- **Strike through represents deleted text.**