

**Policy Discussion Paper
TRANSPORTATION**

PREAMBLE

As part of the Livable Oakville work program, the current general policies, land use policies and the structure of the Official Plan are being updated. The new structure will provide a framework in which to add new designations and policies from the six major studies (Midtown, Uptown, Kerr, Bronte, Employment Land and Residential Intensification) and which reflect the approved mission statement and guiding principles. Policy papers are being developed which will direct future land use policy relating to environmental sustainability and transportation, as well as urban design, parks and open space, culture and heritage, commercial and institutional uses.

This policy paper is focused on the issues involving transportation.

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INTRODUCTION

In 2005, the Town of Oakville embarked on an Official Plan Review: the first step in achieving the Town's vision to be "the most livable Town in Canada". In June 2006, staff brought forward the *Preliminary Directions Report* to be received by Council. The report reviewed the performance of the Official Plan and proposed strategies for refining the policies within the Plan, including the following four directions related to transportation.

Table 1: Directions Regarding Transportation
Direction 34: It is proposed that the Official Plan be updated to reflect the functional road classifications and right-of-way requirements identified in ROPA 23 and the Town's <i>Transportation Master Plan</i> .
Direction 35: It is proposed that transportation demand management policies be included in the Official Plan.
Direction 36: It is proposed that the transit policies in the Official Plan be reviewed and updated to reflect the recommendations of the <i>Transportation Master Plan</i> .
Direction 37: It is proposed that: <ul style="list-style-type: none">a) Policies be added to the Official Plan to implement the recommendations of the <i>Transportation Master Plan</i> related to cycleways and trails; and,b) Inconsistent terminology used in the Official Plan to refer to cycleways and trails be eliminated.

The current Official Plan addresses the transportation system through goals and objectives as well as policies for roads, transit, and railways. However, the current transportation policies do not adequately address the scope of transportation issues and elements that the Town will need to address in the next 20 years. Transportation is more than just traffic and roads. It must consider the full movement of people and goods in and around the Town. The requirements for intensification and transit oriented development bring a new focus to the transportation policies, which must now consider increased congestion, and accommodate urban centres and a compact, mixed-use urban form. It is essential that the entire Transportation Section be updated in order to provide a vision for the future and to adequately address the Town's transportation needs.

This report summarizes the research and analysis undertaken with respect to transportation policies, management programs, and functional classifications as

well as findings from other related transportation work done as part of the work program for Livable Oakville. A review of existing provincial and regional policies along with surrounding GTA municipalities' practices with respect to transportation policies has been completed and is detailed in the following sections.

This paper addresses the conformity requirements of the Growth Plan and recommends changes to the existing Official Plan policies relating to transportation given the current policy context.

EXISTING POLICY FRAMEWORK

A review of existing provincial and regional policies along with surrounding GTA municipalities' practices with respect to transportation policies has been completed and is detailed in the following sections.

Provincial Policy

The Province has undertaken a number of planning initiatives over the last three years. Among these are a new Provincial Policy Statement (PPS), March 1, 2005, and Growth Plan for the Greater Golden Horseshoe (Growth Plan), June 16, 2006. The PPS provides direction on matters of provincial interest relating to land use planning and development while the Growth Plan's aim is to provide growth management policies for the Greater Golden Horseshoe (GGH) in relation to intensification and new growth. Both address transportation related issues.

Provincial Policy Statement

Issued under section 3 of the *Planning Act*, the Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development to achieve efficient development and land use patterns (Ministry of Municipal Affairs and Housing, 2005).

The PPS identifies the following policies related to Transportation and Infrastructure (Ministry of Municipal Affairs and Housing, 2005):

- *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. (1.6.5.1)*
 - *Efficient use shall be made of existing and planned infrastructure. (1.6.5.2)*
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- *Connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries. (1.6.5.3)*
 - *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus. (1.6.5.4)*
 - *Transportation and land use considerations shall be integrated at all stages of the planning process. (1.6.5.5)*
 - *Planning authorities shall plan for and protect corridors and rights-of-way for transportation, transit and infrastructure facilities to meet current and projected needs. (1.6.6.1)*
 - *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. 1.6.6.2*
 - *The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible. (1.6.6.3)*
 - *When planning for corridors and rights-of-way for significant transportation and infrastructure facilities, consideration will be given to the significant resources in Section 2: Wise Use and Management of Resources. (1.6.6.4)*

Places to Grow

Prepared under *the Places to Grow Act 2005*, the Growth Plan is the Provincial Government's 25-year plan to better manage growth while building stronger, more prosperous communities (Ministry of Public Infrastructure and Renewal, 2006). With regards to transportation the Growth Plan aims to reduce traffic congestion by "improving access to a greater range of transportation options".

Through their Official Plans and supporting documents, all municipalities must develop and implement a strategy and policies to implement the Growth Plan targets achieving the envisioned compact built form by 2031. The following transportation polices help achieve this (Ministry of Public Infrastructure and Renewal, 2006):

1. *The Transportation System within the Greater Golden Horseshoe (GGH) will be planned and managed to:*
 - a) *provide connectivity among transportation modes for moving people and for moving goods;*
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- b) offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit, cycling and walking;*
 - c) be more sustainable, by encouraging the most financially and environmentally appropriate mode for trip-making;*
 - d) offer multi-modal access to jobs, housing schools, culture and recreational opportunities, and goods and services;*
 - e) provide for the safety of system users.*
 - 2. Transportation system planning, land use planning, and transportation investment will be coordinated to implement the Plan.*
 - 3. In planning for the development, optimization, and/or expansion of new or existing transportation corridors, the Minister of Public Infrastructure Renewal and Transportation, other Ministers of the Crown, other public agencies and municipalities will:*
 - a) ensure that corridors are identified and protected to meet current and projected needs for various travel modes;*
 - b) support opportunities for multi-modal use where feasible, in particular prioritizing transit and goods movement needs over those of single occupant automobiles;*
 - c) consider increased opportunities for moving people and moving goods by rail, where appropriate;*
 - d) Consider separation of modes within corridors, where appropriate;*
 - e) For goods movement corridors, provide for linkages to planned or existing inter-modal opportunities where feasible.*
 - 4. Through sub-area assessment, the Ministers of Transportation and Public Infrastructure Renewal, in consultation with municipalities and other stakeholders, will undertake further work to implement the transportation network and policies of this Plan.*
 - 5. Municipalities will develop and implement transportation demand management policies in official plans or the planning documents, to reduce trip distance and time, and increase the modal share of alternatives to the automobile (Ministry of Public Infrastructure and Renewal, 2006).*

Move Ontario 2020 & Metrolinx

Move Ontario 2020 is the Provincial government's \$17.5 billion plan to construct 52 rapid transit projects across the Greater Toronto and Hamilton Area (GTHA) by 2020 (Government of Ontario, 2008). Metrolinx is the agency charged with implementing this program and developing a Regional Transportation Plan for the

GTHA. Of the 52 rapid transit project identified in the GTHA, the following three projects are slated for Oakville (Government of Ontario, 2008):

1. GO Lakeshore West rail capacity expansion by adding a third track from Port Credit to Oakville.
2. GO Bus Rapid Transit along Highway 403 from Oakville GO rail station to Mississauga.
3. GO Bus Rapid Transit along Highway 407 from Burlington to Highway 401.

Metrolinx identifies Midtown Oakville as a mobility hub. The function of this hub is to be further detailed in the Midtown policies.

Regional Policy

Region of Halton Official Plan

It is a goal of the Region as part of their healthy communities policies to provide human services, which “*develop and maintain healthy communities by fostering physical, social and economic conditions that will enhance the state of well-being and the quality of life for the residents of Halton.*”

Part IV, section 171 to 173 of the Halton Regional Official Plan outlines the Region’s goals, objectives and policy with respect to transportation. The Region’s goal for transportation is “to provide a safe, convenient, affordable, efficient and energy-conserving transportation system in Halton, while minimizing the impact on the environment” (Region of Halton, 2006).

Town of Oakville Policy

Interim Growth Management Policies (OPA 275)

Council adopted the Town’s Interim Growth Management policies in June 2007 through Official Plan Amendment No. 275. These policies provided a response to recent provincial planning initiatives by establishing an interim strategy for infill and intensification.

These policies were designed to ensure that residential intensification and infill development occurs in predetermined areas and in a manner that is compatible and appropriate for the lands affected. The policies direct intensification to specific growth areas subject to certain criteria and allow underutilized sites outside these

areas to accommodate minor increases in density. OPA 275 divided the Town into three categories: primary intensification areas (Midtown, Uptown, Palermo), secondary intensification areas (Bronte, Kerr, Downtown), and stable residential areas (the remainder of the Town).

As a result of these policies and current studies further transportation/transit review and forecasting studies are underway to address the forecasted congestion that is anticipated within the intensification areas. The additional transportation overview studies include addressing current Transportation Master Plan capacity thresholds and improving transit levels of service required to meet the Province's growth targets.

Existing Official Plan Policies

In the existing Official Plan, most policies related to transportation are found in Part C, Section 5 - Transportation. This section contains general transportation policies (including planning for bicycle and pedestrians) as well as policies specifically related to roads, functional classifications of roads, special rights-of-way policies, transit services, and railways.

The current transportation goals and objectives of the Official Plan are as follows:

Goals:

- *To develop a transportation system that promotes the safe, efficient, and convenient movement of people and goods; and,*
- *To recognize cycling as a viable alternative to other modes of transportation, and to encourage cycling as an alternative means of commuting as well as for leisure and recreational purposes.*

Objectives:

- *To provide accessibility to all major areas of employment, commerce, shopping, recreation, and institutional activity.*
 - *To provide a transportation system which encourages convenient movement within the Town as well as providing external linkages with the overall Regional and Provincial transportation system.*
 - *To provide a transportation system which is compatible with its surrounding man-made and natural environment.*
 - *To provide a transportation system and land use pattern which can be easily and economically serviced by public transit.*
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- *To guide development and transportation services so that energy consumption is held to a minimum.*
 - *To provide an efficient system of pathways for pedestrians and non-motorized vehicles.*
 - *To provide a public transit system with services to special groups.*
 - *To develop a safe, convenient and efficient network of bicycle paths linking all communities of the Town as well as linking neighbouring municipalities.*
 - *To ensure provision is made where appropriate for adequate facilities for bicycle parking in new developments.*

Livable Oakville Mission Statement and Guiding Principles

As the first step in developing a new Official Plan for the Town, a long term vision in the form of a mission statement and a set of guiding principles were developed based on the Town's overall vision "*to be the most livable town in Canada*". Town Council adopted the mission statement and guiding principles on June 23, 2008 (OPA 281) and is included as Appendix A to this report. Policies proposed for the new Official Plan must uphold the approved mission statement and guiding principles.

The guiding principles adopted by Council are grouped by theme. Within the theme of *Providing Choice throughout the Town* is the following transportation related guiding principle:

Providing choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails.

There are currently four major studies underway as part of the Livable Oakville program relating to growth centres: Bronte Village, Kerr Village, Midtown Oakville and Uptown Oakville. During public consultation events for the growth areas and related studies, various concepts of mobility were examined. These concepts, which considered utilizing the current road network more efficiently for transit and active transportation has minimized the disturbance to the existing road pattern within residential areas, were main topics of discussion for future development in these areas. Public interest, along with policy from all levels of government, supports the need for a more efficient and sustainable transportation system that embraces all modes of transportation, focuses on maximizing the existing arterial network, and connects Oakville to the broader region.

Related Town of Oakville Initiatives

Transportation Master Plan

The Transportation Master Plan – Final Report (TMP), as prepared by Entra Consultants, was adopted by Council in 2007. The plan establishes the transportation policy direction and infrastructure plans for all travel modes (automobile, transit, cycling and walking) in Oakville to 2021.

The policy direction within the TMP reflects the Town's stated goal of providing "a safe, convenient, affordable, efficient and energy-conserving transportation system, while minimizing the impact on the environment". The TMP re-affirms one of Oakville's Infrastructure Management corporate goals "to build quality infrastructure that parallels growth, while maintaining and renewing the existing infrastructure" and supports the corporate mission of Oakville Transit "to provide a safe, reliable, convenient and efficient public transit service within the urban service area".

Building on these established goals and policies, the objective of the Transportation Master Plan is to provide a comprehensive and integrated transportation strategy that:

- Respects the natural, social and cultural environments;
 - Promotes economic viability and recognizes the vital role of goods movement;
 - Establishes implementation priorities and recognizes available funding sources;
 - Supports and assists in achieving the established goals in the Town of Oakville Official Plan;
 - Promotes a more sustainable transportation system and good planning principles;
 - Meets forecasted travel demands at acceptable levels of service;
 - Reflects goals for travel demand management and the provision of alternative modes of travel, and recognizes changing and emerging technologies in transportation; and
 - Promotes strong local transit that:
 - Provides mobility, including the requirements of special needs groups;
 - Supports GO Transit rail and bus corridor service;
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- Connects conveniently to future inter-regional transit initiatives in the Region of Halton and the Greater Toronto Area: and,
 - Recognizes the importance of the development of a primary transit corridor service (e.g. Bus Rapid Transit (BRT) lanes, High Occupancy Vehicle (HOV) lanes, transit priority measures) along Trafalgar Road from the GO Station to Highway No. 407.

Oakville Transit Five Year Service Plan

As stated above, the Transportation Master Plan establishes the transportation policy direction and infrastructure plans for all travel modes (automobile, transit, cycling and walking) in Oakville to 2021. Oakville Transit recently completed the Five Year Service Plan in order to implement the objectives of the TMP, and North Oakville Secondary Plan (2008).

The Five Year Plan recommends a transit service plan with an overview description of the 2021 transit network. The Service Plan recommends a departure from the existing radial network to a more efficient grid network and service framework, including fare policies and strategies and a discussion of the implications of emerging regulations under the Accessibility for Ontarians with Disabilities Act (AODA).

Active Transportation Master Plan

The Town of Oakville is developing a comprehensive Active Transportation Master Plan (ATMP), with a particular focus on walking and cycling. The Town initiated this study in May, 2008 and a final report is expected to be completed and presented to Council in the Spring, 2009.

The objective of the Active Transportation Master Plan Study is to formulate a plan consisting of short, mid and long-term actions and recommendations that will establish and support a desired level of active transportation for Town of Oakville residents. The plan will promote cycling and walking as a viable mode of transportation, and will encourage their use as a feasible means of commuting as well as for leisure and recreational opportunities. If recommendations from this study are completed prior to the finalization of the draft Official Plan, staff will incorporate the appropriate policies to implement the recommendations.

North Oakville Secondary Plan (NOSP)

The North Oakville Secondary Plan (NOSP) establishes policies that guide the future development of this area. The NOSP recognizes sustainable development as the underlying principle in implementing the vision of a transit supportive, urban and walkable community for North Oakville.

It is important to look to North Oakville for guidance towards more sustainable transportation policies that can be accommodated south of Dundas Street. One of the key elements of the NOSP that will contribute significantly to the success of the sustainable development objectives for North Oakville is the transit-first policies.

The Secondary Plans contain policies that support sustainable transportation through features such as:

- A modified grid road system that allows significant opportunities for efficient walking, cycling and public transit, as well automobile movement;
- Travel demand management strategies
- Reduced off-street parking requirements for specific areas such as transit corridors

Commercial Parking Study

In 2006, consultants Marshall Macklin Monaghan conducted a Commercial Parking Study (2006). An inventory and assessment of the parking supply and demand in the Downtown, Bronte Village and Kerr Village was undertaken in order to put forward recommendations regarding the adequacy of the current parking standards. This study forms the basis for the current parking strategy across the three downtown areas.

The following list of transportation related issues addressed in this study are relevant to the development of parking policies:

- Cost/funding of parking;
 - Shared parking opportunities;
 - Transit service; and,
 - Potential for additional municipal parking lots.
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The study demonstrated that parking standards varied greatly within, and among the three downtown areas. Parking standards are found in the Town's Zoning By-law.

Revising the Town's commercial parking standards will benefit businesses, support downtown re-vitalization, simplify the planning process, and guide transportation choices to include cycling, transit, and walking.

Livable Oakville Transportation Overview Study

The current Transportation Master Plan was completed in 2004 and updated/approved in 2007. Since then the Provincial Places to Grow Act has required the Town to update its residential and employment targets to conform to the Growth Plan. As each mixed use area examined various development options, including transportation accommodation studies, two issues became evident:

1. Several of the transportation/development potential studies overlap and/or impact on another intensification area and other areas of Town; and
2. Our ability to meet the intensification goals of the Province, Region and Town within the intensification areas will be limited within our existing and planned transportation network.

Through the Livable Oakville process, it became evident that there was a need for a larger overview study that takes into account Town-wide transportation implications, to recommend alternative practices and provide solutions for conforming to the Growth Plan. This would include new/current initiatives by GO Transit, MTO – QEW HOV lanes, and the Metrolinx plan. The Town has therefore initiated a strategic transportation overview study, which will assess a number of issues including:

- assessment of the implications of the intensification areas;
 - strategic examination of the needs/constraints of the intensification areas and road network;
 - review of LOS (level of service) standards to assess the co-ordination of development and infrastructure;
 - strategies to meet growth targets;
 - transit strategies and transit priority measures/alternatives; and,
 - a long range transportation infrastructure plan that is heavily focused on maximizing road capacity and thresholds as well as delivering those transit service improvements that are key to achieving proposed new policies in the OP.
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iTRANS Consulting Inc. was retained in February 2009 to conduct the Transportation Overview Study. They will provide input into the final Official Plan policies to ensure the transportation policies address the specific transportation needs in the growth areas and the overall policies are strong.

Environmental Strategic Plan

In December 2005, Council approved the Environmental Strategic Plan (ESP). The ESP outlines the energy management and conservation goals for the Town and sets out Oakville's environmental vision and steps necessary to achieve the community's goals over a five to ten year period.

The ESP sets out six goals with action items and targets to achieve these goals. Goal 3 established an environmentally friendly transportation system that improves mobility. The following ESP Action Plans support Goal 3:

Action 3.1: To enhance the integration of public transit with development and other transportation services in Oakville.

Action 3.2: To increase bike infrastructure and walking path connectivity.

Action 3.3: To promote and use Transportation Demand Management (TDM).

MUNICIPAL BEST PRACTICES

A review of the approaches taken in the Official Plans of surrounding municipalities with respect to transportation and transportation related policies has been undertaken. Best practices found are briefly outlined below, while additional specific policies of interest are outlined in the discussion section of this paper.

Upon review of various best practices, it is apparent that other municipalities are dealing with the same transportation constraints as the Town of Oakville. Several of the municipalities have implemented more sustainable transportation policies in an effort to enhance the efficiencies of their transportation networks, plan strategically for alternative mode choices, and comply with provincial direction as required in the Provincial Policy Statement and Growth Plan.

In terms of the Council approved Directions 35 to 37, as well as other emerging transportation policies, Table 2 provides a brief summary of Official Plans that were reviewed and the key elements of those plans:

Table 2: Municipal Best Practices Review		
Direction/Emerging Policy Area	Official Plans Reviewed	Key Elements
Direction 34: It is proposed that the Official Plan be updated to reflect the functional road classifications and right-of-way requirements identified in ROPA 23 and the Town's <i>Transportation Master Plan</i> .	North Oakville Secondary Plan City of Brampton City of Ottawa	<ul style="list-style-type: none"> • Functional classifications recognizing role of transit corridors • Design/protection for transit/bike/ pedestrians within ROW
Direction 35: It is proposed that transportation demand management policies be included in the Official Plan.	North Oakville Secondary Plan Town of Ajax Town of Milton City of Brampton City of Burlington City of Ottawa City of Pickering City of Toronto	<ul style="list-style-type: none"> • Improving mobility • Making transit more attractive • Sustainable travel options • Car sharing • Reductions to parking standards
Direction 36: It is proposed that the transit policies in the Official Plan be reviewed and updated to reflect the recommendations of the <i>Transportation Master Plan</i> .	North Oakville Secondary Plan Town of Ajax Town of Milton City of Brampton City of Burlington City of Ottawa City of Pickering	<ul style="list-style-type: none"> • Improving mobility options • Supporting growth – Transit First principles • Enhanced transit – HOV lanes, transit priority measures • Transit corridors & ROW protection • Transit oriented development
Direction 37: It is proposed that: <ul style="list-style-type: none"> a) Policies be added to the Official Plan to implement the recommendations of the Transportation Master Plan related to cycleways and trails; and, b) Inconsistent terminology used in the Official Plan to refer to cycleways and trails be eliminated. 	North Oakville Secondary Plan City of Burlington City of Halifax City of Ottawa City of Toronto	<ul style="list-style-type: none"> • Integrated into planning and design of communities and infrastructure • Grade separated crossings • Inclusion into the OP • Mapping • Facility hierarchy
Transit Oriented Development –	North Oakville Secondary Plan City of Calgary City of Ottawa	<ul style="list-style-type: none"> • inter-relationship between land use/transportation in planning for a more urban environment
Transportation System Management	City of Brampton City of Ottawa City of Toronto	<ul style="list-style-type: none"> • Addressing road network efficiency • Signal priority – improving conditions in turning lanes • Conflict zones – bicyclists/ pedestrians and vehicles

Table 2: Municipal Best Practices Review		
Parking	North Oakville Secondary Plan City of Burlington City of Brampton City of Calgary City of Vancouver City of St. John, NB	<ul style="list-style-type: none"> • Parking reductions supporting transit use • Support for TOD & TDM in growth areas by restricting parking areas • Shared parking strategies • Sustainable parking practices

These Official Plans have been further referenced in the following discussion section of this report where policies within their plans helped guide the development of transportation policies for Livable Oakville.

DISCUSSION

Developing policies that promote a more efficient transportation network and increase the mobility options for all users is the purpose of this paper. The discussion surrounding transportation and transportation related policies integrates provincial conformity, public interest, sustainability, forecasted growth in population and in road network congestion with the mission statement and guiding principles for Livable Oakville. However, it should be recognized that achieving a more sustainable and efficient transportation system is dependent on the success of the whole Plan, not just on transportation policies alone. For example, policies promoting enhanced transit along designated corridors will only be successful when supported by land uses that can readily access transit and achieve creative parking management strategies.

Organization of Transportation Policy Section: Transportation

In proposing defensible policy regarding transportation, it is essential that there is clear conformance to Provincial and Regional documents as well as the Town's approved guiding principles and mission statement. To reflect this, the proposed organization of the general policies addressing transportation should closely reflect the Council approved guiding principles as well as areas of opportunity and constraints identified in the four mixed use area major studies. As such, the following framework is proposed for the general transportation policies that will be applicable Town-wide. Draft Transportation Policies are included as Appendix B. The headings are consistent with the guiding principles and emerging policy areas:

Official Plan Framework – Transportation

- 1 General
 - Functional Road Classifications
 - Rights-of-Way
 - Street and Section Right-of-Way Widths
- 2 Roads
 - Asymmetrical Widenings
 - Future New Alignments
 - Environmental Assessments
- 3 Mobility Choices
 - Transit
 - Active Transportation
 - Railways
 - Integrating Land Use and Transportation
- 4 Transportation Management
 - Transportation System Management
 - Transportation Demand Management
 - Parking
 - Traffic Calming
 - Noise
 - Air

It should be recognized that the individual mixed use areas may have their own set of unique transportation policies to address specific forecasted levels of development and overriding goals for the area. Those policies will draw from the proposed new general policies resulting from this paper and will be addressed in the proposed new policies for the major studies. It should also be recognized that there may be some overlap with other general policy areas including sustainability and as such, some adjustments and revisions will be required to the final policies to avoid repetition. There may also be policies to be added to the Implementation Section of the Official Plan (Part F).

The following sections discuss the specific topics outlined above and are designed to provide some basis for potential policy directions as well as discuss the current context.

Policy Direction:

- Add a description of the overall intent of the proposed new transportation section of the Official Plan

1 General

The transportation network in the Town is based on a grid pattern of arterial roads, connecting to the three major highways that pass through the Town's boundaries and an inter-connected system of collectors and local roads. Since the completion of the Regional Road Rationalization and the Transportation Master Plan, the Town has not formally updated their road classification system through the Official Plan.

The TMP assessed existing and future roadway operations to evaluate opportunities and constraints of the overall transportation system and plan for the appropriate transportation infrastructure for future development. It concluded that several of the key roads within the Town are operating at or near capacity. The planned hierarchy of the transportation network includes high-frequency services in the major corridors – Dundas Street and Trafalgar Road – supported by HOV lanes that work to allow for more attractive transit service and improve travel time for ride-sharing (NOESP – Transit Plan, Entra 2007).

Policies within this subsection should reflect the Town's requirement to be consistent with the Regional Official Plan, and align with the Town's TMP (2007). The Town's existing transportation network policies do not reflect the emerging role that roadways play as a means to move people more effectively, not just vehicles. Instead, policies need to be implemented that address the impacts of future growth and mobility for all users. As the new Official Plan guides development to specific mixed use areas it will be important to adopt new policies that address the capacities and safety of the existing network.

Policy Direction:

- Clarify the Town's intent to be consistent with Regional Planning and enhance broader regional connections through the transportation network
 - Promote maximizing the use of the existing arterial system and coordinating with the Region on alternative solutions to using the existing roadway capacity
 - Promote the inclusion of all users within the right-of-way
 - Require the design of arterial roads and collector streets consider transit service and operational needs including maximizing transit access and
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minimizing transit vehicle travel times.
<ul style="list-style-type: none"> • Reflect a transportation system that supports and complements urban development plans and provides mobility alternatives for persons who do not or cannot use an automobile
<ul style="list-style-type: none"> • Provide facilities to serve existing and future pedestrians, cyclists, transit rider and automobile users
<ul style="list-style-type: none"> • Considers all environmental factors in evaluating improvements to the transportation system

Functional Road Classifications

Direction 34 of the Preliminary Directions Report states “it is proposed that the Official Plan be updated to reflect the functional road classifications and right-of-way requirements identified in ROPA 23 and the Town’s Transportation Master Plan.”

The Town’s Official Plan must reflect jurisdictional changes in roads to the Region of Halton within Oakville in accordance with Regional Amendment 23. The following roadways within the Town were transferred to the Region in January, 2004:

- Bronte Road – Speers Road to the south ramp of the QEW
- Dorval Drive – Lakeshore Road to Upper Middle Road
- Neyagawa Boulevard – Upper Middle Road to the northerly boundary of the Town of Oakville
- Trafalgar Road – Cornwall Road to the south ramp of the QEW
- Ford Drive – Cornwall Road to Upper Middle Road
- Ninth Line – Upper Middle Road to the northerly boundary of the Town of Oakville
- Upper Middle Road – Bronte Road to Trafalgar Road
- Dundas Street – east ramp of Highway 403 to Winston Churchill Boulevard; and
- Burnhamthorpe Road – Bronte Road to Ninth Line

Existing Figure E: Transportation Plan to the Official Plan must reflect changes in the road network since the adoption of the Transportation Master Plan. The existing and proposed major road network, consisting of Provincial Freeways, Regional Roads, Major Arterials, Minor Arterials and the most significant Collectors is indicated on the Transportation Schedule. The minor collector roads will generally be shown on the individual land use schedules and the mixed use area maps.

The North Oakville Secondary Plan and the Official Plans of other municipalities such as Brampton and Burlington have included functional classification policies that plan for multi-modal transportation corridors designed to support pedestrian and transit supportive land use development. Classifying roadways by function is important in evaluating design features during road re-construction or designation of specific transportation corridors.

Policy Direction:
<ul style="list-style-type: none"> • Reflect the functional road classifications and right-of-way requirements identified in ROPA 23 and the Town’s Transportation Master Plan
<ul style="list-style-type: none"> • Address that new planning applications for lands adjacent to Regional roads shall be consistent with the policies of the Region
<ul style="list-style-type: none"> • Have regard for the appropriate network role of various roadways in accordance with adjacent land use designations
<ul style="list-style-type: none"> • Encourage innovative road cross-section designs supporting pedestrian and transit supportive land use development
<ul style="list-style-type: none"> • Clarify the Town’s intent that the transportation network shall generally be developed and planned as multi-modal transportation corridors, that are designed to safely accommodate a blend of vehicular, transit, bicycle and pedestrian movement
<ul style="list-style-type: none"> • Update Table 1 – Functional Classification of Roads
<ul style="list-style-type: none"> • Require the consideration of transit service and operational needs including maximizing transit access and minimizing transit vehicle travel times in the design of arterial roads and collector streets
<ul style="list-style-type: none"> • Encourage the development and maintenance of a transportation system that supports and complements urban development plans and provides mobility alternatives for persons who do not or cannot use an automobile
<ul style="list-style-type: none"> • Provide facilities to service existing and future pedestrians, cyclists, transit rider and automobile users

Right-of-Way

The Cities of Brampton, Burlington and Ottawa include policies within their transportation sections that allow for requiring additional rights-of-way for environmental considerations, grade separations and transit priority measures (including exclusive queue-jump lanes). The policies are specific that additional rights-of-way requirements will be identified during the design phase of the facilities, therefore becoming a part of the total required rights-of-way.

Policy Direction:
<ul style="list-style-type: none"> • Include a policy that supports the potential for exclusive lanes provided for certain classes of roadway users if it contributes to the implementation of transportation and land-use objectives of this Plan
<ul style="list-style-type: none"> • Encourage roadway lanes reserved for transit vehicles in identified locations supportive of rapid-transit and the transit-priority network
<ul style="list-style-type: none"> • Give priority to lanes used for high-occupancy vehicles along primary transit corridors, and transit queue jump lanes at major intersections along primary and secondary transit corridors
<ul style="list-style-type: none"> • Include a policy that ensures roadway rights-of-way requirements take into consideration the needs of all users as well as streetscape design
<ul style="list-style-type: none"> • The Town will balance the provision of a safe, functional and attractive pedestrian oriented environment with an acceptable level of vehicular traffic level of service
<ul style="list-style-type: none"> • Clarify that the Town is prepared to accept a level of service which is less than optimum, in return for a more pedestrian-oriented environment along its roads
<ul style="list-style-type: none"> • Require as a condition of approval of any new development or redevelopment that sufficient road right-of-way width be conveyed in accordance with Table 1
<ul style="list-style-type: none"> • Ensure the Town may require additional rights-of-way to provide for facilities such as bike lanes, medians and on-street parking
<ul style="list-style-type: none"> • Clarify that additional rights-of-way may be required for the design and treatments of intersections, grade separations, etc
<ul style="list-style-type: none"> • Clarify that additional ROW requirements shall be kept to a minimum

Street and Section Right-of-Way Widths

Currently, Section 5.2, Special Rights-of-Way Policies contains a number of policies that are out-of-date or too descriptive. For readability purposes it is proposed that a new Table be inserted into this section that would re-organize existing special right-of-way policies. In addition to the existing Special Rights-of-Way policies an updated list of right-of-way exceptions has been generated in response to the Transportation Master Plan and needs to be included in the Official Plan.

Policy Direction:
<ul style="list-style-type: none"> • Update Special Rights-of-Way Policies to reflect a new list of exceptions for the road network under the jurisdiction of the Town

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| <ul style="list-style-type: none">• Reorganize the Special Rights-of-Way Policies for readability purposes |
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2 Roads

Asymmetrical Widening

Currently, there is a lack of policies that address asymmetrical widenings in the Official Plan. A policy within Section 5.1 of the Plan states that right-of-way widths will generally be centered on the existing or proposed roadway. However, this does not address exceptions that could occur due to constraints beyond the Town's control. It is proposed that a new policy addressing asymmetrical widenings be included in the new Official Plan.

Policy Direction:
<ul style="list-style-type: none">• Update policies to ensure that a required road widening is to be taken symmetrically where feasible and practical• Note exceptions where asymmetric road widenings may occur

Future New Alignments

Planning and Engineering staff have identified a need to protect for new alignments and additional rights-of-way requirements that arise due to anticipated growth, transit priority measures, pedestrian-oriented design, etc. It is proposed that the new Official Plan will recognize that road alignments within the Transportation Schedule are diagrammatic and an amendment to the Plan is not necessary for changes in a road alignment provided that the general intent and purpose of this Plan are maintained. These alignments would have been identified prior to the environmental assessment or detailed design phase.

Policy Direction:
<ul style="list-style-type: none">• Include policies that protect for new alignments and additional right-of-way requirements• Recognize the conceptual nature of road alignments on the Transportation Schedule

Environmental Assessments

It is important for the Official Plan to remain up-to-date with Town studies that are taking place. When an Environmental Assessment is complete the Official Plan is required to be updated to reflect identified rights-of-way and alignments. While

these alignments are conceptual in nature and determined fully through the detailed design phase the Official Plan must revise its mapping and include policies that support the intention of the proposed alignment or upgrades, and recommendations made through the Environmental Assessment process.

The Regional Official Plan has policies that provide the Region to secure, through development evaluation criteria, rights-of-way of specific alignment and width that are based on detailed engineering or environmental assessment studies that may be different from those shown within the Regional Official Plan. It is suggested that the Town take a similar approach in securing rights-of-way through development applications.

Policy Direction:
<ul style="list-style-type: none">• Update existing policies to include the need to protect for new alignments and additional right-of-way requirements recommended during the Class Environmental Assessment process, as well as rights to secure identified right-of-way
<ul style="list-style-type: none">• Include policies that give the Town the ability to secure rights-of-way, through the development application process, as identified through environmental assessments and/or the detailed design phase

3 Mobility Choices

The new Official Plan will recognize the importance of providing mobility choices to all users by planning and designing transportation facilities (roads, bus routes, active transportation facilities, etc) that get people to their destination, no matter the distances involved. In addition, other municipalities such as the City of Ottawa recognize the importance of promoting accessibility by planning in such a way that people are closer to their destinations and it becomes easier for people to access jobs, services, education, recreation, etc.

Based on the Town's guiding principle to provide mobility choices for all users and the importance of recognizing and planning for improved accessibility, it is proposed that all policies consider providing infrastructure that allows for all travel modes when developing the next generation of the transportation system.

Transit

The current Official Plan includes several policies supporting the use of transit, the planning of all new communities with regard for an efficient provision of transit service, and the efficient connection of local transit service to the Go Station. The Transportation Master Plan (2007) adopted by Council recommends an alternative for the development of the transportation system that promotes increases in transit service throughout the Town as a priority. It is Council's intention, through the Preliminary Directions Report and the TMP, that the Official Plan be updated to support higher levels of transit service.

Through the planning horizon of 2031 it is anticipated that Oakville's mixed use areas will experience a great deal of development pressure and growth. The TMP and transportation studies related to the individual mixed use areas indicate that the primary (existing and planned) transportation network will experience critical operating conditions.

Several municipalities have already directed their transportation policies in the Official Plans to support increases in transit levels of service and provide for transit priority measures. The North Oakville Secondary Plans also place a significant emphasis on Transit First principles and priority measures that will result in transit becoming more attractive, thereby increasing ridership.

Policy Direction:
<ul style="list-style-type: none">• Reflect the transit recommendations of the TMP
<ul style="list-style-type: none">• Require transit to evaluate service improvements as the mixed use areas experience development pressure and growth to ensure that development will proceed in such a way as to not precede improved transit service
<ul style="list-style-type: none">• Policies included to ensure transit stops and shelters will be conveniently located
<ul style="list-style-type: none">• Policies will address to transit facilities and their locations within the growth areas to indicate where development densities should be located
<ul style="list-style-type: none">• Require that all development applications within growth centers show how they will be integrated with existing and/or proposed transit network
<ul style="list-style-type: none">• Include a policy that will address safe and efficient transit within mixed use areas development plans
<ul style="list-style-type: none">• Encourage transit waiting areas to be incorporated into buildings located adjacent to transit stops within the specific mixed use areas, service

commercial corridors, and employment districts
<ul style="list-style-type: none"> • Designate primary and secondary transit corridors in accordance with the Oakville Transit Five Year Service Plan

Active Transportation

Council directed staff, through the Preliminary Directions Report to implement the recommendations of the Transportation Master Plan as it related to cycleways and trails. Since that time, the Town has initiated the Active Transportation Master Plan. That Plan will recommend an active transportation network, a hierarchy of facilities, as well as design standards to ensure the comfort and safety of all users. The Active Transportation Master Plan was initiated in 2008 and it is anticipated that it will be completed Spring 2009. Upon completion, it is recommended that relevant policy considerations, the approved network and design recommendations be incorporated into the Official Plan. This can occur subsequent to the adoption of the new Official Plan if the recommendations are not completed in time.

A review of several municipalities that have completed similar bicycle/pedestrian accommodation studies have updated their Official Plans to include supporting policies to ensure the successful implementation of such a plan.

Policy Direction:
<ul style="list-style-type: none"> • Reflect the bicycle/pedestrian recommendations of the TMP
<ul style="list-style-type: none"> • Update current policies to have consistent terminology
<ul style="list-style-type: none"> • Reflect relevant policy recommendations of the Active Transportation Master Plan
<ul style="list-style-type: none"> • Include a new Schedule reflecting the adopted network of the Active Transportation Master Plan
<ul style="list-style-type: none"> • Address active transportation facilities and their incorporation into the rights-of-way, including streetscape and roadway design
<ul style="list-style-type: none"> • Promote the design of the active transportation network, as recommended in the Active Transportation Master Plan, to ensure the comfort and safety of all users
<ul style="list-style-type: none"> • Include locational criteria for sidewalks
<ul style="list-style-type: none"> • Require the submission of a pedestrian circulation plan with all new developments in order to request consideration of including only one sidewalk for some local roads

Railways

The Transportation Master Plan and 2008 – 2017 Capital Forecast Plan has identified several grade separations that are needed within the Town due to the increase in train and vehicle traffic. The issue for the Official Plan is to provide policies that secure rights-of-way within proximity to the existing rail crossings. The crossings identified are:

- Chartwell Road
- Kerr Street
- Fourth Line
- Burloak Drive

Policy Direction:

- Include additional policies to support existing policy 5.4 (a) and the need to protect for the additional rights-of-way required for grade separations

Integrating Land Use and Transportation

Transit Oriented Development is a key piece to the successful implementation of sustainable transportation policies. Through work done for The Plan for Kerr Village it was recommended that particular ranges of densities and land uses be directed to support transit oriented developments and the encouragement of greater transit ridership.

TOD design principles and policies will be addressed through the Urban Design Policy Paper as well as the policies for the mixed-use designations and areas. However, the inclusion of language within the transportation policies will help to emphasize the need to relate land use and the design of developments with transportation and the design of the road network.

Policy Direction:

- Emphasize the inter-relationships between land use/transportation and transit oriented developments

4 Transportation Management

Transportation System Management (TSM)

The TMP indicated that the primary road network within the Town is currently operating at or near capacity. Due to the increased demand for limited road capacity and the limited ability to continue with costly and land consuming infrastructure construction it is recommended that TSM strategies be incorporated into the Official Plan.

TSM refers to strategies that can be implemented to make more efficient use of existing facilities through improved management and operation of transportation infrastructure. TSM is based on the principle that if high occupancy vehicle use and transit service is encouraged as well as given priority within the transportation network that they will become more attractive travel options. In addition, TSM strategies can be implemented at intersections to minimize vehicular and pedestrian conflicts.

The Cities of Ottawa and Brampton have included TSM policies in their Official Plans as a management tool for improving traffic circulation, dealing with congestion and future capacities within the transportation network.

Policy Direction:
<ul style="list-style-type: none">• Include Transportation System Management strategies as an effective way to optimize existing infrastructure and provide priority to transit vehicles
<ul style="list-style-type: none">• Encourage the maintenance of efficient traffic flow through specific design improvements
<ul style="list-style-type: none">• Include policies that address access management along arterial and collector roadways

Transportation Demand Management (TDM)

Council Direction 35, in the Preliminary Directions Report, proposes that travel demand management policies are included in the Official Plan. TDM strategies are recognized as being an effective way of optimizing the efficiency of the transportation network. TDM is based on the principle of changing travel behaviour as a solution to traffic congestion as opposed to the traditional approach of large capital investments into the road network. The need for TDM strategies has resulted from the increasing demand for limited road capacity and the recognition that there is a fiscal and physical limit to the construction of new infrastructure.

TDM strategies reduce congestion, energy consumption and pollution by encouraging higher vehicle occupancy rates, alternative modes of travel such as

transit and cycling, reduced parking standards, and shorter and fewer vehicle trips. Upon reviewing other municipalities' Official Plans, including the North Oakville Secondary Plan, and gathering literature on developing TDM strategies it is clear that TDM policies are most successful when supported by complementary transit improvement and transit oriented development initiatives. A summary of TDM research and policies gathered is included as Appendix C.

Policy Direction:

- Direction 35: It is proposed that transportation demand management policies be included in the Official Plan

Parking

The subject of parking and its role in achieving a sustainable transportation system is a heavily studied topic by municipalities and parking management associations. A reoccurring message among current parking utilization studies is that there is a misconception between an existing parking supply problem and parking management problems, i.e. parking spaces are unavailable to those that need them.

Currently the Official Plan does not address parking within the transportation section. However, in anticipation of significant growth within the mixed use areas and the requirement to become more sustainable in the Town's transportation strategies it is key that parking strategy policies be included in the Official Plan.

Upon review of several municipalities' practices, including the North Oakville Secondary Plan, as well as gathering literature on sustainable parking strategies it is proposed that policies that promote increased transit use, TDM measures, TOD design and a balanced transportation system be included in the Official Plan. The following list of parking tools may be addressed through new proposed policies:

- Reduced parking standards (through TDM measures)
- Reduced surface parking
- Variety of parking facilities
- Urban design/green parking standards
- Parking restriction zones within mixed use areas

Policy Direction:

- Encourage travel demand management strategies in relation to reduced parking standards within the mixed use areas
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<ul style="list-style-type: none"> • Designate parking restriction zones within mixed use areas
<ul style="list-style-type: none"> • Support reduced surface parking where appropriate
<ul style="list-style-type: none"> • Require urban design and green parking standards
<ul style="list-style-type: none"> • Support a variety of parking tools contributing to a more urban environment
<ul style="list-style-type: none"> • Promote opportunities for shared parking

Traffic Calming

Traffic calming measures are used to ensure appropriate traffic speeds on local and collector roads in new residential areas and thereby maintain safety within the corridor for all users. The Town of Oakville retained iTRANS Consulting Inc., to prepare the Traffic Calming Guidelines for New Developments. The intent of the guidelines is to ensure that the road network within neighborhoods is designed to minimize the potential for undesirable motor vehicle speeds. A variety of passive and physical measures or devices can be used to alter drivers' behaviours and result in improved conditions for non-motorized street users.

The City of Burlington includes a traffic calming policy that addresses traffic flow within residential, shopping and employment areas. Currently the Oakville Official Plan does not address traffic calming. It is proposed that a policy be included in the new Official Plan that supports the use of traffic calming measures and design features within residential areas on a proactive basis.

Policy Direction:
<ul style="list-style-type: none"> • Include policies that support controlling traffic speeds within residential, areas through effective subdivision and road design per the Town's Traffic Calming Guidelines for New Developments, and traffic calming measures

Noise

It is proposed that the existing noise policy in the Official Plan as it relates to transportation and land uses be updated to be more inclusive of land uses and the transportation network.

Policy Direction:
<ul style="list-style-type: none"> • Include policies to discourage noise and vibration sensitive land uses along rights-of-ways of Freeways, Major Arterials, Minor Arterials, and primary and secondary transit corridors
<ul style="list-style-type: none"> • Require noise studies for any residential development and other sensitive



land uses, including those uses with reverse frontage abutting a major noise generating source, and undertake appropriate measures to mitigate any <i>adverse effects</i> from the noise identified

Air

It is proposed that the air policies will be added to the Transportation section of the Official Plan as it relates to transportation and land uses.

Policy Direction:
<ul style="list-style-type: none"> • Include a policy that promotes non-auto use as well as a design of mixes to strive to reduce vehicle emissions.

RECOMMENDATIONS

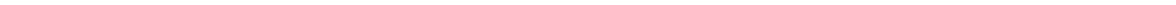
The following section tabularizes all of the recommended policy directions developed through this policy paper. These policy directions will be developed into polices to be inserted into the new Official Plan in Part C. There may also be policies included in Part F relating to implementation that will be provided in the Implementation Policy Discussion paper and recommended policies.

Transportation

Policy Direction:
<ul style="list-style-type: none"> • Add a description of the overall intent of the proposed new transportation section of the Official Plan

1 General

Policy Direction:
<ul style="list-style-type: none"> • Clarify the Town’s intent to be consistent with Regional Planning and enhance broader regional connections through the transportation network
<ul style="list-style-type: none"> • Promote maximizing the use of the existing arterial system and coordinating with the Region on alternative solutions to using the existing roadway capacity
<ul style="list-style-type: none"> • Promote the inclusion of all users within the right-of-way



<ul style="list-style-type: none"> • Require the design of arterial roads and collector streets consider transit service and operational needs including maximizing transit access and minimizing transit vehicle travel times – REPEATED IN FUNCTIONAL
<ul style="list-style-type: none"> • Reflect a transportation system that supports and complements urban development plans and provides mobility alternatives for persons who do not or cannot use an automobile
<ul style="list-style-type: none"> • Provide facilities to serve existing and future pedestrians, cyclists, transit rider and automobile users
<ul style="list-style-type: none"> • Considers all environmental factors in evaluating improvements to the transportation system

Functional Road Classifications

Policy Direction:
<ul style="list-style-type: none"> • Reflect the functional road classifications and right-of-way requirements identified in ROPA 23 and the Town’s Transportation Master Plan
<ul style="list-style-type: none"> • Address that new planning applications for lands adjacent to Regional roads shall be consistent with the policies of the Region
<ul style="list-style-type: none"> • Have regard for the appropriate network role of various roadways in accordance with adjacent land use designations
<ul style="list-style-type: none"> • Encourage innovative road cross-section designs supporting pedestrian and transit supportive land use development
<ul style="list-style-type: none"> • Clarify the Town’s intent that the transportation network shall generally be developed and planned as multi-modal transportation corridors, that are designed to safely accommodate a blend of vehicular, transit, bicycle and pedestrian movement
<ul style="list-style-type: none"> • Update Table 1 – Functional Classification of Roads
<ul style="list-style-type: none"> • Require the consideration of transit service and operational needs including maximizing transit access and minimizing transit vehicle travel times in the design of arterial roads and collector streets
<ul style="list-style-type: none"> • Encourage the development and maintenance of a transportation system that supports and complements urban development plans and provides mobility alternatives for persons who do not or cannot use an automobile
<ul style="list-style-type: none"> • Provide facilities to service existing and future pedestrians, cyclists, transit rider and automobile users

Right-of-Way

Policy Direction:
<ul style="list-style-type: none"> • Include a policy that supports the potential for exclusive lanes provided

for certain classes of roadway users if it contributes to the implementation of transportation and land-use objectives of this Plan
<ul style="list-style-type: none"> • Encourage roadway lanes reserved for transit vehicles in identified locations supportive of rapid-transit and the transit-priority network
<ul style="list-style-type: none"> • Give priority to lanes used for high-occupancy vehicles along primary transit corridors, and transit queue jump lanes at major intersections along primary and secondary transit corridors
<ul style="list-style-type: none"> • Include a policy that ensures roadway rights-of-way requirements take into consideration the needs of all users as well as streetscape design
<ul style="list-style-type: none"> • The Town will balance the provision of a safe, functional and attractive pedestrian oriented environment with an acceptable level of vehicular traffic level of service
<ul style="list-style-type: none"> • Clarify that the Town is prepared to accept a level of service which is less than optimum, in return for a more pedestrian-oriented environment along its roads
<ul style="list-style-type: none"> • Require as a condition of approval of any new development or redevelopment that sufficient road right-of-way width be conveyed in accordance with Table 1
<ul style="list-style-type: none"> • Ensure the Town may require additional rights-of-way to provide for facilities such as bike lanes, medians and on-street parking
<ul style="list-style-type: none"> • Clarify that additional rights-of-way may be required for the design and treatments of intersections, grade separations, etc
<ul style="list-style-type: none"> • Clarify that additional ROW requirements shall be kept to a minimum

Street and Section Right-of-Way Widths

Policy Direction:
<ul style="list-style-type: none"> • Update Special Rights-of-Way Policies to reflect a new list of exceptions for the road network under the jurisdiction of the Town
<ul style="list-style-type: none"> • Reorganize the Special Rights-of-Way Policies for readability purposes

2 Roads

Asymmetrical Widening

Policy Direction:
<ul style="list-style-type: none"> • Update policies to ensure that a required road widening is to be taken symmetrically where feasible and practical
<ul style="list-style-type: none"> • Note exceptions where asymmetric road widenings may occur

Future New Alignments

Policy Direction:
<ul style="list-style-type: none">• Include policies that protect for new alignments and additional right-of-way requirements
<ul style="list-style-type: none">• Recognize the conceptual nature of road alignments on the Transportation Schedule

Environmental Assessments

Policy Direction:
<ul style="list-style-type: none">• Update existing policies to include the need to protect for new alignments and additional right-of-way requirements recommended during the Class Environmental Assessment process, as well as rights to secure identified right-of-way
<ul style="list-style-type: none">• Include policies that give the Town the ability to secure rights-of-way, through the development application process, as identified through environmental assessments and/or the detailed design phase

3 Mobility Choices

Transit

Policy Direction:
<ul style="list-style-type: none">• Reflect the transit recommendations of the TMP
<ul style="list-style-type: none">• Require transit to evaluate service improvements as the mixed use areas experience development pressure and growth to ensure that development will proceed in such a way as to not precede improved transit service
<ul style="list-style-type: none">• Policies included to ensure transit stops and shelters will be conveniently located
<ul style="list-style-type: none">• Policies will speak to transit facilities and their locations within the growth areas to indicate where development densities should be located
<ul style="list-style-type: none">• Require that all development applications within growth centers show how they will be integrated with existing and/or proposed transit network
<ul style="list-style-type: none">• Include a policy that will address safe and efficient transit within mixed use areas development plans
<ul style="list-style-type: none">• Encourage transit waiting areas be incorporated into buildings located adjacent to transit stops within the specific mixed use areas, service commercial corridors, and employment districts

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| <ul style="list-style-type: none">• Designate primary and secondary transit corridors in accordance with the Oakville Transit Five Year Service Plan |
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Active Transportation

Policy Direction:

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| <ul style="list-style-type: none">• Reflect the bicycle/pedestrian recommendations of the TMP |
| <ul style="list-style-type: none">• Update current policies to have consistent terminology |
| <ul style="list-style-type: none">• Reflect relevant policy recommendations of the Active Transportation Master Plan |
| <ul style="list-style-type: none">• Include a new Schedule reflecting the adopted network of the Active Transportation Master Plan |
| <ul style="list-style-type: none">• Address active transportation facilities and their incorporation into the rights-of-way, including streetscape and roadway design |
| <ul style="list-style-type: none">• Promote the design of the active transportation network, as recommended in the Active Transportation Master Plan, to ensure the comfort and safety of all users |
| <ul style="list-style-type: none">• Include location criteria for sidewalks |
| <ul style="list-style-type: none">• Require the submission of a pedestrian circulation plan with all new developments in order to request consideration of including only one sidewalk for some local roads |

Railways

Policy Direction:

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| <ul style="list-style-type: none">• Include additional policies to support existing policy 5.4 (a) and the need to protect for the additional rights-of-way required for grade separations |
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Integrating Land Use and Transportation

Policy Direction:

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| <ul style="list-style-type: none">• Emphasize the inter-relationships between land use/transportation and transit oriented developments |
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4 Transportation Management Strategies

Transportation System Management

Policy Direction:

<ul style="list-style-type: none"> • Include Transportation System Management strategies as an effective way to optimize existing infrastructure and provide priority to transit vehicles
<ul style="list-style-type: none"> • Encourage the maintenance of efficient traffic flow through specific design improvements
<ul style="list-style-type: none"> • Include policies that address access management along arterial and collector roadways

Transportation Demand Management

Policy Direction:
<ul style="list-style-type: none"> • Direction 35: It is proposed that transportation demand management policies be included in the Official Plan

Parking

Policy Direction:
<ul style="list-style-type: none"> • Encourage travel demand management strategies in relation to reduced parking standards within the mixed use areas
<ul style="list-style-type: none"> • Designate parking restriction zones within mixed use areas
<ul style="list-style-type: none"> • Support reduced surface parking where appropriate
<ul style="list-style-type: none"> • Require urban design and green parking standards
<ul style="list-style-type: none"> • Support a variety of parking tools contributing to a more urban environment
<ul style="list-style-type: none"> • Promote opportunities for shared parking

Traffic Calming

Policy Direction:
<ul style="list-style-type: none"> • Include policies that support controlling traffic speeds within residential, areas through effective subdivision and road design per the Town's Traffic Calming Guidelines for New Developments, and traffic calming measures

Noise

Policy Direction:
<ul style="list-style-type: none"> • Include policies to discourage noise and vibration sensitive land uses along rights-of-ways of Freeways, Major Arterials, Minor Arterials, and primary and secondary transit corridors
<ul style="list-style-type: none"> • Require noise studies for any residential development and other sensitive

land uses, including those uses with reverse frontage abutting a major noise generating source, and undertake appropriate measures to mitigate any *adverse effects* from the noise identified

Air

Policy Direction:

- Include a policy that promotes non-auto use as well as a design of mixes to strive to reduce vehicle emissions.
-

APPENDIX A

LIVABLE OAKVILLE MISSION STATEMENT AND GUIDING PRINCIPLES

Mission Statement

To enhance the Town's natural, cultural, social and economic environments ensuring environmental sustainability, cultural vibrancy, economic prosperity and social well being are incorporated into growth and development decisions.

Guiding Principles

Preserving and Creating a Livable Community

- Preserve, enhance and protect the distinct character, cultural heritage, living environment and sense of community of neighbourhoods.
- Direct growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated.
- Achieve long term economic security within an environment that offers a diverse range of employment opportunities for residents.

Providing Choice throughout the Town

- Enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life.
- Provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails.
- Foster the Town's sense of place through excellence in building and community design.

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Achieving Sustainability

- Minimize the Town's ecological footprint.
 - Preserve, enhance and protect the Town's environmental resources, natural features and areas, natural heritage systems and waterfronts.
 - Achieve sustainable building and community design.
-

APPENDIX B

DRAFT TRANSPORTATION POLICIES

DRAFT

Part C

Transportation Policies

1.0 TRANSPORTATION

The transportation system in Oakville is a key element in shaping the form, character and growth of the Town. The system is influenced by, and influences land use and shall be carefully planned and maintained. For the Town to grow in an efficient manner and achieve the mission statement as set out in this Plan, it is essential that land use and transportation policies be mutually supportive.

The hierarchy of the transportation system consists of the existing and proposed road network for use by automobiles, buses, pedestrians, cyclists and trucks, as well as rail facilities and off-road pedestrian and cycling facilities.

The transportation policies reflect the Town's intent to provide a safe, efficient and integrated transportation system for the movement of people and goods through and within the Town.

1.1 General

Objectives

In developing the transportation system, the Town shall evaluate and provide infrastructure to allow for alternative travel modes based on its capabilities, cost-effectiveness, environmental impacts, health effects and energy consumption.

The Town shall promote maximizing the use of the existing arterial system and coordinate with the Region on alternative solutions to using the existing roadway capacity.

The Town shall promote the introduction of busways and the use of high occupancy vehicle (HOV) lanes along designated transit corridors and within mixed use areas.

Policies

The major road networks existing and proposed for the Town are shown on Figure X, Transportation Plan. This map, together with the following Table 1 - Functional Classification of Roads and Table 2 - Street and Section Right-of-Way Widths shall be the basis for the provision of roads, right-of-way widths, and access control within the Town.

The desired major road network, consisting of Provincial Freeways, Regional Roads, Major Arterials, Minor Arterials and the most significant Collectors in accordance with the classifications of the preceding policy is indicated on Figure X Transportation Plan. The more minor collector roads and significant local roads will generally be shown in Secondary Plans.

The location of proposed major transportation facilities are designated on Figure X – Transportation Plan. The location of major transportation facilities shall generally conform to the designations on Figure X – Transportation Plan recognizing that the road alignments are diagrammatic, and an amendment to this Plan will not be required for changes in a road alignment provided that the general intent and purpose of this Plan are maintained.

The location of existing and proposed pedestrian/cycling facilities are designated on Figure X – Active Transportation Plan. The location of pedestrian/cycling facilities shall generally conform to the designations on Figure X – Active Transportation Plan recognizing that the alignments are diagrammatic, and an amendment to this Plan will not be required for changes in pedestrian/cycling facilities alignment, or facility type, provided that the general intent and purpose of this Plan are maintained.

Where different road classifications intersect, adjoin, or abut, the greater right-of-way width as shown on Table 1 - Functional Classification of Roads may extend over another road classification if necessary to provide for the required infrastructure, function, or operations of the intersection.

The expansion of any minor arterial, major collector, collector, or local road beyond a maximum of three lanes but within the right-of-width shown in Table 1 – Functional Classification of Roads shall require a public meeting and a specific Council resolution in support thereof, wherever such roads are located within or abut residential areas. This policy shall not apply to Burloak Drive or Winston Churchill Boulevard.

Specific lane requirements shall be related to traffic demand and other planning considerations and be determined through detailed studies.

The Town shall protect and enhance the arterial and collector road systems by reducing the number of driveways along arterial streets in developed/developing areas, through the provision of common off-street parking and service areas for commercial uses where appropriate.

The enhancement of roadways, pedestrian and cycling facilities, and transit facilities to maximize mobility and access for people with disabilities shall be required, including during construction and reconstruction projects.

Functional Road Classifications

Objectives

The Town shall manage the development and maintenance of a transportation system that supports and complements urban development plans and provides mobility alternatives for persons who do not or cannot use an automobile.

In order to achieve an effective road functional plan, the Town shall encourage innovative road cross-section designs supporting pedestrian, cycling and transit supportive land use development.

Policies

Transportation facilities, with the exception of provincial freeways, shall generally be developed and planned as multi-modal transportation corridors that are designed to safely accommodate a blend of vehicular, transit, cycling and pedestrian movement. Such facilities shall conform to the classification, functional and design criteria outlined in Table 1 – Functional Classification of Roads. The Plan will also be consistent with the Halton Transportation Master Plan where appropriate.

All new planning applications for lands adjacent to Regional roads shall be consistent with the policies of the Region where appropriate.

The Town shall require the consideration of transit service and operational needs including maximizing transit access and minimizing transit vehicle travel times in the design of arterial roads and collector streets.

Where the functional classification of an existing road is to be changed to a more intense use, such changes shall require a functional study, a public meeting, and an amendment to the Official Plan.

The expansion of any minor arterial, major collector, collector, or local road beyond a maximum of three lanes but within the right-of-width shown in Table 1 - Functional Classification of Roads shall require a public meeting and a specific Council resolution in support thereof, wherever such roads are located within or abut residential low-density areas. This policy shall not apply to Burloak Drive or Winston Churchill Boulevard.

TABLE 1 - FUNCTIONAL CLASSIFICATION OF ROADS

See ATTACHED TABLE

DRAFT Table 1 – Functional Classification of Roads

Facility Type	Function	Criteria
Provincial Freeways	<ul style="list-style-type: none"> ▪ Accommodate high speed, high volume, longer distance traffic ▪ Accommodate rapid transit services and high occupancy vehicles 	<ul style="list-style-type: none"> ▪ Grade separated intersections ▪ Access restricted to properly designated interchanges ▪ Direct local access will not be permitted ▪ Right-of-ways determined by Province
Major Arterials/ Transit Corridors	<ul style="list-style-type: none"> ▪ Accommodate high volumes of traffic moving between communities traveling to activity centres and traffic en route to or from the Freeway System ▪ Act as major transit corridors ▪ Accommodate rapid transit services and high occupancy vehicles ▪ Distribute traffic to or from all other classes of roads ▪ <i>INSERT AADT</i> 	<ul style="list-style-type: none"> ▪ High Degree of access control and turning movement control ▪ Access will generally be to street intersections ▪ Direct access from abutting properties will be discouraged in the development of new communities and districts ▪ Transit supportive land uses to be encouraged along right-of-way ▪ 35 to 50 metres
Minor Arterials/ Transit Corridors	<ul style="list-style-type: none"> ▪ Accommodate intermediate volumes of inter-community and inter-neighbourhood traffic ▪ Distribute traffic to or from all other classes of roads, excepting Provincial Freeways ▪ May act as local transit corridors ▪ <i>INSERT AADT</i> 	<ul style="list-style-type: none"> ▪ Direct access from abutting residential properties will generally be discouraged in the development of new communities and districts unless suitable provisions are incorporated into subdivision plans ▪ Transit supportive land uses to be encouraged along right-of-way ▪ 26 metres
Multi-Purpose Arterials	<ul style="list-style-type: none"> ▪ Serve a mix of functions of Major Arterials and Minor Arterials ▪ Act as major transit corridors ▪ Accommodates high volumes of traffic ▪ <i>INSERT AADT</i> 	<ul style="list-style-type: none"> ▪ Intermediate degree of access control ▪ Transit-Supportive land uses to be encouraged along right-of-way ▪ 35 metres

Facility Type	Function	Criteria
Industrial Arterials/Commercial Collectors	<ul style="list-style-type: none"> Accommodate moderate volumes of employment/commercial traffic moving within and through employment/commercial districts <i>INSERT AADT</i> 	<ul style="list-style-type: none"> Direct access will be provided 26 metres (Industrial) 20 metres (Commercial)
Major Collectors	<ul style="list-style-type: none"> Accommodate intermediate volumes of intra-community traffic <i>INSERT AADT</i> 	<ul style="list-style-type: none"> Direct access from abutting properties will be permitted 26 metres
Collectors	<ul style="list-style-type: none"> Accommodate moderate volumes of intra-community traffic <i>INSERT AADT</i> 	<ul style="list-style-type: none"> Direct access from abutting properties will be permitted 20 metres
Local Streets	<ul style="list-style-type: none"> Not to accommodate through traffic Roads shall be designed to service only the properties that abut the roadway <i>INSERT AADT</i> 	<ul style="list-style-type: none"> Access to individual properties Streets will be designed to serve only the properties which abut the roadway 18 metres* 16 metres right-of-way where pedestrian mobility plan demonstrates that a single sidewalk is sufficient for the area

Note: Roads already meeting the minimum right-of-way width shall not require additional widening unless specific studies indicate a need. In such a case, an Official Plan Amendment shall be required.

* Local streets will be improved where traffic demand warrants widening.

Notwithstanding the right-of-way widths listed in Table 1 - Functional Classification of Roads, the roadway sections in Table 2 - Street and Section Right-of-Way Widths are expected to achieve the following widths.

Rights-of-Way

Objectives

Roadway rights-of-way requirements shall take into consideration the needs of vehicular traffic, pedestrians, cyclists, transit, medians, on-street parking and urban design considerations including streetscape design and the provision of public vistas.

The design of arterial roads and collector streets shall consider transit service and operational needs including maximizing transit access, queue jump lanes, and minimizing transit vehicle travel times.

The Town will balance the provision of a safe, functional and attractive pedestrian and cycling oriented environment with an acceptable level of vehicular traffic level of service. If necessary within the designated mixed use areas, the Town is prepared to accept a level of service which is less than optimum, in return for a more pedestrian and cycling oriented environment along its roads.

From a streetscape perspective, The Town may require additional road ROW to provide for improvements like medians, double row planted street trees and civic design considerations

Policies

The Town shall interpret the required rights-of-way widths shown in Figure X Transportation Plan, in conjunction with Table 1 – Functional Classification of Roads, to denote only the basic requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive turning lanes and other special treatments to accommodate the optimum road/intersection geometric design. There may also be additional requirements for rights-of-way to provide lands for environmental considerations in the construction of bridges, overpasses, grade separations and transit priority measures. Any such additional rights-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required rights-of-way.

Required rights-of-way in accordance with Table 1 - Functional Classification of Roads shall be conveyed as a condition of approval of any new development or redevelopment within the Town.

Any additional rights-of-way required in accordance with a) and b) (above) will be kept to a minimum.

Priority use of lanes on a road or planned new lanes may be given exclusively to certain classes of roadway users if it contributes to the implementation of transportation and land-use objectives of this Plan. This may result in roadway lanes reserved for transit vehicles in identified locations supportive of rapid-transit and the transit-priority network. The Town may give priority to lanes used for high-occupancy vehicles on selected roads.

Specific future transit network improvements may include transitways on exclusive rights-of-way, designated lanes and/or high occupancy vehicle lanes

Street and Section Right-of-Way Widths

Policies

Major changes to existing road allowance widths identified as “Special” in Table 2 - Street and Section Right-of-Way Widths are not anticipated. However, operational improvements, redevelopment, bus bay development, channelization, and improvements of a similar nature may be undertaken as the need arises and may be required through conveyance in the development process.

For any upgrading of the section of Trafalgar Road located within the boundaries of the Trafalgar Road Heritage Conservation District, every effort shall be made to ensure that the existing pavement, boulevard, and sidewalk widths are retained.

TABLE 2 – STREET AND SECTION RIGHT-OF-WAY WIDTHS

See ATTACHED TABLE

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Table 2 - Street and Section Right-of-Way Widths

Street	From	To	Maximum Right-of-Way Width
Allan Street	Southerly Limit	Cornwall Road	Note (i)
Anderson Street	Wilson Street	Forsythe Street	Note (i)
Balsam Drive	Lakeshore Road East	Macdonald Road	Note (i)
Bath Street	Brant Street	Kerr Street	Note (i)
Bond Street	Kerr Street	Queen Mary Drive	Note (i)
Brant Street	Bath Street	Rebecca Street	Note (i)
Brock Street	Burnet Street	Rebecca Street	Note (i)
Bronte Road	Lakeshore Road West	Rebecca Street	Note (ii)
Brookfield Road	Southerly Limit	Brookfield Crescent	15 m
Burnet Street	Brookfield Road	Forsythe Street	Note (i)
Carson Lane	Park Avenue	Chartwell Road	Note (i)
Chisholm Street	Walker Street	Bond Street	Note (i)
Dunn Street	Randall Street	Trafalgar Road	18 m
First Street	Southerly Limit	Lakeshore Road East	Note (i)
Forsythe Street	Anderson Street	Bond Street	Note (i)
Freestone Lane	Trafalgar Road	Reynolds Street	15 m
Front Street	Navy Street	Dunn Street	Note (i)
Gloucester Avenue	Lakeshore Road East	Spruce Street	Note (i)
Head Street	Wilson Street	Forsythe Street	Note (i)
Howard Avenue	Esplanade	Lakeshore Road East	Note (i)
John Street	Brock Street	Forsythe Street	Note (i)
Kerr Street	Southerly Limit	Lakeshore Road West	Note (i)
Lakeshore Road	Bronte Road	East Street	Note (ii)
Lakeshore Road	Dorval Drive	Allan Street	Note (ii)
Lawson Street	Trafalgar Road	Reynolds Street	15 m
Morrison Road	Lakeshore Road East	Cornwall Road	20 m
North Service Road	Sixth Line	Churchill Avenue	18 m
Palmer Avenue	Trafalgar Road	Allan Street	Note (i)
Park Avenue	Esplanade	Lakeshore Road East	Note (i)
Randall Street	Navy Street	Allan Street	18 m
Randall Street / Church Street	Navy Street	Allan Street	Note (ii); One Way Pair
Rebecca Street	Burloak Drive	Bronte Road	35 m
Reynolds Street	Southerly Limit	Robinson Street	Note (i)
Reynolds Street	Robinson Street	Lakeshore Road East	20 m
Reynolds Street	Lakeshore Road East	Cornwall Road	Note (ii)
Second Street	Southerly Limit	Lakeshore Road East	Note (i)
Sixth Line	Glenashton Drive	Dundas Street	32 m
Spruce Street	Trafalgar Road	Reynolds Street	Note (i)
Sumner Avenue	Trafalgar Road	Allan Street	Note (i)
Esplanade	Park Avenue	Chartwell Road	Note (i)
Timber Lane	Southerly Limit	Seneca Drive	Note (i)
Trafalgar Road	Lakeshore Road East	Cornwall Road	Note (ii)
Union Street	First Street	Second Street	15 m
Walker Street	Wilson Street	Easterly Limit	Note (i)
Wilson Street	Walker Street	Bond Street	Note (i)
Wycroft Road	Burloak Drive	Bronte Road	40 m

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Notes:

- (i) no change from existing right-of-way width
- (ii) Special Right-of-Way; width and lane requirements to be determined following impact analysis

1.2

Roads

Asymmetrical Widening

Policies

The minimum, or appropriate right-of-way widths as shown in Table 1 – Functional Classification of Roads with reference to Figure X – Transportation Plan will generally be centered on the existing centerline of construction for a given road or the centerline of the original road allowance.

Existing road allowances (rights-of-way) shall generally be widened symmetrically on both sides of the road as measured from the original centre of the right-of-way.

Exceptions to this could occur where it is not possible to acquire right-of-way due to constraints beyond the Town's control (e.g. topography, higher order government, regulated agency land ownership) or where an EA or functional design study recommends an asymmetric alignment.

Future New Alignments

Policies

The location of major transportation facilities shall generally conform to the designations on Figure X Transportation Plan, recognizing that the road alignments are diagrammatic, and an amendment to this Plan will not be required for changes in a road alignment provided that the general intent and purpose of this Plan are maintained.

The Town may protect for new alignments and additional right-of-way requirements identified through Secondary Plans and shown on Figure X – Transportation Map.

The Town may secure through the development application process rights-of-way on alignments as identified through Secondary Plans and shown on Figure X – Transportation Map. Final rights-of-way would be determined through the Class Environmental Assessment process and/or the detailed design process.

Environmental Assessments

Objectives

In selecting locations for road and bridge crossings of major valleys and other natural features, care shall be taken to minimize adverse effects on the natural landscape. Environmental impact analysis will be required to identify means of minimizing the impact of such crossings on the natural environment.

Policies

Where entirely new roads are to be constructed, other than in a plan of subdivision, such construction will be preceded by an Environmental Assessment, a public meeting, and a Council resolution in support of such action.

The New North Oakville Transportation Corridor (NNOTC) approved Environmental Study Report (ESR) will identify the new north of Dundas Street crossing location of Sixteen Mile Creek.

The proposed crossing of the Sixteen Mile Creek north of Dundas Street shall be subject to the Town's Transportation Master Plan, Halton's Transportation Master Plan and subsequent Environmental Assessment studies to confirm the alignment.

The Town may protect for new alignments and additional right-of-way requirements recommended during the Class Environmental Assessment process.

The Town may secure through the development application process rights-of-way on alignments as identified through the Class Environmental Assessment process and/or the detailed design process and that may be different from those shown on Figure X – Transportation Map.

1.2 Mobility Choices

Transit

Objectives

The Town shall plan its transportation network with the goal of increasing the use of alternative modes of travel. Transit will play an integral component in achieving this goal and reducing congestion in the Town.

Plans for all new communities shall be designed with specific regard for the safe, convenient, and efficient provision of transit service.

The Town will support a transit supportive built form in the designated mixed use areas.

The Town shall provide safe, accessible locations for passengers to transfer and will provide passenger information systems, technologies and customer service at such locations.

The Town shall provide accessible public transit service.

The Town shall promote the development of cost-effective transit services through transit-supportive land use and transportation plans in areas of development along mixed use corridors and mixed use areas.

The Town shall encourage the increased use of public transit by requiring, where appropriate, transit supportive urban design, retaining rights-of-way for off-street bus loops and on-street bus bays as well as providing for bus shelters at bus stop locations

Applicants within the designated mixed use areas, along transit corridors and within service commercial and employment uses will be encouraged to explore opportunities to incorporate transit waiting areas into buildings located adjacent to transit stops.

Plans for all new growth shall be designed with specific regard for the safe, convenient, and efficient provision of transit service.

The Town's transportation system and land use development are intended to achieve the following minimum transit modal shares when "mature-state" urban development is reached:

- (i) X% of all trips within Oakville by transit;
- (ii) X% of all eastbound trips leaving the Town by transit; and
- (iii) X% of all westbound trips leaving the Town by transit.

NOTE: further explored through the Transportation Overview Study, including GO Transit shares.

Policies

The Town will require development to provide for and support pedestrian and cycling facilities and provide access to public transit services and public transit stations within a walking distance of generally no more than 400 meters. Such facilities are considered part of the transportation system and shall be dedicated as a public right-of-way.

Roads serving as transit routes should generally be spaced no more than 500 m to 700 m apart to ensure that users of the transit system have a maximum 500 m walking distance to transit.

Streets intersecting with arterial and major arterial roads serviced by transit should be spaced no more than 200 m to 400 m apart to ensure convenient pedestrian access to these roads.

The Town shall take into account the requirements for a comprehensive and interconnected public transit network by ensuring that all planning applications fully consider short and long-term transit opportunities.

Active Transportation

Objectives

Walking and cycling are recognized as alternate modes of transportation that can play a positive role in improving mobility and quality of life as part of a balanced transportation system.

In order to decrease the dependence on the private auto, the Town will develop, over time, a complete active transportation system in existing and new development areas, to augment and provide connections to the road and transit systems.

The Town will identify and designate a network of pedestrian and cycling facilities in the Active Transportation Master Plan that will be incorporated into the land use and transportation plan throughout the Town. Facilities will include an on and off-road system as well as a separate network forming part of the open-space system.

The development of new areas and the upgrading of existing roads shall have regard for the implementation guidelines set out in the Active Transportation Master Plan.

Policies

The location of existing and proposed pedestrian and cycling facilities are designated on Figure X – Active Transportation Plan. The location of pedestrian and cycling facilities shall generally conform to the designations on Figure X – Active Transportation Plan recognizing that the alignments are diagrammatic, and an amendment to this Plan will not be required for changes in pedestrian and cycling facilities alignment provided that the general intent and purpose of this Plan are maintained.

In accordance with Section 25 (1) of the Planning Act, additional rights-of-way may be required at specified locations within the Town to provide for future grade separated pedestrian/cycling facilities where warranted. Any such additional rights-of-way requirements shall be determined at the time of the design of the facility and will become part of the total required rights-of-way.

The Town will require development applications to provide for and support pedestrian and cycling facilities and provide access to public transit services and stations within a walking distance of generally no more than 400 metres. Such facilities are considered part of the transportation system and shall be dedicated as public rights-of-way.

In addition to the provision of pedestrian and cycling access to transit stations, the Town shall include the provision of separate multi-use pathways in or adjacent to rapid-transit corridors through the environmental assessment and detailed design process.

New development proposals will be required to incorporate pedestrian and cycling facilities in accordance with Figure X – Active Transportation Plan

In new developments, sidewalks shall generally be provided on both sides of all streets with the exception of:

- a) residential streets with less than ten dwelling units or culs-de-sac, where sidewalks shall be required on only one side of the street;
- b) streets where there is not an existing or planned transit route;
- c) lanes, where no sidewalks shall be required; and,
- d) a road flanking a Natural Feature, where a sidewalk shall be provided on the developed side only, subject to the availability of a trail facility on the other side of the street.

Bicycle parking standards for other than free-hold-related housing shall be implemented through the Zoning By-law.

Railways

Objectives

To encourage the safe and convenient use and provision of rail service.

Policies

The integration of rail passenger transportation services with other transportation modes shall be encouraged.

In order to minimize and alleviate the conflicts of the railway network with adjacent land uses and with the road network, the Town will:

- a) progressively eliminate railway grade crossings;
- b) require that adequate visual and/or physical separation be provided to screen railway rights-of-way from adjacent residential land uses wherever possible;
- c) cooperate with other levels of government and the railway companies in relocating existing facilities, locating, and designing all new facilities to ensure that such facilities are compatible with the transportation network and existing or proposed land uses;
- d) implement safety measures such as berms, landscape buffers and building setbacks between railway rights-of-way and adjacent land uses in consultation with the owner of the railway right-of-way.
- e) implement aesthetic measures to recognize the increasing importance of the railway rights-of-way as a commuter corridor through the Town,

The Town shall interpret the required ROW widths shown on Table 1 – Functional Classification of Roads to denote only the basic requirement for the section of road that intersects with an at-grade railway crossing. Additional ROW may be required at railway crossings to provide for future grade separations to accommodate for such separations where warranted. Any such additional ROW requirements shall be determined at the time of the design of the grade separation and will become part of the total required ROW.

Integrating Land Use and Transportation

Objectives

The Town will coordinate land use and transit planning to maximize the efficient use of the land.

Further attention shall be given to existing large intersections with little pedestrian attention, for example pedestrian islands and medians, within the designated mixed use areas and along transit corridors.

Where appropriate the Town will minimize the amount of land utilized for daylighting triangles to contribute to a more urban environment and maximize the efficient use of land.

Policies

The Town shall interpret Table 1 - Functional Classification of Roads with due regard to the appropriate network role of various roadways in accordance with adjacent land use designations. In order to achieve an effective road functional plan, the Town shall require innovative road cross-section designs supporting pedestrian and transit supportive land use development.

Development plans shall be designed with specific regard to the safe, convenient and efficient provision of public transit. In particular, to facilitate the development of a transit supportive urban structure the following measures will be reflected in all development proposals:

- i) Development, particularly at transit stops and stations, shall be designed at densities supportive of transit which are commensurate with the type of frequency of transit service planned for the area and/or corridor;
- ii) Provision of a road pattern and related pedestrian routes that provide for direct pedestrian access to transit routes and stops;
- iii) Documentation of walking distances to ensure that all areas within the Planning Area are adequately served by transit; and
- iv) Provision for transit stops and busbays on primary and secondary transit corridors and major arterials; and where appropriate incorporation of these features into road design requirements.

1.3 Transportation Management

Transportation System Management

Objectives

The Town shall explore the benefits of Transportation System Management (TSM), including Transit Priority Measures (TPM), to optimize the transportation network.

In the designated mixed use areas and along primary and secondary transit corridors the Town shall give priority to implement TSM strategies to permit transit vehicles to have priority over other traffic, thereby making transit travel times shorter and more consistent.

Policies

A satisfactory level of service shall be maintained for transportation system facilities such as roads, pedestrian and cycling facilities, transit and traffic signal systems and the life span of these facilities will be maximized.

NOTE: explored further through Transportation Overview Study.

Transit Priority Measures (TPM) shall be permitted along designated transit corridors and within the designated mixed use areas. TPMs may include, green light signal priority, bus activated signals and exemptions to prohibit turns.

NOTE: explored further through Transportation Overview Study.

Transportation Demand Management

Objectives

The Town supports transportation demand management strategies aimed at improving the efficiency of the transportation system by influencing travel demands and trip patterns.

Transportation demand management will be used to encourage increased transit ridership, walking and cycling in the Town.

The Town will encourage any development which contains more than 3,000 square metres of office use or 9,290 square metres of industrial use to establish with the Town a transportation demand management plan and implementation strategy for the specific development. Priority shall be given to measures which are not capital intensive (e.g. flexible working hours, priority parking for carpool vehicles) and which are feasible given the scale, ultimate occupant/user and location of development.

As an incentive to encourage transportation demand management the Town shall permit reduced parking standards for developments which demonstrate through a transportation demand management plan and implementation strategy that a reduction in parking standards is appropriate. A reduction in parking standards will be considered within the designated mixed use areas, where there is significant density of development and good accessibility to transit, such as in Midtown Oakville.

Policies

Through the development process the Town will encourage opportunities for developing transportation demand management (TDM) measures to reduce single occupancy automobile use, especially during peak travel periods, such as carpooling programs, transit pass incentives, preferential parking for carpool members, cycling initiatives, telecommuting, flex hours, and walking programs.

Proponents of a new development may be required to provide a transportation demand management strategy to identify and implement appropriate improvements. Such improvements typically include:

- a) Integration of development into the surrounding system of roads, transit, pedestrian and cycling facilities;
- b) Inclusion of cycling features (racks, lockers);
- c) Inclusion of shower/locker room facilities;
- d) Provisions for future transportation improvements;
- e) Promotion of flexible working hours and telecommuting,
- f) Providing priority parking spaces for carpool vehicles;
- g) Inclusion of transit passes with new residential units; and
- h) Funding local transit and road improvements through methods such as bonusing.

Parking

Objectives

The Town shall investigate a variety of parking tools contributing to a more urban environment and pursue their implementation where appropriate.

Within the designated mixed use areas the Town shall investigate the potential for parking restriction zones, including establishing maximum, as well as minimum parking standards, to maximize the efficient use of land.

On-street parking will be permitted wherever possible to increase activity along the street, reduce vehicle speeds and serve as a protective buffer between pedestrians and moving vehicles. To encourage the provision of such parking, appropriate engineering design standards for roadways, including laybys, shall be developed and reduced off-street parking requirements will be established for specific areas where appropriate, particularly along transit routes and within the designated mixed use areas.

The Town will work with landowners in the mixed use areas to purchase or lease and establish municipal parking at strategic nodes.

The Town supports reduced surface parking as part of a transportation demand management plan, shared parking arrangements, close proximity to transit service or availability of on-street parking.

Opportunities for the sharing of parking in mixed use developments and designated areas will be encouraged.

Policies

The Town will evaluate the appropriateness of reducing parking ratios and standards through the approval of development applications or other Town initiatives, such as transportation demand management strategies.

For all new development applications within the designated mixed use areas and within 500 m of a transit corridor the Town will consider reduced parking standards.

Parking lot design shall be in accordance with Section X, Urban Design.

Traffic Calming

Policies

The Town's Traffic Calming Guidelines for New Developments and traffic calming measures shall be implemented within residential areas through effective subdivision and road design.

Noise

Objectives

The Town shall discourage noise and vibration sensitive land uses along rights-of-ways of railways, Freeways, Major Arterials, Minor Arterials, and primary and secondary transit corridors.

Policies

The proponent of residential development and other sensitive land uses, including those uses with reverse frontages, within 300 metres rights-of-ways of railways, Freeways, Major Arterials, Minor Arterials, and primary and secondary transit corridors shall be required to undertake a noise study in accordance with Provincial policy to the satisfaction of the Town and any other authorized review authority and shall undertake appropriate measures to mitigate any adverse effects from the noise identified.

Noise sensitive properties shall be buffered through mechanisms such as restrictions on the type of use, building design, location of outdoor living area and through the provision of landscaping including street trees. The Town may consider window streets and/or reverse lotting, noise fences and berms for the rear yards of residential lots flanking arterial roads provided that such fences are designed to be integrated with the surrounding residential development, in the exceptional situation where the Town is satisfied that alternatives including the re-development of the design proposal is not possible or desirable.

Air

Objective

The Town will strive to reduce emissions by:

- a) promoting opportunities for non-auto transportation through the implementation of the Active Transportation Master Plan;
- b) designating mixed use areas and promoting high density developments within close proximity to transit services and stations to make use of internal synergy and reduce travel distance and number of vehicle trips made; and
- c) encouraging high occupancy lanes along major arterials and designated transit corridors to make transit and car-pooling more attractive.

APPENDIX C

**SUMMARY OF TRANSPORTATION POLICIES
USED IN OTHER MUNICIPALITIES**

TRANSPORTATION POLICIES

The following table indicates various transportation policies and identifies which municipalities have applied them. This research will help when developing recommendations for new and updated transportation policies.

Subject Transportation Policy	Brampton	Pickering	Milton	Ajax	Burlington
Modal split benchmarks	X			X	X
Accessible transit for those with disabilities	X				
Transit hierarchy with corridor and community services	X	X			
Support for the continued expansion of transit	X				
Undertake funding discussions with higher levels of government & private sector	X				
Transit priority measures	X	X			X
Alternative vehicle design (low floor buses)	X				
Protect right-of-way for rapid transit corridors	X				
Strategies for transit priority in the downtown	X				
Transit stop with 300-400m of all urban areas	X		X		
Develop a financially feasible plan	X				
Provide weather protection for transit stops	X		X		
Provide clear signage for transit stops	X				
Include transit facilities in the road design	X				
Provide continuous sidewalks along all streets with transit	X				
Incorporate transit shelters and waiting areas into the design of buildings	X				
Integration land use planning and transit planning	X				X
Require a transit supportive development checklist during application process	X				
Compliance with Province's <i>Transit Supportive Land Use Planning Guidelines</i>	X				
Through subdivision/site plan control, provision of convenient access for pedestrians	X				
Encourage retention and enhancement of GO transit facilities	X				
Encourages the expansion of GO transit	X	X			
Interconnection between GO transit and/or neighbouring municipalities	X		X		
Fare and service integration with other adjacent municipalities	X	X		X	X
Provision of park and ride lots	X				
Transit facilities designed to accessibility standards	X				
Service provided to new developments quickly			X		X
New communities designed for provision of transit	X				

APPENDIX D

**SUMMARY OF TRAVEL DEMAND
MANAGEMENT POLICIES USED IN OTHER
MUNICIPALITIES**

TRAVEL DEMAND MANAGEMENT POLICIES

Various municipalities across the Greater Toronto Area have implemented Travel Demand Management (TDM) policies into their respective Official Plans. The following table indicates various policy categories and municipalities where they are applied:

TDM POLICY CATEGORY	Burlington	Toronto	Milton	Brampton	Pickering	Ajax
Transportation demand plan/implementation strategy required for new development	X	X	X			
Promoting the use of transit		X		X	X	X
Promote high occupancy vehicles/carpooling		X	X	X	X	X
Parking strategies		X	X	X		X
Flexible hours of work		X	X			X
Telecommuting		X			X	
High density land uses near planned/existing transit routes		X				X
Town encourage community wide/area specific TDM programs	X					
Public education & marketing campaign				X		
Bicycle and pedestrian programs/strategies		X				
