

drifting of snow in areas that are prone to drifting. Partnership opportunities with local municipalities in establishing living snow fences on local municipal roads should also be explored.

8.3.3 Local Municipal Roads

- 1) Local municipalities will adopt practices and official plan policies for the provision and maintenance of a local road network within the context of the *complete transportation system*.
- 2) Local municipalities should seek to reduce traffic congestion and minimize the length and number of vehicle trips through traffic management techniques, support current and future use of transit (where applicable), and *active transportation* in their official plans, through the designation of areas of higher density and mixed land uses.
- 3) Within *settlement areas* and built-up areas, local municipalities will investigate improving pedestrian safety through the use of:
 - a) Traffic calming measures;
 - b) Improved traffic signals;
 - c) Roundabouts/traffic circles at key intersections;
 - d) Improved signage;
 - e) Improved pedestrian crossings/walkways/sidewalks;
 - f) Removal/maintenance of snow;
 - g) Relocating utility poles that interfere with pedestrian crossings;
 - h) Designing roads as *complete streets* to accommodate all age groups and different forms of transportation;
 - i) Identifying community safety zones.

8.3.4 Private Roads and Seasonally Maintained Roads

Private roads are roads that are not owned or maintained by the Province, *County* or local municipality. Seasonally maintained roads are roads that are either private roads or roads owned by a local municipality that are not maintained on a year round basis.

- 1) Private Roads may be extended to service existing seasonal or *resource based recreational uses*.

- 2) Private Roads will not be extended to provide access for new *development* unless the road extension is assumed by a condominium corporation through a plan of condominium or through some other mechanism to the satisfaction of the *County* and the local municipality.
- 3) The creation of new private roads to provide access to new *development* will not be permitted unless the proposed roads are established through a plan of condominium or through some other mechanism to the satisfaction of the *County* and the local municipality. All new *development* on a private road is required to have access to a publicly owned and maintained road unless Section 8.3.4(4) can be addressed. Any roads through a new *development* that provide a connection to publicly owned and maintained roads should be established as publicly owned and maintained roads.
- 4) New lot creation is not permitted on a private road unless the roads are established through a plan of condominium. *Development* on existing lots of record on private roads or seasonally maintained roads may be considered subject to satisfying the following criteria:
 - a) The use on the lot must be permitted by the implementing zoning by-law;
 - b) The lot and all buildings and structures on the lot must comply with the implementing zoning by-law;
 - c) The appropriate approvals are obtained for sanitary sewage treatment disposal and a potable water supply is available;
 - d) The property owner, at his/her expense, enters into a site plan agreement with the local municipality, or an alternative binding agreement acceptable to the local municipality, that indicates that:
 - i.) The owner acknowledges and agrees that the lot in question does not front on an improved public road or a road that is maintained year round;
 - ii.) The owner acknowledges and agrees that the local municipality does not or is not required to maintain or snowplow the said road or street;
 - iii.) The owner acknowledges and agrees that the local municipality will not take over or assume an unopened, unassumed or private road or street as a local municipal

road unless it has been built or upgraded to the local municipal standards then in force;

- iv.) The owner acknowledges and agrees that the local municipality is not liable for any injuries, losses, or damages as a consequence of the local municipality issuing a building permit; and,
- v.) The site plan agreement shall be registered against the lands at the expense of the owner.

It is recommended that local municipalities apply a holding zone for existing lots that front on to a private road or seasonally maintained road, and that the holding provision only be removed when the above criteria has been addressed to the satisfaction of the local municipality. It is recommended that the removal of the holding provision not be supported where it would create a new circumstance where maintenance of a municipality owned road will be carried out by private landowners or resident associations. This does not prevent the local municipality from developing more restrictive criteria or an approach to *development* on private roads or seasonally maintained roads.

Notwithstanding the above criteria, if a private road or seasonally maintained road is deemed to be inadmissible, and if further *development* on the road is deemed to be a risk to public health and safety, then *development* on existing lots that front onto a private road or seasonally maintained road should not be permitted.

- 5) The *County* and local municipalities accept no responsibility or liability pertaining to access by the public, school boards, first response, police, or fire protection along a private road.
- 6) There is no commitment or requirement by any public authority to assume responsibility for ownership or maintenance of any private road.

8.4 Active Transportation

Active transportation includes everything from walking, cycling, movement with mobility aids, skiing, snowshoeing, skating, skateboarding, longboarding, roller blading or any other way to travel that is self-powered. Providing more opportunities for *active transportation* is important to the *County*. This includes making communities more walkable and accessible for all. Choosing *active transportation* can encourage people