



## OFFICIAL PLAN

Town of Lindsay

### **5. NETWORKS AND INFRASTRUCTURE**

The Town of Lindsay's networks and infrastructure, including all roads, sewers, watermains, and electric, utility, waste disposal, and telecommunications facilities, play a role in defining the urban community structure. These systems are vital to a healthy community, environmental responsiveness and to economic competitiveness. The policies of this Plan, and specifically this Section, strive to ensure co-ordination between long-term growth management and infrastructure needs.

#### **5.1 THE TRANSPORTATION NETWORK**

##### **5.1.1 General**

The Roads Plan, as set out in Schedule "C" is based on the inter-relationship of land use and transportation. The roads are intended to be compatible with the land use form and promote and serve orderly growth. The roads also facilitate the safe and efficient movement of both people and goods to and from various land uses, as well as traffic movement through the Town.

##### **5.1.2 Road Pattern**

The roads within the Town, both existing and proposed, are classified according to their anticipated ultimate function. Where additional land is required for widening and extensions, such land shall be obtained wherever possible, in the course of approving subdivisions, consents or site plan agreements, without amendment to this Plan. Similarly, any change in the function of a road will not require an amendment to this Plan to change the classification depicted on Schedule "C".

##### **5.1.3 Road Classifications**

Public streets and roads in the Town of Lindsay shall be classified on the basis of jurisdiction, function, traffic characteristics, speed and interconnections. The classification of roads and the existing and proposed road system is shown on Schedule "C".

##### **5.1.3.1 Provincial Highways**

The Provincial Highways under the jurisdiction of the Ministry of Transportation are Highway No. 7 and Highway No. 35. Transfer of any Provincial Highway to another jurisdiction shall not require an amendment to this Plan.

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The Ministry of Transportation has jurisdiction and control over access to Highway No. 7 and Highway No. 35 and development within the Ministry's permit control area. Access limitations to a Highway may result in the need for service roads or paired accesses.

### 5.1.3.2 County Roads

The County road system includes County roads 4, 17, 19 and 36. These County roads serve the joint purpose of carrying moderate traffic volumes, as well as providing access to land. Transfer of any County road to another jurisdiction or the assumption of any road by the County shall not require an amendment to this Plan.

The County shall address the adequacy of sight distances related to the road alignment and the avoidance of multiple individual access points when reviewing development applications on County roads. Access limitations may necessitate the use of service roads or pair accesses.

The minimum road right-of-way width shall be 26 metres (86 feet) unless the road has been reconstructed.

### 5.1.3.3 Arterial Roads

Arterial roads are existing roads designed to carry high volumes of traffic from Provincial Highways, County roads and other interregional roads to the collector road system, and vice-versa.

Access from abutting properties must be approved by the Town. The adequacy of sight distances related to the road alignment and the avoidance of multiple individual access points on arterial roads shall be addressed when reviewing development applications. The minimum road right-of-way width for arterial roads should be 26 metres (86 feet).

### 5.1.3.4 Collector Roads

Collector roads are existing and proposed roads designed with a dual function of connecting and carrying moderate volumes of local traffic to arterial roads, and distributing traffic to local roads on 2 to 4 traffic lanes, while providing access to abutting properties.

On-street parking may be permitted although location and time restrictions may be enforced in specific instances; for example, adjacent to schools or during peak periods of traffic demand. The minimum road right-of-way width for collector roads should be 26 metres (86 feet) where possible.



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### 5.1.3.5 Local Roads

The remaining streets in the road system are classified as local roads. These are two traffic lane roads with a minimum road right-of-way width of 20 metres (66 feet) designed solely to provide land access to abutting properties. In all cases, through traffic should be discouraged on local roads by means of geometric design features and traffic controls.

### 5.1.4 Road Improvements

As a measure of maintaining a satisfactory road system, Council shall pursue a program of improving road alignments, surfaces, and pavement widths, and establishing adequate road allowances for new roads as future development occurs. Provision shall be made in the Zoning By-law for adequate setbacks for all new development, having regard for the width and function of the abutting road. Rights-of-way for long term improvements should be designed to minimize future disruption to adjacent lands.

A bridge is to be constructed over the Scugog River to permit both the connection of Colborne Street West to Colborne Street East and the linkage of Highway No. 35 and County Road No. 36. This would benefit the employment lands located in the northeastern portion of Lindsay and reduce truck traffic within the central area of Town. As a component of the development of an additional bridge across the Scugog River, consideration should be given to the impact of bridge traffic on the connecting road systems and the social and environmental systems.

Minor road widenings, re-alignments, by-passes, establishment of new roads, road reclassification or alteration of a proposed alignment will not require an amendment to this Plan.

### 5.1.5 Parking

Parking needs in the Downtown Area will be assessed in order to provide adequate off-street parking in the Downtown Area. Where property becomes available in suitable locations, Council may acquire property to reduce parking deficiencies. All new development or redevelopment shall be encouraged to provide sufficient parking on-site to accommodate the proposed use. If such parking cannot be provided, the Town may collect cash-in-lieu pursuant to Section 40 of the *Planning Act* to be used expressly for the provision of additional parking spaces in an appropriately defined area.

Parking for all uses outside the Downtown Area, as defined by Section 4.9.2 and as illustrated on Schedule “B” of this Plan, should be provided entirely on-site.



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The implementing Zoning By-law shall establish the parking standards for all land uses.

### 5.1.6 Transit Supportive Land Use

In areas where new development is proposed, consideration shall be given to the design, densities and inter-relationships with existing areas to facilitate and support the provision of public transit.

### 5.1.7 Walking and Cycling

Bicycle and pedestrian trails and paths contribute to the establishment of healthy communities.

To ensure the co-ordination between growth-management and the provision of trails and paths, this Plan will:

- a) Recognize the importance of cycling and walking;
- b) Promote the development of pedestrian and cycling paths;
- c) Recognize the importance of providing for bicycle and pedestrian safety and convenience, and protecting the quality of the pedestrian environment;
- d) Promote the establishment of trail loops using the Scugog River and its tributaries' valley lands, in co-operation with other public agencies; and
- e) Examine opportunities to use the abandoned rail lands, utility corridors and other linear corridors for transportation and recreation trails.

### 5.1.8 Communication and Transmission

The continual advancement of telecommunications technology, coupled with the need for rapid information have a significant impact on the future development of the Town. Telecommunications technology has, and will continue to have, a significant impact on the local economy.

To ensure the co-ordination between growth-management and the maintenance and expansion of the technology sector, this Plan will:

- a) Protect and enhance existing communication and transmission corridors and networks, and encourage the development and maintenance of modern facilities to serve businesses and residents;



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- b) Co-operate with the business community to establish a modern telecommunications network;
- c) Ensure that communication and transmission corridors are constructed, maintained and operated so as to minimize their impact on the community; and
- d) Encourage the multiple use of corridors for utility, transportation and trail uses.

### 5.1.9 Movement of Goods

The abandonment of the rail service to the Town of Lindsay has limited the available modes of transportation. Consequently, every effort must be made to ensure an efficient and effective road and air transportation system.

To ensure the co-ordination between growth-management and the transportation systems, this Plan will:

- a) Facilitate the efficient movement of goods by road and air, and improve the level of service while maintaining community safety and minimizing risk;
- b) Ensure that appropriate road service is provided to employment areas;
- c) Ensure that designated commercial areas are serviced by roads with sufficient traffic capacity and volume;
- d) Direct hazardous goods movement away from the Town's urban area, where possible;
- e) Ensure that noise, vibration and safety issues are addressed for land uses adjacent to the Lindsay Airport and major roads, in accordance with Section 6.9 of this Plan;
- f) Encourage the protection of abandoned rail corridors for other linear uses; and
- g) Discourage truck routes on local roads in residential neighbourhoods, in order to protect residents from noise and corridor emission pollutants.



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### 5.2 MUNICIPAL SERVICES

#### 5.2.1 General

Areas designated Residential, Residential-Commercial, Commercial, Employment, and Institutions and Community Facilities shall only develop on the basis of full municipal water, sewage and stormwater services. An adequate transportation network, and supply of schools, parks and other community facilities shall also be available, or there shall be a commitment to make such services available to serve the developing areas or redevelopment schemes. Both sewage and water systems must be performing within permitted operating standards. Limitations on the capacity or operating performance of these systems are recognized as a constraint to development.

The Town may utilize alternative design standards without amendment to this Plan, where Council is satisfied that such techniques are in the best long term interests of the Town and its residents.

In full service areas, priority shall be given to the development of those lands that are presently serviced by piped sewer and water systems, or those areas that can most easily be serviced, at minimal expense to the Town.

Infilling of vacant areas within the Town which are already provided with municipal services is encouraged, and shall be a criteria when evaluating proposed plans of subdivision, consents, extension of utilities or the construction of roads.

#### 5.2.2 Phasing

Schedule "A" designates land in accordance with an urban structure, which anticipates that all of the designated land will not be developed within the 20 year planning horizon. Therefore, the Town intends to ensure that new development proceeds in a logical, efficient manner and in keeping with market demand and the Town's ability to provide adequate services. Accordingly, the following phasing policies shall apply.

The timing of development shall be based on the regulation of the geographic sequence and balance so that:

- a) there is the logical extension of municipal services that avoids the leap-frogging of large undeveloped tracts of land;
- b) a compact urban form and pattern of development is maintained;

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- c) the provision of all municipal services proceeds in an economically viable manner;
- d) there are adequate opportunities for both infilling and greenfield development but first priority is to be given to infilling.

This will be done by:

- only granting planning approvals to those lands, which are likely to develop within three (3) years from the time that the original planning application was approved; and
- limiting the total number of dwelling units to which planning approvals can be granted at a time to generally not greater than 100 residential units, unless the applicant/owner can justify market support above the 100 unit provision.

When conditions of draft plan approval are not fulfilled within the allotted time period for which draft subdivision/condominium approval has been granted, Council may not support the extension of draft approval and assign the servicing allocation to other developments or areas of the Town or hold the capacity in reserve. Prior to the lapsing of draft approval the development proponent may request an extension of draft approval. Provided Council is satisfied with the merits of the request for an extension of draft approval, Council may choose to extend the draft approval period. No extension is permissible if draft approval lapses before the extension is given. Council may proceed with re-allocating the servicing capacity and revising the Town's planning documents, as necessary.

In all future draft plan of subdivision approvals, a clause reflecting the above shall be included.

### 5.2.2.1 (Reserved D01-18-244 – Amendment #43)

### 5.2.3 Servicing Allocation

Development and re-development in the Town shall be dependent upon the availability of servicing capacity in the Town.

When unallocated servicing capacity does not exist for a proposed development, Council shall refuse or defer the processing of the planning application until such capacity is available, or until a servicing agreement is in place to ensure that such capacity will be available to service the development within one year of the granting of the preliminary planning approval.



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Draft approved plans may proceed to registration provided that sufficient servicing capacity continues to exist.

### 5.2.4 Stormwater Servicing

It is the policy of the Town to:

- a) use stormwater management measures to manage the storage and control the flow of water to receiving watercourses;
- b) use stormwater management measures which prevent siltation and erosion, and do not negatively impact the water quality of receiving watercourses;
- c) consider, where appropriate, enhancing the vegetation, wildlife habitats and corridors in and along the stormwater management system and the receiving watercourses;
- d) consider, where appropriate, providing public access to and along the stormwater management system and the receiving watercourse; and
- e) employ the best available methods in the planning, construction and eventual use of the stormwater management systems.

### 5.2.5 Capital and Public Works

The extension or construction of capital or public works shall be carried out in accordance with the policies of this Plan. Council shall prepare annually and adopt without amendment to this Plan, a five year capital works program to implement the policies of this Plan. This program shall be cognisant of changing conditions of supply and demand for services, and significant changes in economics and technology.

Public buildings, structures, infrastructure, easements or rights-of-way may be considered within any designated area if suitable buffering and screening from adjacent uses is provided.

## 5.3 ENERGY MANAGEMENT

It shall be a policy of Council to:

- a) Promote programs to reduce the consumption of energy and dependency on non-renewable energy sources in all Town owned and operated facilities and equipment;



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- b) Promote greater local self-reliance by encouraging the development of more diverse types of commercial, employment, recreational and social service opportunities in Lindsay;
- c) Encourage and support the practical application of innovative ideas relating to energy conservation through subdivision design, site planning, building design, alternative or renewable energy sources and efficient equipment;
- d) Ensure, where practicable access to direct sunlight during winter daylight hours for all potential solar collector panel locations and solar oriented glass on all existing and future buildings in Lindsay;
- e) Promote greater use of public transit facilities and bicycle and pedestrian path networks as a means of conserving energy; and
- f) Support and encourage the general public participation in Federal and Provincial government energy conservation programs.