

# Springwater Official Plan

## Section 26 – Transportation Policies

### 26.1. Objectives

- 26.1.1. To provide the safest and most efficient flow of traffic within the Township.
- 26.1.2. To facilitate the satisfactory movement of both people and goods to and from the various communities within the Township and to foster an overall road pattern and standard which is consistent with the existing and proposed road patterns of the adjoining municipalities, the County road system, as well as with the Provincial highway system.
- 26.1.3. To improve railway crossings and other related transportation facilities for greater safety and more efficient vehicular movement.
- 26.1.4. To recognize potential noise impact created by road and rail transportation facilities and encourage adjacent developers to reduce the effects by appropriate design.

### 26.2. Policies

- 26.2.1. The policies of this Plan relating to transportation are based on the recognition of a hierarchy of roads to adequately serve a predominantly automobile oriented population.
- 26.2.2. Adequate and appropriate building setbacks from all roads shall be established in the Township Zoning By-law.
- 26.2.3. No new development on vacant lots, or the creation of new lots, shall be permitted if the land does not front on an existing public road which is maintained year around and is of a reasonable standard of construction as may be defined by the Township.
- 26.2.4. A road within a Registered Plan of Subdivision where a Subdivision Agreement has been entered into but the road will not be assumed until the end of the maintenance period is recognized as a road for the purposes of this Plan.
- 26.2.5. **The County of Simcoe has requirements for development along County Roads relating to building and structure setbacks, access, road widening and sight triangles. These requirements shall apply to development in the Township of Springwater. [Mod. #64 - Jan.28/98]**

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### 26.3. Provincial Highways

- 26.3.1. This classification applies to roadways under the jurisdiction of the Ministry of Transportation.
- 26.3.2. Provincial highways should have as few access points as possible in order to permit traffic to move quickly and safely between centres. All such access points will be designed to provide optimum safety and minimum traffic congestion. Combined access from municipal service roads and adjoining minor Township roads should be encouraged as alternatives to private access to Provincial highways.
- 26.3.3. It is the intention of this Plan that major traffic volumes be directed to Provincial highways as much as possible. The Township may encourage the improvement of Provincial highways in the Township in order to fulfill this role.
- 26.3.4. Provincial guidelines recognize potential noise impact created by road facilities and may require certain developments to control the effects. The Township shall require the development of land effected by noise from Highway 400 to comply with Provincial requirements effecting noise.
- 26.3.5. Section 24, Special Policy Areas, contains policies relating to roads not currently owned or maintained by the Township and should be referred to.

#### **26.4. Arterial Roads**

- 26.4.1. Arterial roads are intended to be major transportation routes carrying significant volumes of through or local traffic. For the purposes of this Plan, **County Roads 6, 27, 90, 92, Penetanguishene Road (County Road 93) [OPA #3 - Sept.29/99]** Forbes Road (County Road 11), South Orr Lake Road (County Road 19), Horseshoe Valley Road West (County Road 22), George Johnston Road (County Road 28), Crossland Road (County Road 29), Sunnidale Road (County Road 40), Snow Valley Road (County Road 43), St. Vincent Street, Doran Road, Finlay Mill Road, Anne Street North, Wilson Drive, **Ferndale Drive.[Added by OMB Order #2575 - Wismer Appeal]** Russell Road between Doran Road and Forbes Road, Forbes Road east of Russell Road, Carson Road between **Bayfield Street North (Highway 26) [OPA #3 - Sept.29/99]** and Wilson Drive, Flos Road Four West and East and Wattie Road, Yonge Street North and South and Queen Street East and West in Elmvale, and Mill Street East and West in Hillsdale are designated as arterial roads.
- 26.4.2. Direct access to abutting properties shall be restricted wherever possible. In the case of abutting commercial properties, access by means of a service road shall be encouraged. A combined access point servicing a number of properties or access from an adjoining minor Township road may be encouraged as alternatives to direct road access from all properties.

- 26.4.3. Wherever possible arterial roads shall have a minimum right-of-way width of 30 metres (98 feet) and there shall be two traffic lanes. Road widenings are needed for Anne Street North, St. Vincent Street, Wilson Drive (Barrie City limits to Highway 26) and Old Second South (Horseshoe Valley Road West south to Lot 35, Concession 2, WPR).
- 26.4.4. Improvements or extensions may be considered for Anne Street North, St. Vincent Street, Carson Road East, (**Bayfield Street North (Highway 26) [OPA #3 - Sept.29/99]** to St. Vincent), Forbes/Craig Road (between **County Road 27 [OPA #3 - Sept.29/99]** and Highway 400) and Coughlin/Rainbow Valley Rd./Phelpston Road.
- 26.4.5. **Provincial guidelines recognize potential noise impact created by road facilities and may require certain adjacent developments to implement attenuation measures. The Township shall normally require all proposed residential development within 30 metres of an arterial road to prepare a noise assessment to implement attenuation measures if required. [Mod. # 65 - Jan.28/98]**

## **26.5. Collector Roads**

- 26.5.1. Collector roads are intended to collect traffic from individual local roads and direct traffic to arterial roads or Provincial highways. Collector roads for the purpose of this Plan shall consist of Gill Road, Belmont Crescent, St. Vincent Street between Wattie Road and Belmont Crescent, Coughlin Road and Phelpston Road and Seadon Sideroad between George Johnston Road and Wilson Drive. **[amended by OPA #13, OMB approved Jan. 27/03]**
- 26.5.2. Access to collector roads should be carefully considered and where appropriate, due to traffic or other local conditions the reversal of lots, the use of combined access points and the development of service roads may be encouraged.
- 26.5.3. Collector roads generally shall have a minimum right-of-way width of 20 metres (66 feet) to 25 metres (82 feet) and shall have two traffic lanes.

## **26.6. Local Roads**

- 26.6.1. The remainder of the roads in the Township are hereby classified as local roads designed primarily to provide access to abutting properties.
- 26.6.2. Local roads generally shall have a minimum right-of-way width of 20 metres (66 feet) and there shall be two traffic lanes.

## **26.7. Road and Bridge Improvements**

- 26.7.1. It is intended that, as traffic conditions warrant, improvements in the form of jog eliminations, regulation of turning movements, proper signaling, installation of traffic signs, marking of traffic lanes and channelization construction will be undertaken as required during the planning period.
- 26.7.2. Where there is an existing or an anticipated future need for municipal road widening, extension and/or intersection improvement, appropriate lands shall be obtained.
- 26.7.3. Where an intersection is improved the improvements shall be designed to favour traffic on the arterial road. An exception to this policy would occur where there is an intersection of an arterial road with a Provincial highway in which case the highway traffic would be favoured.
- 26.7.4. It is intended that, as traffic conditions warrant, improvements shall be made to any bridges requiring upgrading and that these improvements will be designed to serve the ultimate proposed road allowance.

## **26.8. Railways**

- 26.8.1. Intensive development, particularly residential development, should generally be directed away from locating adjacent to any rail line.
- 26.8.2. Where development does occur in the vicinity of a railway line, adequate provisions for screening, fencing, setbacks and/or other landscaping measures as they relate to public safety and noise and vibration abatement shall be incorporated into a site specific development agreement to the satisfaction of those agencies having jurisdiction.
- 26.8.3. All proposed development within 300 metres (984 feet) of a railway right-of-way may be required to undertake noise studies, to the satisfaction of the Township and the Ministry of Environment and Energy or that government agency having jurisdiction in consultation with the appropriate railway and shall undertake appropriate measures to mitigate any anticipated noise impact.
- 26.8.4. All proposed development within 75 metres (246 feet) of a railway right-of-way may be required to undertake vibration studies, to the satisfaction of the Township and the Ministry of Environment and Energy or that government agency having jurisdiction in consultation with the appropriate railway and shall undertake appropriate measures to mitigate any anticipated adverse effects from vibration.
- 26.8.5. No access point should be permitted onto a road in the immediate vicinity of a rail crossing.

## **26.9. Special Urban Settlement Area Policies**

### **26.9.1. Midhurst**

- 26.9.1.1. It is a policy of this Plan to reduce through traffic as much as possible, to direct the majority of traffic to a few main routes and to avoid the development of large traffic volumes on local residential streets. Ultimately alternative transportation linkages as discussed previously within the Midhurst Planning Concept subsection should be provided.
- 26.9.1.2. **Bayfield Street North (Highway 26) [OPA #3 - Sept. 29/99]** carries large volumes of traffic and it is a policy of this Plan that its role as a major transportation artery shall be protected.
- 26.9.1.3. **Bayfield Street North (Highway 26) [OPA #3 - Sept. 29/99]** has been designated as a limited access highway. This designation will not permit any new non residential access points onto the highway within the area shown on Schedule "A-8". All new non residential developments shall only be permitted if access can be obtained from side streets, existing commercial accesses or through the development of service roads or other means of access approved by the appropriate government agency having jurisdiction.
- 26.9.1.4. Accesses to side streets shall be developed in compliance with all relevant Township specifications.
- 26.9.1.5. Provincial guidelines recognize the potential noise effects created by road facilities and may require developments to control these effects. The Township shall require the development of land effected by noise from **Bayfield Street North (Highway 26) [OPA #3 - Sept.29/99]** to comply with the appropriate requirements regarding noise attenuation.
- 26.9.1.6. Snow Valley Road is recognized as an "arterial" road. Access shall be limited and the reversal of lots, the use of combined access points and the development of service roads will be encouraged. Direct access to the roads shall be discouraged whenever possible. This road shall be developed to an ultimate right-of-way width through the area identified on Schedule "A-8" of 30 metres (98 feet).
- 26.9.1.7. The conceptual road plan as shown on Schedule "A-8", south of Snow Valley Road, is intended to indicate the general configuration of future roads in this area. Variations on this road pattern will be permitted without an Official Plan Amendment provided the following general principles are maintained:

- a) Direct road access is provided to all properties fronting on **Bayfield Street North (Highway 26) [OPA #3 - Sept.29/99]** which require such access; and
- b) No direct route is provided between the highway and Snow Valley Road.
- c) Road developed in accordance with the conceptual road plan shall have a minimum width of 26 metres (85 feet) and shall be developed to industrial road standards.
- d) The Glen Echo Drive/Currie Drive intersection with **Bayfield Street North (Highway 26) [OPA #3 - Sept. 29/99]** has been developed into a four way intersection as shown on Schedule "A-8". Appropriate intersection improvements such as turning lanes and traffic signals shall be provided as warranted by traffic volumes.
- e) Parties proposing development in or near the community may be required to undertake studies to determine the traffic volumes generated by their development proposal and the transportation improvements necessitated by these increased traffic volumes.

26.9.2. **Snow Valley Settlement Area**

26.9.2.1. Prior to any development of Subwatershed A Phase 1a of the Snow Valley Settlement Area **[OPA #13 OMB approved Jan. 27/03]**, the Developer shall enter into agreement(s) for the completion of the following road improvements.

- a) The placement of hot mix asphalt on Seadon Sideroad between the westerly limit of the institutional land use area (immediately west of Barrie Hill Road/unopened Concession Road Nine allowance) and County Road 28 (George Johnston Road);
- b) The construction of a hard surface sidewalk along the north side of Seadon Sideroad between the westerly institutional land use area and Barrie Hill Road;
- c) The construction of Seadon Sideroad, to Township Standards, between the easterly institutional land use area and Barrie Hill Road;
- d) The construction of Seadon Sideroad, to Township Standards, between Barrie Hill Road and the east limit of Phase 1a.

26.9.2.2. Prior to any development of Subwatershed A Phase 2a of the Snow Valley Settlement Area, the Developer shall enter into agreement(s) for the completion of the following road improvements:

- a) The placement of hot mix asphalt on the existing 350 +/- metres of Vespra Valley Road.

26.9.2.3. Prior to any development of Subwatershed B Phase 1b of the Snow Valley Settlement Area, the Developer shall enter into agreement(s) for the completion of the following road improvements:

- a) The placement of hot mix asphalt on the existing 350 +/- metres of George Parkway.

26.9.2.4. Prior to any development of Subwatershed B Phase 2b of the Snow Valley Settlement Area, the Developer shall enter into agreement(s) for the completion of the following road improvements:

- a) The construction of Seadon Sideroad, to Township Standards, between the easterly limit of Phase 1a (Subwatershed A) and Wilson Drive.

Notwithstanding Section 26.9.2.4, the creation of ten (10) residential lots in development area No. 13 located in Subwatershed B is permitted with the construction of Seadon Road between the easterly limit of Phase 1a (Subwatershed A) and easterly approximately 406 metres towards the intersection of Concession Road 8. **[OPA No. 32]**

26.9.2.5. Prior to any development of Subwatershed B Phase 3b of the Snow Valley Settlement Area, the Developer shall enter into agreement(s) for the completion of the following road improvements:

- a) The repair of existing granular base and the placement of hot mix asphalt on the existing 300 +/- metres of gravel portion of Dobson Road.

26.9.2.6. Seadon Sideroad between County Road 28 and Wilson Drive shall be designated as a Collector Road and shall have a 23 metre right-of-way width.

26.9.2.7. Roads proposed to cross watercourses shall require the approval of the Township, the Nottawasaga Valley Conservation Authority, the Ministry of Natural Resources and any other authority having jurisdiction prior to the commencement of any construction.

26.9.2.8. Agreements required pursuant to Sections 26.9.2.1 to 26.9.2.7 above shall be consistent with Appendix C, Volume I of the Snow Valley Secondary Plan Master Servicing Report, dated January, 2002.

26.9.2.9. Prior to any development north of County Road 43 (Snow Valley Road), the intersection of County Road 28 (George Johnston Road) and County Road 43 (Snow Valley Road) shall be re-aligned and improved.

#### Subwatershed A

a) Prior to any development proceeding within Phase 1a the following improvements shall be addressed through a Traffic Impact Study and agreements entered into for completion of the road improvements for:

The intersection of County Road 28 (George Johnston Road) and Seadon Sideroad.

b) Prior to Phase 2a proceeding a Traffic Impact Study shall be completed for any proposed access to County Road 43 (Snow Valley Road) and agreements entered into for completion of the intersection improvements.

#### 26.9.2.10. Subwatershed B

a) Prior to Phase 1b proceeding a Traffic Impact Study shall be required for any proposed access to County Road 43 (Snow Valley Road) and agreements entered into for completion of the intersection improvements.

b) Prior to Phase 2b of Subwatershed B proceeding road improvements for the north and south intersections of Wilson Drive (Concession 7 Road) and County Road 43 (Snow Valley Road) shall be undertaken.

Notwithstanding Section 26.9.2.10b), the creation of ten (10) residential lots is permitted. **[OPA No. 32]**

All other policies of OPA No. 13 to the Township of Springwater Official Plan shall apply.

c) Prior to Phase 3b proceeding a Traffic Impact Study is to be completed and agreements entered into for completion of the intersection improvements for:

Dobson Road and County Road 40 (Sunnidale Road).

- d) Prior to Phase 4b proceeding a Traffic Impact Study is to be completed for any proposed access to County Road 43 (Snow Valley Road) and agreements entered into for completion of the intersection improvements.