



# ACTIVE TRANSPORTATION AND TRANSPORTATION MASTER PLANS

## APPENDIX B POLICY CONTEXT







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## 1 INTRODUCTION

The **Active Transportation and Transportation Master Plans (AT and TMP)** are based on the land use and transportation planning policy context defined by the Township of Scugog, Durham Region, Province of Ontario, and other public agencies. The following sections provide brief summaries of the policy documents reviewed and their specific directives, regulations, and initiatives pertaining to the planning, design, construction, and operation of pedestrian, cycling, and vehicular infrastructure within the Township.

## 2 PROVINCE OF ONTARIO

### 2.1 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development, including transportation facilities. The *Planning Act* requires that all planning decisions “shall be consistent with” the PPS.

With respect to Infrastructure and Public Service Facilities, the PPS policies indicate municipalities should:

- Provide infrastructure and public service facilities in a coordinated, efficient and cost-effective manner, considering climate change impacts while accommodating projected growth;
- Coordinate and integrate with land use planning to ensure financial viability and ability to meet current and projected needs;
- Promote green infrastructure in complement with infrastructure;
- Consider optimization and adaptive re-use of current infrastructure and public service facilities before developing new;
- Strategically locate to support effective and efficient delivery of emergency management systems, and to ensure the protection of public health and safety; and
- Co-locate public service facilities in community hubs to promote cost-effectiveness, facility service integration and access to transit and active transportation.

Furthermore, the PPS sets out Transportation Systems policies that focus on the movement of people and goods through a safe and energy efficient transportation system, and promotes a multimodal transportation system, which includes transit and active transportation. This direction is supported through compact, mixed land uses and



transportation demand management initiatives that minimize the length and number of motor vehicle trips required.

Finally, with respect to Transportation and Infrastructure Corridors, the PPS directs municipalities to:

- Plan and protect corridors and rights-of-way for transportation, transit and infrastructure facilities to meet current and projected needs;
- Provide long-term protection for major goods movement facilities;
- Restrict development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified;
- Encourage preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics;
- Promote the co-location of linear infrastructure where appropriate; and
- Consider the environmental impacts when planning for corridors and rights-of-way for significant transportation infrastructure facilities.

Beyond transportation and infrastructure, the PPS also provides important policy direction on:

- Efficient use and management of land;
- Provision of sufficient housing to meet changing needs, including affordable housing;
- Protection of the environment and resources including farmland, natural resources (for example, wetlands and woodlands) and water;
- Opportunities for economic development and job creation; and
- Protection of people, property, and community resources by directing development away from natural or human-made hazards, such as flood prone areas.

Specifically, Sections 2.1.7 and 2.1.8 of the PPS reference species at risk. For any project-specific environmental assessments completed for future Schedule B/C projects, the Project File Report/Environmental Study will identify impacts to any such species and recommend mitigation measures.

## 2.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

A Place to Growth: Growth Plan for the Greater Golden Horseshoe, adopted pursuant to the *Places to Grow Act, 2005*, is a Provincial growth management plan that articulates a



long-term strategic vision and tools for how southern Ontario should grow over the next 20 years. The Growth Plan was developed to guide planning decisions in a way that will promote economic development and strong communities. It directs municipalities to optimize the use of existing and new infrastructure to support growth, and coordinate infrastructure planning, land use planning, and infrastructure investment.

Many policies in the Growth Plan pertain to planning for transportation infrastructure, with an emphasis on encouraging municipalities to plan systems that are adequate for the level of anticipated growth, offer multi-modal access to destinations, provide safety for users, and are interconnected and planned in a coordinated manner. It also reiterates policies found in the PPS with respect to transportation corridors. Specific to the AT and TMP, the Growth Plan directs municipalities to integrate pedestrian and bicycle networks into transportation planning for both existing and new communities and supports greater use of transit in serving communities.

## 2.3 OAK RIDGES MORaine CONSERVATION PLAN (2017)

The Oak Ridges Moraine Conservation Plan (ORMCP) set out in O. Reg. 140/02 under the *Oak Ridges Moraine Conservation Act*, 2001 provides land use and resource management planning direction on how to protect ecological and hydrological features and functions of the Moraine. One of Ontario's most significant landforms, stretching 160 kilometers from the Trent River in the east to the Niagara Escarpment in the west, the Oak Ridges Moraine divides the watersheds draining south into western Lake Ontario from those draining north into Georgian Bay, Lake Simcoe, and the Trent River system.

The ORMCP has the following objectives:

- Protecting the ecological and hydrological integrity of the Oak Ridges Moraine Area;
- Ensuring that only land and resource uses that maintain, improve or restore the ecological and hydrological functions of the Oak Ridges Moraine Area are permitted;
- Maintaining, improving or restoring all the elements that contribute to the ecological and hydrological functions of the Oak Ridges Moraine Area, including the quality and quantity of its water and its other resources;
- Ensuring that the Oak Ridges Moraine Area is maintained as a continuous natural landform and environment for the benefit of present and future generations;
- Providing for land and resource uses and development that are compatible with the other objectives of the Plan;
- Providing for continued development within existing urban settlement areas and recognizing existing rural settlements;



- Providing for a continuous recreational trail through the Oak Ridges Moraine Area that is accessible to all including persons with disabilities;
- Providing for other public recreational access to the Oak Ridges Moraine Area; and
- Any other prescribed objectives.

The southern portion of the Township of Scugog lies within the Oak Ridges Moraine Area. The AT and TMP consider this protected area and provide recommendations that respect the sensitivity and importance of the Moraine.

## 2.4 GREENBELT PLAN (2017)

The Greenbelt Plan established under Section 3 of the *Greenbelt Act, 2005* permanently protects agriculture uses and the natural ecology of the Greenbelt area by preventing urbanization. Viewed as the “cornerstone” of the Growth Plan, the Greenbelt Plan, together with the ORMCP and the Niagara Escarpment Plan, identifies where urbanization should not occur in southern Ontario so as to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas, and functions occurring on this landscape.

The vision for the Greenbelt is a broad band of permanently protected land that:

- Protects against the loss and fragmentation of the agricultural land base and supports agriculture as the predominant land use;
- Gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health and that form the environmental framework around which major urbanization in southcentral Ontario will be organized;
- Provides for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses; and
- Builds resilience to and mitigates climate change.

Most land in the Township of Scugog lies within the Greenbelt, including the Oak Ridges Moraine Area. As with the Moraine, the AT and TMP consider this protected area and provide recommendations that respect the sensitivity and importance of the Greenbelt.

## 2.5 *ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT, 2005*

The *Accessibility for Ontarians with Disabilities Act, 2005* (AODA) outlines mandatory requirements for the private, public, and non-profit sectors in Ontario to remove barriers and ensure equitable access for all individuals with disabilities by 2025. Ontario Regulation 191/11 under the AODA establishes accessibility standards to apply when



planning, designing, and building transportation facilities, which were referenced in preparing the AT and TMP and forming its recommendations.

## 2.6 2041 REGIONAL TRANSPORTATION PLAN (2018)

The 2041 Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton Area (GTHA) sets out Metrolinx's strategy for providing the growing population in southern Ontario with access to fast, frequent, and reliable transit service, and making it easier for travellers to use transit, or travel by bike or on foot. The plan guides the continuing transformation of the transportation system, offering a blueprint for an integrated multimodal regional system that puts the traveller's needs first.

Developed in collaboration with municipal partners and other stakeholders, the 2041 RTP builds on the successes of The Big Move (2008), the first regional transportation plan for the GTHA. The plan presents an updated vision and three goals – creating strong connections, complete travel experiences, and sustainable and healthy communities – for the transportation system. To achieve the vision and goals, the 2041 RTP outlines five strategies, being:

- Complete the delivery of current regional transit projects;
- Connect more of the region with frequent rapid transit;
- Optimize the transportation system;
- Integrate transportation and land use; and
- Prepare for an uncertain future.

The 2041 RTP provides direction and guidance regarding active transportation and to a lesser degree transit of relevance for the AT and TMP.

## 2.7 TRANSIT SUPPORTIVE GUIDELINES (2012)

The Transit Supportive Guidelines developed by the Ministry of Transportation promote transit-oriented planning and design throughout the province. The aim is to assist practitioners in creating environments that facilitate transit use and developing services and programs to increase ridership in communities over time through supportive land use planning, urban design, and operational best practices. The document is structured into four key chapters with strategies applicable to all community scales including:

- *Community-Wide Guidelines* to create transit-supportive communities through a range of higher-level planning strategies;



- *District-Level and Site-Specific Guidelines* detailing design guidelines relating to streets, buildings infrastructure, and unique uses;
- *Transit Improvement Guidelines* outlining transit improvement programs, innovations, and services that can help to increase transit ridership; and
- *Implementation Tools* that can be used to achieve the principles and guidelines within the document.

The Guidelines helped influence the transit strategies in the AT and TMP.

## 2.8 #CYCLEON ONTARIO'S CYCLING STRATEGY (2013)

Ontario's Cycling Strategy (#CycleON) is a 20-year plan to encourage the growth and improve the safety of cycling in the province. The Strategy envisions cycling in Ontario as a recognized, respected, and valued core mode of transportation that provides individuals and communities with health, economic, environmental, social, and other benefits by 2033. Achieving this vision requires commitment from all partners for integrated action to:

- Design healthy, active and prosperous communities;
- Improve cycling infrastructure;
- Make highways and streets safer;
- Promote cycling awareness and behavioural shifts; and
- Increase cycling tourism in Ontario.

The actions and recommended network outlined in the Strategy provide an important foundation for the AT and TMP.

## 2.9 ONTARIO TRAILS STRATEGY (2005)

The Ontario Trails Strategy is a long-term plan that establishes strategic directions for planning, managing, promoting, and using trails in the Province. The Strategy recognizes trails as key economic and tourism assets for Ontario communities that bring important health benefits and contribute to a high quality of life. With a vision to develop a world-class system of diversified trails, planned and used in an environmentally responsible manner that enhances the health and prosperity of all Ontarians, the Strategy focuses on:

- Improving collaboration among stakeholders;
- Enhancing the sustainability of Ontario's trails;



- Enhancing the trail experience;
- Educating Ontarians about trails; and
- Fostering better health and a strong economy through trails.

Like #CycleON, the actions and recommended network outlined in the Strategy provide an important foundation for the AT and TMP.

## 3 REGION OF DURHAM

### 3.1 DURHAM REGIONAL OFFICIAL PLAN (2017 CONSOLIDATION)

The Durham Regional Official Plan (ROP) is the guiding document for directing growth and development in Durham Region to 2031. The ROP provides policies to ensure an improved quality of life and secure the health, safety, convenience, and well-being of the present and future residents of the Region. The ROP also establishes the future development pattern of the Region and articulates goals, policies, and implementation mechanisms to achieve this desired structure. This regional structure is further detailed through the official plans of each of the Region's eight local area municipalities.

Section 11 of the ROP outlines the following transportation goals:

- Provide a transportation system that is integrated, safe, efficient and reliable for all users and modes;
- Offer a variety of mobility choices for all Durham residents;
- Develop a Transportation System that supports the retention of existing businesses and attraction of new investment and economic activity; and
- Support sustainable transportation initiatives that respect natural, social and cultural environments.

The plan includes details on how the goals will be achieved, with policies for road network and design, transportation demand management, transit priority network, Regional Cycling Plan, goods movement, and mitigating community and environmental impacts. The ROP requires area municipalities, including the Township of Scugog, to implement the provisions outlined in Section 11.

The transportation policies in the ROP informed the AT and TMP, providing guidance especially for the active transportation and transit components of the plans.

The Region is currently conducting a Municipal Comprehensive Review of the ROP. The review is expected to be completed in 2022.



## 3.2 DURHAM REGION STRATEGIC PLAN (2020)

The 2020-2024 Durham Region Strategic Plan guides the work of the municipality and provides a road map to help achieve Regional Council's vision for the future of "a healthy, prosperous community for all". The plan is focused on five goal areas:

- *Environmental Sustainability* – Protect the environment for the future by demonstrating leadership in sustainability and addressing climate change;
- *Community Vitality* – Foster an exceptional quality of life with services that contribute to strong neighbourhoods, vibrant and diverse communities, and influence our safety and well-being;
- *Economic Prosperity* – Build a strong and resilient economy that maximizes opportunities for business and employment growth, innovation and partnership;
- *Social Investment* – Ensure a range of programs, services and supports are available and accessible to those in need, so that no individual is left behind; and
- *Service Excellence* – Provide exceptional value to Durham taxpayers through responsive, effective and fiscally sustainable service delivery;

The Strategic Plan outlines priorities under each goal area, with many of the actions pertaining to transportation. Specific initiatives include:

- Accelerate the adoption of green technologies and clean energy solutions through strategic partnerships and investment (1.1);
- Protect, preserve and restore the natural environment, including greenspaces, waterways, parks, trails, and farmlands (1.3);
- Expand sustainable and active transportation (1.5);
- Revitalize existing neighbourhoods and build complete communities that are walkable, well-connected, and have a mix of attainable housing (2.1);
- Enhance community safety and well-being (2.2); and
- Enhance communication and transportation networks to better connect people and move goods more effectively (3.3).

The Strategic Plan priorities helped reinforce and guide the AT and TMP recommendations.



### 3.3 DURHAM TRANSPORTATION MASTER PLAN (2017)

The Durham Transportation Master Plan (DTMP) is a strategic planning document that defines the policies, programs, and infrastructure modifications needed to manage anticipated transportation demands to the year 2031 and beyond, and to support the development pattern designated in the Regional Official Plan. The DTMP is a multi-modal plan focusing on all modes of transportation, including walking, cycling, public transit, autos, and goods movement.

The DTMP outlines the following seven key directions, which serve as the framework for the plan's policies, strategies, and actions:

- Strengthen the bond between land use and transportation;
- Elevate the role of integrated public transit including Rapid Transit;
- Make walking and cycling more practical and attractive;
- Optimize road infrastructure and operation;
- Promote sustainable travel choices;
- Improve goods movement to support economic development; and
- Invest strategically in the transportation system.

Successful implementation of the DTMP will ultimately depend on the co-operation and active participation of many stakeholders, including area municipalities. For this reason, the above directions were reflected in the AT and TMP as they apply, particularly those related to active transportation and transit. As the Region develops and implements the policies outlined in the DTMP, the Township should support and work in conjunction with the Region to ensure the transportation goals are met.

### 3.4 DURHAM REGIONAL CYCLING PLAN (2012)

The Regional Cycling Plan defines the region-wide cycling network and implementation strategy, including network phasing, costs, funding strategies, and principles for reducing the Region's exposure to risks and liabilities. Three elements (i.e., Primary Cycling Network, Regional Trail System, and Secondary Cycling Network) collectively form the broader regional cycling network. These elements are planned to be connected and provide routes for a variety of users and trip types.

The region-wide Primary Cycling Network (PCN) denoted in the plan links major centres and destinations and support longer trips between communities along Regional and



local roads. The PCN includes roads under both Regional and area municipal jurisdiction.

The PCN informed and influenced the Township's Secondary Cycling Network developed as part of the AT and TMP, serving as the spines of the plan.

The Region is currently updating its cycling plan. The new plan is scheduled to be completed in Spring 2021.

### 3.5 DURHAM VISION ZERO – STRATEGIC ROAD AND SAFETY ACTION PLAN (2018)

The Region has developed a Strategic Road Safety Action Plan (SRSAP), which incorporates Vision Zero, to reduce the number and severity of motor vehicle collisions in the Region. The plan is structured to coordinate a diverse set of stakeholders in engineering, enforcement, and education realms, encourage the sharing of resources, and provide the necessary oversight to ensure the integrated SRSAP is embedded within the culture of all those managing aspects of transportation in the Region.

Building on the principles of Vision Zero, the SRSAP vision of *zero people killed or injured across all modes of transportation* begins with an initial goal of a 10% reduction of fatal and injury collisions within five years (2019-2023). Through data analysis and public consultation, the Region has established the following eight types or groups of collisions as its initial emphasis areas to focus resources on countermeasures:

- Intersections;
- Aggressive Driving;
- Distracted Driving;
- Young Drivers;
- Pedestrians;
- Impaired Driving;
- Cyclists; and
- Commercial Vehicles.

The principles of the SRSAP were applied in developing the AT and TMP, with the plans helping to achieve the vision and goal of the SRSAP particularly for the Pedestrians and Cyclists emphasis areas.



## 4 TOWNSHIP OF SCUGOG

### 4.1 TOWNSHIP OF SCUGOG OFFICIAL PLAN (2017 CONSOLIDATION)

The Township of Scugog Official Plan (OP) defines the intent of Township Council in the direction of growth and development in the municipality. The OP outlines goals, objectives, and policies intended to guide implementation of decisions that further establish and maintain the Township as a liveable and attractive community.

The plan establishes the basis and pattern for development within the Township to the year 2031. During this period, the Township is expected to continue to experience development pressures because of the high rate of growth that will be experienced throughout the Greater Toronto Area. In anticipation of additional wastewater capacity becoming available, the plan assumes the Township's population will reach 25,390 people by 2031.

The OP also sets out numerous policies and schedules to guide implementation of the transportation system serving the Township. *Section 8 – Transportation and Infrastructure* of the plan includes provisions specific to transportation with an emphasis on the active transportation, road, and transit networks. **Attachment A** provides an excerpt of the relevant policies from Section 8.

The OP serves as the foundation for the AT and TMP, providing the basis for future growth forecasts, development patterns, and transportation system development. The plans build on the policies and schedules contained in the OP but also include recommendations to revise the OP in response to the directions it sets out.

### 4.2 TOWNSHIP OF SCUGOG STRATEGIC PLAN (2019)

The Township of Scugog Strategic Plan is a guiding document that outlines the planned projects, initiatives, and advocacy work of the municipality and Council. The plan reflects the goals and priorities of the community and outlines the framework and steps that will be undertaken over the 2019-2022 term of Council to realize the Township's vision of *"a progressive, complete and sustainable community, respecting our history and enhancing our natural environment."*

The Strategic Plan sets out the following seven strategic directions:

- *Roads and Municipal Infrastructure* – Leverage and improve transportation, infrastructure and facilities;



- *Financial Sustainability* – Improve financial sustainability, through innovative funding and delivery of services;
- *Economic Development and Tourism* – Create, grow and attract employment opportunities;
- *Municipal Services* – Provide services that are efficient and effective;
- *Natural Environment* – Protect and enhance our natural environment;
- *Community Engagement* – Encourage the involvement of all Scugog residents in sustaining and enhancing the quality of life in our community; and
- *Complete Community* – Enhance our communities to be inclusive, healthy and connected.

Completing the Transportation Master Plan and Active Transportation Plan are primary actions of the plan, which also includes several other initiatives and directions that guided development of the AT and TMP.

## 4.3 TOWNSHIP OF SCUGOG DEVELOPMENT CHARGES BACKGROUND STUDY (2019)

The Township of Scugog 2019 Development Charges (DC) Background Study presents the results of the review completed to determine development-related infrastructure needs based on residential and non-residential growth forecast to the year 2031 and apportion the cost of the growth-related infrastructure to the planned growth. The study provides the basis for the Township's DC by-law and the rates levied by the municipality on new development in Scugog.

The development forecasts and the Township Engineering Capital Works program prepared for the 2019 DC Background Study informed the AT and TMP, providing the basis for the road strategy of the plans.

## 4.4 TOWNSHIP OF SCUGOG PARKS, RECREATION AND CULTURE STRATEGIC MASTER PLAN (2018)

The Township of Scugog Parks, Recreation, and Culture Strategic Master Plan is a municipal guiding document that provides a long-term vision, as well as goals and objectives for the provision of facilities and services relating to parks, recreation, and culture over the next decade. The plan is aligned with the Town's overarching Strategic Plan and is supported by the four following goals:

- Make parks, recreation and culture accessible to all;
- Promote health, wellness and active living through a variety of opportunities;
- Fiscally sustainable facilities renewal and investment; and



- Support, promote and partner for access to facilities and programs.

Of relevance to the AT and TMP, the Master Plan provides guidance regarding the trail network within the Township. The plan recommends working with trail partners to develop a Trail Strategy to address important gaps in the existing system. This work should link in with the AT and TMP and be done through an iterative community and stakeholder engagement process. As part of this strategy, the plan recommends developing a trails hierarchy within which new and existing trails can be identified and planned.

The plan also recommends continuing to work with the Region to enhance Regional cycling tourism routes and develop the Primary Cycling Network within Scugog, specifically the North Oshawa to Scugog Connection.

## 4.5 PORT PERRY SECONDARY PLAN (2015)

The Port Perry Secondary Plan is an amendment to the Township Official Plan to update policies related to:

- Allocation of sewage capacity;
- Phasing of development;
- Urban design guidelines;
- Housing range and mix;
- Infill and intensification; and
- Sustainable design.

The secondary plan introduces detailed policies to guide development within the Port Perry Urban Area, where growth had been limited in preceding years due to sewage capacity limitations. The purpose of the plan is to ensure that the resulting development of approximately 850 dwelling units is attractive and sustainable.

## 4.6 LAKE SCUGOG ENVIRONMENTAL MANAGEMENT PLAN (2010)

The Township and Kawartha Conservation initiated the Lake Scugog Environmental Management Plan (LSEMP) (with funding support from Durham Region and the City of Kawartha Lakes) to identify phosphorus and nitrogen sources, determine the amounts entering Lake Scugog, and recommend specific measures to effectively address the accelerated aging process of the lake. The primary goal of the LSEMP is to ensure the long-term environmental and social sustainability of Lake Scugog and its resources by achieving the following objectives:



- Protect and improve water quality in the lake and its tributaries;
- Maintain healthy aquatic and terrestrial ecosystems within the watershed;
- Improve the aesthetic values of the lake and enhance opportunities for public enjoyment within the lake's natural surroundings;
- Foster community understanding of the lake and an appreciation of the lake's natural and historic heritage;
- Promote environmentally sustainable use of the lake; and
- Maintain ongoing monitoring and research.

The LSEMP includes a comprehensive set of recommendations and a detailed Implementation Plan to provide an overall stewardship strategy for the lake for the next 10 years. The actions are designed to cover all aspects of human activities and are grouped under six strategies including watershed planning, regulation and enforcement, communication and education, stewardship, agricultural land use, urban land use, and monitoring and scientific studies. These actions were considered in developing the AT and TMP.

## 4.7 LAKE SCUGOG ENHANCEMENT CLASS ENVIRONMENTAL ASSESSMENT (2018)

The Lake Scugog Enhancement Project (LSEP) is an environmental improvement and dredging project for Port Perry Bay that benefits the whole lake. The range of benefits is broad, including environmental, social, economic, tourism, and recreation. The Township voluntarily elevated the project to a Schedule B Municipal Class Environmental Assessment given its high visibility and local community interest.

The study documents seven alternative solutions, the comparative evaluation, and criteria to determine the recommended solution. The preferred solution involves dredging an area of the lake and using the materials to create a larger engineered wetland and berm at Baagwating outlet. Construction of the project is anticipated to start in fall of 2020 and be completed by summer 2022. The AT and TMP took this into consideration in the development of the active transportation plans near Lake Scugog.



# ATTACHMENT A

## EXCERPTS FROM TOWNSHIP OF SCUGOG OFFICIAL PLAN

## **8 TRANSPORTATION AND INFRASTRUCTURE**

The policies in this section address the development of roadways, utilities, sanitary sewer, water supply, infrastructure and other public works in the Township and apply to all lands within the municipality.

### **8.1 OBJECTIVES**

The objectives of these policies are to:

- a) Facilitate the movement of people and goods within the Township to and from adjacent municipalities by means of a safe, integrated and balanced transportation system;
- b) Establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including automobiles, trucks, public transit, cycling, snowmobiling and walking;
- c) Develop a transportation system that protects transportation corridors and is compatible with and supportive of future land uses;
- d) Encourage the use of public transit, cycling and walking as sustainable, energy efficient, affordable and accessible forms of travel;
- e) Ensure that new roads in urban settlement areas are constructed to provide safe vehicular operation, designed in a manner that helps to provide equitable opportunities for all modes of traffic including truck and to provide access from the operation of an efficient public transit system;
- f) Encourage bicycle and pedestrian paths to generally be separated from the roadway on existing and proposed Township roads and utility corridors, parks and green spaces;
- g) Ensure that appropriate right-of-way widths for all existing and proposed roads and trails are provided in accordance with the *Planning Act*;

- h) Encourage the use of alternate development standards for roads, where appropriate;
- i) Encourage the efficient use of land along transportation corridors to maximize the use of public transit; and,
- j) Support the Region of Durham in the planning, design and operation of a fully integrated Regional Transportation system, composed of roads, transit, priority and strategic goods movement networks.

## **8.2 GENERAL DEVELOPMENT POLICIES**

- a) The Transportation System is shown on Schedules C and C-1 and has been classified on the basis of function and design, comprising Arterial roads, Collector roads and transit service. An Official Plan Amendment is required to change the classification of a road on Schedules C and C-1.
- b) The locations of new Arterial and Collector roads are approximate. The exact alignment shall be determined either through municipal studies or the consideration of development applications.
- c) The Township will not open or maintain roadways, which are not constructed to municipal standards.
- d) New roads and utilities shall be permitted in all designations subject to the justification requirements of this Plan when proposed to be located in a Key Natural Heritage Feature or a Hydrologically Sensitive Feature.
- e) The Township in conjunction with the Region of Durham will endeavour where feasible to reserve or obtain the necessary rights-of-ways indicated in this Plan. Privately owned land required to meet the desired right-of-way widths shall generally be acquired by the Township through dedication as a condition of subdivision, condominium, land severance or site plan approval.
- f) All new transportation uses and upgrading or extension of existing transportation uses, including the opening of a road within an

unopened road allowance, are generally prohibited within Key Natural Heritage Features.

- g) Transportation uses may be permitted to cross a Key Natural Heritage Feature or a Hydrologically Sensitive Feature if the proponent demonstrates that:
  - i) The need for the project has been demonstrated and there is no reasonable alternative (to be determined through an Environmental Assessment process, the *Planning Act* or local improvement provisions of the *Municipal Act, 2001*);
  - ii) The planning, design and construction practices adopted will keep any adverse effects on the ecological integrity of the Oak Ridges Moraine and Greenbelt to a minimum;
  - iii) The design practices adopted will maintain, and where possible improve or restore, ecological and recreational linkages, including the trail system;
  - iv) 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,
  - v) The long term landscape management approaches adopted will maintain, and where possible improve or restore, the health, diversity, size and connectivity of the Key Natural Heritage Feature or Hydrologically Sensitive Feature.
- h) Service and utility trenches for transportation uses shall be planned, designed and constructed so as to minimize disruption of the natural groundwater flow.
- i) The location and construction of infrastructure and expansions, extensions, operations and maintenance of infrastructure are subject to the following:
  - i) Planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System, traversed and/or occupied by such infrastructure;

- ii) Planning, design and construction practices shall minimize, wherever possible, the negative impacts and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusions, noise and road salt;
  - iii) New or expanding infrastructure shall avoid Key Natural Heritage Features or Key Hydrologic Features unless need has been demonstrated and it has been established that there is no reasonable alternative;
  - iv) Where infrastructure does cross the Natural Heritage System or intrude into or result in the loss of a Key Natural Heritage Feature or Key Hydrologic Feature, including related landform features, planning, design and construction practices shall minimize negative impacts and disturbance on the features or their related functions and where reasonable, maintain or improve connectivity; and,
  - v) Infrastructure serving the agricultural sector, such as agricultural irrigation systems, may need certain elements to be located within the vegetation protection zone of a Key Natural Heritage Feature or Key Hydrologic Feature. In such instances, these elements of the infrastructure may be established within the feature itself or its associated vegetation protection zone, but all reasonable efforts shall be made to keep such infrastructure out of Key Natural Heritage Features or Key Hydrologic Features or the vegetation protection zones.
- j) All new and reconstructed transportation and utility facilities shall be designed and located to minimize the impact on the environment and be consistent with the objectives and the land use designations in this Plan. Site and design guidelines include the following:
- i) Blasting, grading and tree removal should be minimized where possible through realignment and utilization of devices such as curbs and gutters, retaining walls and tree wells;

- ii) Finished slopes should be graded not greater than a 3 to 1 slope and planted; large cuts should be terraced to minimize surface erosion and slope failure;
  - iii) Site rehabilitation should use native species of vegetation and blend into the surrounding landscape;
  - iv) Vegetation screens should be used where feasible;
  - v) Transportation and utility structures should be sited and designed to minimize visual impact;
  - vi) A development setback from the top of bank for utility structures will be required to minimize visual impacts;
  - vii) The visual impact of utility structures should be minimized by siting, structural design, coloration and landscape planting in order to minimize the impact on the rural environment; and,
  - viii) The Township's road standards may be modified to accommodate environmental or natural feature preservation.
- k) A transportation study will be prepared at the request of the Township or other agency having jurisdiction to address both the impact of any new development upon Provincial Highways, Regional roads and/or all Arterial roads as well as any associated highway improvements that are required prior to the approval of any secondary plans, plans of subdivision or site plans.
- l) In addition to all applicable municipal requirements, all development adjacent to or in proximity to Provincial Highway 7A and Highway 7/12 and will be subject to the safety and geometric requirements and permits of the Ministry of Transportation. Permits from the Ministry of Transportation are required for any new buildings, or site alterations or entrances within 45 metres of the highway property line and within a radius of 180 metres of the centre point of the intersection of a road and Highway 7A and Highway 7/12. Permits may also be required for uses which cause persons to congregate in large numbers within 800 metres of any limit of any Provincial Highway.

- m) Existing Collector and Arterial roads are shown on Schedule C-1. Local roads will develop through plans of subdivision.

### **8.3 ROAD NETWORK**

- a) Roads in the Township will be classified and maintained on the basis of their function and design as Arterial roads, Collector roads, Local roads and private roads. The right-of-way width for a public road shall allow for the placement of utilities, municipal services, high occupancy vehicle lanes, cycling lanes, sidewalks and landscaped boulevards where required.
- b) Council may close existing Local roads and road related facilities subject to the provisions of the *Municipal Act, 2001*, without the need to amend this Plan.
- c) All Township roads within the rural areas of the Township shall be designed and maintained to allow for the passage of large farm equipment to the greatest extent possible and shall have a minimum 20 metre road allowance. In certain areas a wider road allowance may be required to provide sufficient area to ensure proper grades and stabilization of slopes due to topography or environmental conditions.
- d) Where possible, equal amounts of widening will be required from either side of the road allowance, but in specific cases, it may be necessary to deviate from this policy where physical characteristics of the land make it impossible, in such cases, it may be necessary to acquire more than half or even all of the total required widening from one side in order to attain the full required width.

#### **8.3.1 Private Roads**

- a) Private roads are lanes, mutual driveways, roads or right-of-ways maintained by private individuals or Condominium Corporations. New development on private roads will be restricted to a Plan of Condominium.
- b) New building lot creation by severance or subdivision will not be permitted on private roads.

- c) Prior to the Township assuming any private road, it must be brought up to a municipal standard. The cost of bringing such road up to municipal standards shall not be borne by the Township. In addition, prior to assuming a private road the Township shall be satisfied that the costs of maintaining the road will be off-set by increased assessment.

### **8.3.2 Arterial Roads**

- a) Arterial roads are under the jurisdiction of the Ministry of Transportation, the Region of Durham or the Township. Arterial roads are designed to accommodate transportation needs within the Township and to other municipalities. The key characteristics for Arterial roads are summarized in Clauses i), ii) and iii) below. Complete details on Arterial roads are provided in the Durham Regional Official Plan:
  - i) Type A Arterial roads are designed to accommodate the movement of large volumes of traffic at moderate to high speeds over relatively long distances. These roads generally intersect only with freeways and other Arterial roads. Type A Arterial roads shall have a right-of-way width of 36-45 metres.
  - ii) Type B Arterial roads are designed to accommodate the movement of moderate volumes of traffic at moderate speeds, within the Region of Durham. These roads generally intersect with other Arterial roads and Collector roads. Type B Arterial roads shall have a right-of-way width of 30-36 metres.
  - iii) Type C Arterial roads are designed to accommodate the movement of lower volumes of traffic at slower speeds over relatively short distances. Type C Arterial roads shall have a right-of-way width of 26-30 metres.
- b) Arterial roads shall be designed in accordance with the requirements of the Durham Regional Official Plan and the following principles:
  - i) Provide full continuous movements;

- ii) Limit private access;
  - iii) Provide for public transit vehicles and transit stops;
  - iv) Provide sidewalks on both sides within urban areas and *Hamlets*; and,
  - v) Provide for cycling lanes where possible.
- c) Private access to Arterial roads shall be permitted on a limited basis in accordance with the provisions specified in Table 8-1 below and subject to the approval of the authority having jurisdiction.

**TABLE 8-1  
Arterial Road Access Standards**

	<b>Urban</b>	<b>Rural</b>
Type A	One access every 200 metres of road	Not permitted, except for existing lots of record, where there is no alternative access to a Local road.
Type B	One access every 80 metres of road	Not permitted, except for existing lots of record, where there is no alternative access to a Local road.
Type C	One access every 30 metres of road in the <i>Main Central Area</i> , Commercial and <i>Employment Areas</i> . <i>Residential</i> land uses limited to large lot singles, controlled access residential blocks and front yard lane concepts.	One access per lot.

- d) Truck traffic is expected to use Arterial roads and may be discouraged from using Collector and/or Local roads.
- e) The right-of-way, speeds and access spacing requirements of the Durham Regional Official Plan Schedule E-Table E7 shall apply to the Arterial roads shown on Schedules C and C-1. However, if the intent of this Plan is adhered to, and following adequate study to the effect that such provisions are impractical and cannot be implemented precisely, the authority having jurisdiction on such roads may deviate from these provisions without the need for an amendment to this Plan. In addition, these requirements shall not apply to Arterial roads within Central Areas and *Hamlets*.
- f) Sight triangles shall be provided in accordance with the standards of the authority having jurisdiction on the roads. Specified site triangle dimensions are to be used unless otherwise agreed to by the road authorities having jurisdiction over the intersecting roads.
  - i) Intersections between Local roads and Arterial roads – 15 metres by 15 metres.
  - ii) Intersections between Arterial roads and Arterial roads – 30 metres by 30 metres.
- g) New septic tank tile fields shall be kept to a minimum of 10 metres back from all road allowances to protect the Township from heavy relocation costs during any road rebuilding operations.

### **8.3.3 Collector Roads**

- a) Collector roads are under the jurisdiction of the Township and are designed to move moderate volumes of traffic over short distances within a particular area of the Township. The primary function of a Collector road is to collect and distribute traffic among Local roads, Collector roads, Arterial roads and major traffic generators.
- b) Collector roads shall be designed in accordance with the following principles:
  - i) Provide reasonable continuous movements;
  - ii) Minimize the number of private accesses;

- iii) Incorporate methods to prevent speeding without compromising continuous movement;
- iv) Provide sidewalks on both sides within urban areas and *Hamlets*;
- v) Provide for public transit vehicles and transit stops;
- vi) Provide for cycling lanes where possible; and,
- vii) Have a right-of-way width between 23 and 26 metres.

#### **8.3.4 Local Roads**

- a) Local roads are under the jurisdiction of the Township and are designed to carry lower volumes of traffic and to facilitate access to individual properties.
- b) Local roads shall be designed to:
  - i) Have a right-of-way width of 20 metres; and,
  - ii) Provide sidewalks on both sides where warranted.
- c) Council may permit a narrower right-of-way where it is not necessary to have a 20 metres right-of-way to contain roads and utilities.
- d) Council may close any Local roads or bridges in accordance with the *Municipal Act, 2001* if it is deemed not to be in the Township's interest to repair or maintain them, without the need to amend this Plan.
- e) In the *Hamlets, Residential Cluster* and *General Industrial* designations, Local roads may be constructed to a modified urban standard to encourage natural infiltration.

#### **8.3.5 Design Guidelines for Urban Areas and Hamlets**

- a) Road designs shall include well-designed streetscape features, incorporating, among other things: street tree planting, street lighting and furnishings, sidewalk and boulevard treatments, a

variety of paving materials, and where appropriate, bicycle lanes, community mailboxes and future transit shelters.

- b) Road designs may incorporate traffic calming techniques such as narrower right-of-way, traffic circles and speed control devices, where appropriate, to promote a safer pedestrian environment and/or to maintain vehicles within designated speed limits. The Township will consider alternative standards for public road rights-of-way in order to achieve urban design objectives in certain areas of the municipality.
  
- c) The design of roads shall incorporate a high quality of urban design standards. On this basis:
  - i) Road rights-of-way shall be designed to secure a separation of vehicles and pedestrians and should provide an appropriate sidewalk for pedestrian use;
  
  - ii) On Collector and Arterial roads, a suitable boulevard shall be provided to separate the road curb from the sidewalk and such boulevard shall include hard and/or soft landscape materials, street trees and pedestrian-level street lights, where appropriate;
  
  - iii) Where medians are provided within the road rights-of-way, such medians shall be encouraged to include hard and/or soft landscape materials, where appropriate;
  
  - iv) A regularized pattern of street tree planting shall be encouraged along all roads and the Township shall establish minimum planting standards and species types;
  
  - v) The number and location of access points onto the public road system shall be minimized by encouraging common access points to be shared by adjacent development;
  
  - vi) Street lighting shall, where appropriate incorporate pedestrian-level lighting to maintain pedestrian safety;
  
  - vii) Street lighting that reduces energy consumption and directs light away from the night sky and adjacent uses shall be encouraged;

- viii) Services and utilities shall be encouraged to locate underground in a common trench, where possible, in order to maintain a pleasant visual environment along public roads;
  - ix) Above-ground utility service providers shall be encouraged to co-operate with the Township in identifying locations which minimize the visual impacts of such equipment and facilities where located within the public road rights-of-way; and,
  - x) Pursuant to Section 41 of the *Planning Act*, Site Plan Approval shall require the development of major employment lands over a floor area threshold of 560 square metres to install bicycle racks, sidewalk connections between building and municipal sidewalks and to consider interior employee change rooms and showers.
- d) Streetscape features located within public rights-of-way, such as lighting fixtures, directional and street signs, parking meters, transit shelters, and street furniture shall be complementary in their design and located in an integrated manner so as to avoid visual clutter.
- e) Gateway features shall be established at strategic locations within the Township and may include specialized boulevards, landscape medians, decorative street lightings, and/or decorative signage treatments.
- f) The establishment of trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, transit shelters, and bicycle parking facilities that are considered to be “sustainable design elements” for the purposes of Section 41 (4)(2)(e) of the *Planning Act*, which means that these items may be required to be installed by a land within a municipal right-of-way as a condition of Site Plan Approval.

## **8.4 PEDESTRIAN AND CYCLING ROUTES AND FACILITIES**

- a) The Township will develop an interconnected system of cycling and walking routes providing access to major activity and employment areas and to public transit throughout the Township. Development of such a trail system will occur through land acquisition, easements and rights-of-way.
- b) Development of a continuous shoreline trail around Lake Scugog is recognized as a priority for the Township.
- c) Where required and feasible, Township Road shoulders may be adapted to provide safer travel for bicycles between settlement areas and other major activity nodes.
- d) The Township may complete an Active Transportation Plan to create an organized approach to improving the pedestrian and cycling realm and to encourage non-vehicular travel.
- e) In order to plan for and encourage walking and cycling, the Township shall:
  - i) Expand the Township's existing pedestrian and cycling system by establishing off road trails, on road bike lanes, signed bike routes and sidewalks;
  - ii) Ensure that high quality pedestrian infrastructure and wayfinding signage is established at key locations either as a condition of development approval or by the Township as part of its annual capital works program;
  - iii) Ensure that high quality cycling infrastructure is established throughout the Township including at all commercial and community facilities either as a condition of development approval or by the Township as part of its annual capital works program;
  - iv) Provide convenient and highly accessible locations for visitors to park cars to access the pedestrian and cycling system and improved public transit;

- v) Consider the provision of safe and convenient cycling and walking routes in the review of all new development and redevelopment applications;
- vi) Require the provision of sidewalks in the *Port Perry Urban Area* and *Hamlets*, where appropriate;
- vii) Investigate and provide for bicycle lanes wherever possible in the construction or reconstruction of roads and bridges;
- viii) Encourage and support measures which will provide for barrier-free design of pedestrian facilities;
- ix) Ensure that lands for bicycle/pedestrian paths are included with the land requirements for roads;
- x) Ensure that the rights and privacy of adjacent property owners are factored into the design process for pedestrian and cycling routes;
- xi) Require the provision of bicycle stands as a condition of approval of site plan applications; and,
- xii) Ensure that all pedestrian and cycling routes are designed to be safe.

#### **8.4.1 Design Guidelines**

- a) Sidewalks/and/or multi-use trails shall be provided through all new commercial and institutional developments and through all new residential developments proposing 12 or more units.
- b) A high quality amount of pedestrian and cycling infrastructure shall be established throughout the Township including at all commercial, institutional, and community facilities as a condition of approval or by the Township as part of its annual capital works program.

#### **8.5 PUBLIC TRANSIT**

- a) The Township in consultation with the Region of Durham and the Ministry of Transportation will continue to support fully accessible

- public transit service particularly for service nodes and corridors in new development areas.
- b) The Township will continue to support Durham Region Transit and GO bus service in the community.
  - c) The Township will encourage opportunities to promote future transit usage, in particular along Transit Spines which facilitate inter-regional and inter-municipal services along Arterial roads and intersect with local transit services. Transit Spines designations shall be consistent with Schedule 'C' Map C3 of the Durham Regional Official Plan. Walking distances to transit will be minimized by:
    - i) Locating commercial, mixed-use and higher density developments adjacent to transit spines;
    - ii) Having main entrances to commercial and mixed-use development within 4 metres of the road allowance on transit spines; and,
    - iii) Improving access from interior neighbourhoods to transit spines.
  - d) When considering development proposals in the *Port Perry Urban Area*, the Township shall ensure that development does not preclude opportunities for public transit in the future.

## **8.6 PARKING**

- a) Adequate off-street parking and loading facilities are required for all new development. All parking areas shall be designed to:
  - i) Minimize conflict with traffic on Arterial roads;
  - ii) Provide parking for the physically handicapped;
  - iii) Provide landscape screening along street frontages; and,
  - iv) Points of ingress/egress shall be limited in number and sharing of access points will be encouraged.

- b) The Township will endeavour to provide off-street parking to serve the downtown of Port Perry, and major parks and community facilities. In this regard, the Township may:
  - i) Operate municipal parking lots or structures on properties the Township owns, acquires and/or leases, and provide direction for establishing new lots and structures;
  - ii) 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,
  - iii) Use, or authorize the use of vacant lands for parking on a temporary basis, where such parking is needed and desirable.
- c) The Township shall review off-street and on-street parking regulations to reflect evolving patterns of automobile use. Reduced parking requirements may be considered where sufficient public off-street and on-street parking facilities exist. In addition, parking requirements may be reduced if the uses on the lot each require parking at different times of the day. Opportunities for the sharing of parking in mixed-use development will be considered during the review of a development application.
- d) Within the *Main Central Area* or *Hamlets*, Council may reduce certain parking requirements such as the number of spaces or the amount of cash-in-lieu for non-residential uses.

## **8.7 STRATEGIC GOODS MOVEMENT**

- a) Schedule 'C' and Schedule 'C-1' identify a Strategic Goods Movement Network. This network shall be consistent with Schedule 'C' Map C4 of the Durham Regional Official Plan. The Strategic Goods Network identifies preferred haul routes that are planned to accommodate commercial vehicles on a year round basis, and which link major generators of goods movement traffic. The Township in co-operation with the Region of Durham shall encourage the maintenance and expansion of infrastructure to support this network subject to budgetary considerations.

- b) The Township shall encourage long distance commercial vehicle operation on roads specifically identified on Schedules C and C-1 as a Strategic Goods Movement Network of higher classification and discourage such operations on Local roads.

## **8.8 RECREATIONAL TRAILS**

- a) Multi-use recreational trails are key to facilitating daily, active living. At a local level, trails can foster a sense of connectivity that brings communities closer together. Local interest in further trail development in the Township is high particularly the continuation of the Waterfront Trail along Lake Scugog. To foster Recreational Trails in the Township the following policies shall apply. Trails are shown generally on Schedules B-1 and C.
- b) There are a number of recreational trails in the Township that provide opportunities for residents and tourists to enjoy the natural amenities of the Township. These trails shall be protected and preserved for these purposes wherever possible.
- c) New or expanded trails shall be designed to minimize impacts on the natural environment and adjacent land uses.
- d) Where possible, legal easements or rights of ways shall be obtained to ensure the ongoing use of trails on private lands. However, trails do not necessarily have to be publicly owned or maintained.
- e) Trails shall be accessible to persons with disabilities where topography and trail access permits accessible design.

## **8.9 WATER AND WASTEWATER SERVICES**

### **8.9.1 Municipal Water and Wastewater Systems**

- a) Municipal water and wastewater services, infrastructure and plants are the responsibility of the Region of Durham. Private wells and sewage systems are approved by the Durham Region Health Department. It is the policy of this Plan that: