

Chapter

19

TRANSPORTATION

19. TRANSPORTATION

19.1 GOAL

- 19.1.1 To facilitate the movement of people and goods by means of an integrated, safe, efficient and balanced transportation system.

19.2 OBJECTIVES

- 19.2.1 To establish a road system which safely accommodates various forms of transportation including automobiles, trucks, transit vehicles, cycling and walking.
- 19.2.2 To develop a transportation system compatible with and supportive of future land uses.
- 19.2.3 To give priority to public transit, cycling and walking as energy efficient, affordable and accessible forms of travel.
- 19.2.4 To use *existing* and future transportation *infrastructure* efficiently.

19.3 GENERAL POLICIES

- 19.3.1 The transportation system shown on Map B comprises *existing* and future freeways and interchanges, arterial and collector roads, railways, grade separations, inter-regional transit lines, GO Rail stations and a regional transit spine.
- 19.3.2 The Municipality, in co-operation with other authorities and senior governments, will strive to plan for and to protect transportation corridors, including GO Rail stations that are supportive of the future urban and rural structure of the Municipality.
- 19.3.3 The road network will be based on a grid system which reinforces and complements the land use patterns of this Plan. The location of new arterial roads and new collector roads are approximate. The exact alignment shall be determined either through municipal studies or the consideration of *development* applications.
- 19.3.4 The Municipality, in conjunction with the Regional Municipality of Durham, will endeavour where feasible, to reserve or obtain the necessary rights-of-way indicated in this Plan. Privately owned land required to meet the desired right-of-way widths shall generally be acquired by the Municipality through dedication as a condition of subdivision, condominium, land severance or *site* plan approval.

- 19.3.5 Roads in the Municipality shall be classified and maintained on the basis of their function and design as freeways, arterial roads, collector roads and local roads. The right-of-way width for a public road shall allow for the placement of utilities, municipal services, high occupancy vehicle and cycling lanes, sidewalks and landscaped boulevards where required
- 19.3.6 The Municipality will initiate studies to address transportation issues including but not limited to:
- the alignment of arterial and collector roads
 - traffic circulation in historic downtown Bowmanville
 - public transit
 - trails and bikeways
- 19.3.7 Construction of any part of the transportation system shall be in accordance with the ability of the authority having jurisdiction to finance such *infrastructure*. In addition, road construction shall meet the overall growth management policies of this Plan and shall be in accordance with the Municipality's Capital Works Program and *Development Charges Policies*.
- 19.3.8 The Municipality shall generally not close and convey any road allowance in order to protect future options. Notwithstanding, the Municipality may consider an application for closure if the road allowance is located within or adjacent to a draft approved plan of subdivision provided satisfactory compensation is made to the Municipality.
- 19.3.9 Deviations to standard design criteria for roads under the jurisdiction of the Municipality may be permitted to accommodate alternative design standards approved by the Municipality.
- 19.3.10 Within the Oak Ridges Moraine, transportation uses shall include public highways, transit lines, railways and related facilities, bridges, interchanges, stations and other structures above and below ground that are required for the construction and operation of these uses and any rights of ways required for these facilities.
- 19.3.11 An application for a transportation use with respect to land in a Natural Linkage Area shall not be approved unless the need for the project has been demonstrated and there is no reasonable alternative and the applicant demonstrates that the following requirements will be satisfied, to the extent that is possible while also meeting all applicable safety standards:
- a) the area of construction disturbance will be kept to a minimum;

- b) right of way widths will be kept to the minimum that is consistent with meeting other objectives such as stormwater management and with locating as many transportation, *infrastructure*, and utility uses within a single corridor as possible;
 - c) the project will allow for wildlife movement;
 - d) lighting will be focused downwards and away from Natural Core Areas; and
 - e) the planning, design and construction practices adopted will keep any *adverse effects* on the *ecological integrity* of the Oak Ridges Moraine to a minimum.
- 19.3.12 An application for a transportation use with respect to land in a Natural Core Area shall not be approved unless the applicant demonstrates that:
- a) the requirements of Section 19.3.11 have been met;
 - b) the project does not include and will not in the future require a highway interchange or a transit or railway station in a Natural Core Area; and
 - c) the project is located as close to the edge of the Natural Core Area as possible.
- 19.3.13 Except as permitted in Section 19.3.14, with respect to land in a *natural heritage feature* or a hydrologically sensitive feature, all new transportation uses and upgrading or extension of *existing* transportation uses, including the opening of a road within an unopened road allowance, are prohibited.
- 19.3.14 Transportation uses may be permitted to cross a *natural heritage feature* or a hydrologically sensitive feature if the applicant demonstrates that:
- a) the need for the project has been demonstrated and there is no reasonable alternative (for municipal *infrastructure* projects, need shall be determined through an *Environmental Assessment process* under the Environmental Assessment Act, where applicable. Where these projects are not subject to an Environmental Assessment, they will be dealt with under the Planning Act or Local Improvement Act, etc.);
 - b) the planning, design and construction practices adopted will keep any *adverse effects* on the *ecological integrity* of the Oak Ridges Moraine to a minimum;
 - c) the design practices adopted will maintain, and where possible improve or restore, ecological and recreational linkages, including the trail system referred to Section 4.4.26;
 - d) the landscape design will be adapted to the circumstances of the *site* and use native plant species as much as possible, especially along rights of way; and

- e) the long-term landscape management approaches adopted will maintain, and where possible improve or restore, the health, diversity, size and *connectivity* of the *natural heritage feature* or hydrologically sensitive feature.

19.3.15 Service and utility trenches for transportation uses shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.

19.4 FREEWAY

19.4.1 Freeways, under the jurisdiction of the Ministry of Transportation, are controlled access roads. They accommodate large volumes of inter-regional and regional traffic and include Highway 401, the future Highway 407, and the future north-south freeway connecting link (Courtice Freeway).

19.4.2 The Municipality, in consultation with the Ministry of Transportation and the Region of Durham, will plan for the eventual construction of the future interchanges as indicated on Map B, in particular, the *development* of interchanges on Highway 401 at Lambs Road and Townline Road (Regional Road 55). The Municipality supports the elimination of the Bennett Road interchange once the Lambs Road interchange has been constructed. In addition, the Municipality supports the reconstruction and improvement of the Liberty Street interchange.

19.4.3 The Municipality will seek to ensure that sufficient grade-separated crossings for roads are constructed with future freeways to minimize the disruption to local traffic, to agricultural operations and to prevent barriers to social and cultural activity.

19.4.4 The alignment of future Highway 407 as shown on the maps to this Official Plan reflect the technically preferred route as determined in accordance with the technical studies prepared by the Province during the early 1990s. The need for future Highway 407 and the alignment through the Municipality of Clarington is currently under investigation. The fact that an alignment is shown on the maps to this Official Plan does not reflect Municipal policy or Municipal support for the establishment of future Highway 407.

19.4.5 The future Highway 407 shall serve as a gateway to the municipality. In this regard, a high quality visual *environment* shall be maintained for users of the highway. This shall be achieved through the protection of prominent landscape features and the provision of treed and landscaped *buffer strips* along each side of the highway and within interchanges. In addition, *significant* vistas and view corridors visible from the highway, in particular where it crosses the Oak Ridges Moraine, shall be protected.

- 19.4.6 The provincial government is encouraged to investigate and implement measures to facilitate the movement of wildlife across Highways 35/115 and the future Highway 407 where these highways cross the Oak Ridges Moraine.

19.5 ARTERIAL ROADS

- 19.5.1 Arterial roads are under the jurisdiction of the Ministry of Transportation, the Region of Durham or the Municipality. The arterial roads shown on Map B are classified as follows:
- **Type A Arterial Roads** are designed to efficiently move large volumes of traffic at moderate to high speeds over relatively long distances. The desired operating speed is 70 km/hr in urban areas and 80 km/hr in rural areas. Such roads provide the highest level of service and vehicle operating speeds relative to other types of arterial roads and generally extend beyond the Municipal boundaries. Type A arterial roads shall have a right-of-way width ranging from 36 to 50 metres.
 - **Type B Arterial Roads** are designed to move *significant* volumes of traffic at moderate speeds from one part of the municipality to another. The desired operating speed is 60 km/hr in urban areas and 80 km/hr in rural areas. Such roads provide a moderate level of service and vehicle operating speeds relative to other types of arterial roads and may extend beyond the Municipal boundaries. Type B arterial roads shall have a right-of-way width ranging from 30 to 36 metres.
 - **Type C Arterial Roads** are designed to move lower volumes of traffic at slower speeds over relatively short distances. The desired operating speed is 50 km/hr. They shall have a right-of-way width ranging from 26 to 30 metres.
- 19.5.2 Arterial roads shall be designed in accordance with the requirements of the Durham Regional Official Plan and the following principles:
- a) provide full continuous movements;
 - b) limit private access in accordance with Section 19.5.3;
 - c) provide for public transit vehicles and transit stops;
 - d) provide sidewalks on both sides; and
 - e) provide for cycling where possible.

- 19.5.3 Private access to arterial roads shall be permitted in accordance with Table 19-1 subject to the approval of the authority having jurisdiction.

Table 19-1 Arterial Road Access Standards		
	Urban	Rural
Type A	One access every 200 metres of road	Not permitted except for <i>existing lots</i> of record where there is no alternative access to a local road
Type B	One access every 80 metres of road	
Type C	In Town and Village Centres, commercial areas and Employment Areas, one access every 30 metres. In Residential Areas, access is generally discouraged except for apartment/ townhouse blocks	One access per <i>lot</i>

- 19.5.4 King Street is the primary commercial street of the urban communities of Courtice, Bowmanville and Newcastle Village. Main Street is the primary commercial street of Orono. Notwithstanding all applicable provisions of Section 19, the design standards of arterial roads within Town and Village Centres be consistent with urban design objectives of this Plan and provide a high quality urban *environment* for pedestrians. In this regard, the desired operating speed shall generally be 50 km per hour. The exceptions to the right-of-way width requirements are identified on Table 19.2. In addition, the access requirements of Table 19-1 do not apply in the Bowmanville Town Centre, the Newcastle Village Centre and the Orono Village Centre.
- 19.5.5 The Municipality will undertake a *streetscape* improvement program with particular attention to Town and Village Centres, the Regional Transit Spine on Highway 2, and gateway locations to each urban community.

- 19.5.6 Within established Hamlets, it is recognized that the arterial road standards established in Section 19.5.1 to 19.5.3 may not be practical or implemented precisely. In this regard, the desired operating speed in Section 19.5.1 and the access requirements of arterial roads shown in Table 19-1 do not apply. The exceptions to the right-of-way width requirements are identified on Table 19-2.

Table 19-2 Exceptions To Arterial Road Standards In Town and Village Centres And Hamlets				
Town or Village Centre or Hamlet	Road	From	To	Right-of-Way Width
Courtice Town Centre	Trulls Road	South limit of Town Centre	North limit of Town Centre	30 m
Bowmanville East Town Centre	King Street	Bowmanville Creek	Mearns Avenue	20-26 m
Newcastle Village Centre	King Street	West Limit of Village Centre	Mill Street	20-26 m
	King Street	Mill Street	East limit of Village Centre	26-30 m
	Mill Street	South limit of Village Centre	North limit of Village Centre	20-26 m
Orono Village Centre	Mill Street	Station Street	North limit of Village Centre	20-26 m
Enfield	Reg. Rd. 20	West limit of the Hamlet	East limit of the Hamlet	36 m
	Reg. Rd. 34	South limit of the Hamlet	North limit of the Hamlet	36 m
Enniskillen	Reg. Rd. 3	West limit of the Hamlet	East limit of the Hamlet	26-30 m
Brownsville	Hwy. 2	West limit of the Hamlet	East limit of the Hamlet	30 m
Newtonville	Hwy. 2	West limit of the Hamlet	East limit of the Hamlet	26 m
	Reg. Rd. 18	South limit of the Hamlet	North limit of the Hamlet	26 m

- 19.5.7 The Municipality requests the Region to examine the need for and the feasibility of a Taunton Road (Regional Road 4) by-pass for Mitchell Corners.

19.6 COLLECTOR ROADS

- 19.6.1 Collector roads are under the jurisdiction of the Municipality and are designed to move moderate volumes of traffic over short distances within a particular area of the Municipality. The primary function of a collector road is to collect and distribute traffic among local roads, collector roads, arterial roads and major traffic generators.
- 19.6.2 Collector roads shall be designed in accordance with the following principles:
- a) provide reasonably continuous movements;
 - b) minimize the number of private accesses;
 - c) incorporate methods to prevent speeding without compromising continuous movement;
 - d) provide sidewalks on both sides;
 - e) provide for public transit vehicles and transit stops;
 - f) provide for cycling where possible; and
 - g) have a right-of-way width between 23 and 26 metres.
- 19.6.3 Notwithstanding the above provisions, on the future Brookhill Boulevard, private individual accesses to detached and semi-detached dwellings and street townhouses will not be permitted.

19.7 LOCAL ROADS

- 19.7.1 Local roads are not shown on Map B. The function of such roads is to carry lower volumes of traffic and to facilitate access to individual properties.
- 19.7.2 Local roads shall be designed according to the following principles:
- a) designed on the basis of a grid street system and may be modified only where there are physical constraints;
 - b) direct connection to Type B and C arterial roads may be permitted provided such intersections do not affect the operating conditions of the arterial road;
 - c) cul-de-sacs are generally not permitted;
 - d) sidewalks on both sides of local roads are encouraged where warranted; and
 - e) the right-of-way width shall generally be between 18 and 20 metres.

19.7.3 Council may close any local roads or bridges in accordance with the Municipal Act if it is deemed not to be in the Municipality's interest to repair or maintain them.

19.7.4 In Hamlets, Country Residential Areas and General Industrial Areas, local roads may be constructed to a modified urban standard.

19.8 PUBLIC REAR LANES

19.8.1 Public Rear Lanes are permitted where they are identified in a Secondary Plan. Rear Lanes shall be used on a limited basis to access a private garage or parking space and to promote through traffic movements on Arterial and Collector Roads, where individual access is limited.

19.8.2 Public rear Lanes shall have a minimum right-of-way width of 8.5 metres.

19.9 PUBLIC TRANSIT

19.9.1 The Municipality, in consultation with the Region of Durham and the Ministry of Transportation, will investigate the implementation of a fully accessible public transit service, including the establishment of a transit terminal *site* within the Bowmanville West Town Centre.

19.9.2 Future inter-regional transit lines and future GO Rail station *sites* are identified on Map B. The Municipality encourages the early extension of GO Rail service to the urban areas of Courtice and Bowmanville.

19.9.3 Opportunities to promote future transit usage, in particular along the Regional Transit Spine, shall be incorporated wherever possible. Walking distances will be minimized by:

- locating commercial, *mixed use* and high density *developments* adjacent to arterial roads
- having main entrances to commercial and *mixed use developments* within 4 metres of the road allowance
- improving access from interior neighbourhoods to arterial roads

19.10 PARKING

19.10.1 Adequate off-street parking is required for all new *development*. All parking areas shall be designed to:

- minimize conflict with traffic on arterial roads
- provide parking for the physically handicapped
- provide landscape screening along street frontages

- 19.10.2 The Municipality will endeavour to provide off-street parking to serve the downtowns of Bowmanville, Newcastle Village and Orono, and major parks and community facilities. In this regard, Council may:
- a) establish areas where payment of cash-in-lieu of required parking may be accepted. A reserve fund may be established to be used for the improvement or expansion of public parking facilities; and
 - b) use or authorize the use of vacant lands for parking on a temporary or interim basis where such parking is needed and desirable.
- 19.10.3 The Municipality will review off-street and on-street parking regulations to reflect evolving motor vehicle use.

19.11 CYCLING AND WALKING

- 19.11.1 The Municipality will develop an interconnected system of cycling and walking routes providing access to major activity and employment centres.
- 19.11.2 In order to plan for and encourage walking and cycling, the Municipality will:
- a) consider the provision of safe and convenient cycling and walking routes in the review of all new *development* and *redevelopment* applications;
 - b) investigate and provide for bicycle lanes wherever possible in the construction or reconstruction of roads and bridges;
 - c) encourage and support measures which will provide for barrier-free design of pedestrian facilities;
 - d) require the provision of bicycle stands as a condition of approval of *site* plan applications;
 - e) provide bicycle stands in the downtown areas of Bowmanville, Newcastle Village and Orono, major parks and community facilities; and
 - f) provide recreational trails in accordance with Sections 4 and 18 of this Plan.

19.12 RAILWAYS

- 19.12.1 The Municipality will seek to minimize and alleviate wherever possible, the conflicts of railways with *adjacent* land uses and with roads through the following:
- a) the siting of uses which are less sensitive to noise and vibration adjacent to railway corridors;

- b) the provision of noise, vibration and safety impact mitigation measures as they pertain to new *development* in proximity to railway corridors;
- c) the construction of future grade separations for arterial or collector roads or the improvement of *existing* grade separations as shown on Map B. These works shall be constructed on a priority basis considering need and financing; and
- d) local roads within the urban area generally shall not cross any railway line.

19.12.2 The following studies shall be undertaken by the proponent, to the satisfaction of the Municipality in consultation with relevant agencies, prior to Council's decision on any *development* application:

- a) a noise study shall be undertaken for any residential or other noise sensitive *development* proposed within 300 metres of a railway corridor and shall address, among other matters, the feasibility of achieving acceptable levels of noise impact; and
- b) a vibration study shall be undertaken for any *development* within 75 metres of a railway corridor.

19.12.3 All proposed *development adjacent* to railway corridors shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the Municipality in consultation with the appropriate rail authority.

19.13 LICENSED AIRCRAFT LANDING STRIPS

19.13.1 Licensed aircraft landing strips are regulated by the Federal government.

19.13.2 Any accessory buildings or structures for licensed aircraft landing strips shall require an amendment to this Plan.