

#### 4.1 Introduction

The Transportation Policies contained in this Plan are based on the interrelationships of the various land use designations and the Municipality's transportation requirements. It is the intent of this Plan to ensure the development and maintenance of an effective system that will maximize accessibility throughout the Village and reduce the potential for conflicts between the need to provide for the movement of people and goods and the effect of transportation facilities on adjacent land uses. To this end Council will consult with the Ministry of Transportation, the County of Victoria and the Trent Severn Waterway to ensure the orderly development of the area and the integration of transportation facilities.

The Transportation Policies address the existing and proposed road network. In addition, the anticipated requirements of the Village with respect to public and private parking and pedestrian and bicycle paths have also been considered in the development of an integrated transportation and circulation system. The general policies to be considered in the development and maintenance of the transportation system serving the community are set forth in the following sections.

4.2 Road Network

4.2.1 General Principles

The road network is designed to facilitate the efficient and safe movement of both people and goods to and from the various land uses within the Municipality and to provide for the movement of through traffic. Accordingly, the road network is classified by function to facilitate the planning and implementation of road improvements and maintenance.

The road alignments delineated on Schedule "B", the Road Network Plan, generally follow the existing rights-of-way. The location of the alignments of proposed roads is approximate and subject to detailed engineering design studies.

4.2.2 Functional Classification

It is the policy of this Plan that the roads within the Village of Fenelon Falls be classified according to their predominant function. The functional classifications are described as follows:

i. Arterial Roads

Arterial Roads are existing or proposed roads of two or four traffic lanes which are intended to function as strategic links in the overall road network. Arterial roads are to be designed to facilitate the movement of relatively high volumes of local and through traffic at moderate operating speeds. Access to abutting properties should be limited, wherever practical and feasible. The design right-of-way width will normally vary from 26 metres to 36 metres.

ii. Collector Roads

Collector Roads are existing or proposed roads of two traffic lanes which are primarily intended to function as connecting road links between arterial and local roads. Generally, the collector roads are to be designed to carry reduced traffic volumes relative to arterial roads and may also provide direct access to abutting properties. The design right-of-way width may vary from 20 to 30 metres.

#### 4.2.2 Functional Classification (cont'd.)

##### iii. Local Roads

Local Roads are existing or proposed roads of two traffic lanes which provide access to abutting properties and which are designed to facilitate predominantly local traffic movements at low operating speeds. The design right-of-way width is 20 metres.

#### 4.2.3 Policies

- a. Council will integrate the planning of the road network under its jurisdiction with the existing and proposed network of roads under the jurisdiction of the Province of Ontario, the County of Victoria and, as may be necessary, the adjoining municipalities.

In this regard, Council will consult with the Ministry of Transportation and Communications, the County of Victoria and the adjoining municipalities in relation to the development and/or improvement of the system of arterial, collector and local roads in accordance with Schedule "B", the Road Network Plan.

- b. No new development and/or redevelopment shall be permitted unless such lands are accessible by means of an improved public road, maintained year round, which is of an acceptable standard of construction to accommodate the traffic to be generated by the new development and/or redevelopment.
- c. Council will require, as a condition of the approval of any new development or redevelopment, that sufficient lands are conveyed to the Municipality to provide for a road right-of-way width in accordance with the functional classification as set forth on Schedule "B" and the corresponding design right-of-way width set forth under Section 4.2.2 hereof.
- d. Where development has occurred adjacent a significant portion of the right-of-way of an arterial or collector road, and, it is not possible to achieve the design right-of-way width in accordance with the provisions of Section 4.2.2 hereof, Council may undertake further

studies as may be necessary to determine a practical and desirable right-of-way width for

#### 4.2.3 Policies (cont'd)

- such roads to serve anticipated traffic volumes. Regard shall be had for those measures which may be taken to minimize the negative impacts of any road widenings on adjacent lands.
- e. Collector Roads shall be designed and developed to provide for a degree of continuity in the movement of traffic throughout the community. Regard should be had for the nature of adjacent land uses, the relationship of the collector road relative to arterial and local roads, anticipated traffic volumes and the distribution of traffic so as to minimize the effect of such roads on adjacent residential uses.
  - f. Council in considering development or redevelopment proposals for residential purposes adjacent either existing or proposed arterial or collector roads shall require, as a condition of approval, appropriate setbacks, buffering, screening and landscaping so as to reduce the negative effects of such roads on adjacent residential development. Where feasible and desirable, reverse frontage lots for residential development shall be encouraged adjacent Arterial Roads.
  - g. It is the intention of this Plan, that as traffic conditions warrant, improvements in the form of jog eliminations, regulation of turning movements, proper signing, installation of traffic signals, marking of traffic lanes and channelization will be undertaken.
  - h. It shall be the policy of this Plan that Council will not assume or dedicate any roads which do not meet the minimum acceptable standards of the Ministry of Transportation and Communications or which are not eligible for subsidy.
  - i. Development adjacent Arterial, Collector and Local Roads shall have sufficient setback requirements established in order to afford a measure of compatibility for surrounding land uses. As may be necessary from time to time, Council will consult with the Ministry of Transportation and Communications and the County of Victoria in determining appropriate

setback requirements.

### 4.3 Parking Facilities

#### 4.3.1 General Principles

This Plan recognizes the importance of public and private parking facilities and further intends that adequate public and private parking be provided to serve the needs of the planning area and thereby, ensure the efficient movement of through traffic.

#### 4.3.2 Policies

- a. Council will require, as a condition of development or redevelopment, that adequate off-street parking and loading facilities be provided and further that ingress and egress to the areas will be limited in number and designed to acceptable standards for traffic safety. Council will further encourage the sharing of access points by similar adjoining land uses, where practicable, to minimize traffic hazards on Arterial or Collector Roads.
- b. Council will discourage, where appropriate, on-street parking on Arterial and Collector Roads to facilitate the efficient movement of traffic, and, shall encourage replacement of existing on-street parking with off-street parking areas.
- c. Where necessary and feasible, off-street parking, driveways and/or loading areas adjacent to residential uses will be suitably screened or buffered through the use of fences, berms or other appropriate landscape treatment. All parking areas shall be suitably surfaced and appropriately illuminated to facilitate and ensure the safety and convenience of pedestrian or vehicular access in accordance with the needs of the respective land use.
- d. Council, in conjunction with the merchants of the Main Central Area, shall maintain and enhance the supply of short term parking within the Main Central Area as changing conditions warrant. Such actions may include the rationalization and consolidation of public parking facilities and the elimination of public parking areas which do not effectively serve the needs of the central business district by reason of size, location and/or vehicular or pedestrian accessibility.

4.3.2 Policies (cont'd.)

- e. Council may, at its discretion, enter into an agreement with the owner or operator of a building within the Main Central Area to provide for the payment of cash-in-lieu of all or part of the zoning By-law requirements pertaining to the provision of off-street parking in accordance with Section 39 of The *Planning Act*, S.O., 1983, as amended, and Section 3.6.3 (i) of this Plan.
  
- f. Notwithstanding any other provision of this Plan to the contrary, where lands are vacant and may be advantageously utilized to provide off-street parking to overcome existing deficiencies, Council may authorize the temporary use of such lands to provide off-street parking pursuant to the provisions of Section 38 of The *Planning Act*, S.O, 1983, as amended. In authorizing the temporary use of lands for the provision of off-street parking, Council shall give consideration to the following matters, namely:
  - i. that the temporary use of vacant lands to provide off-street parking will not adversely affect adjacent Residential areas and will not create a hazard for either pedestrian or vehicular traffic;
  
  - ii. that the temporary parking areas are sited and designed to reflect the best interests of the area in which they are situated;
  
  - iii. that the temporary use of the lands to provide off-street parking will not exceed two years.

Notwithstanding the foregoing, Council may extend the temporary use of the lands for the purposes of an off-street parking area where Council is satisfied that the continuation of the use is reasonable.

#### 4.4 Pedestrian And Bicycle Circulation

##### 4.4.1 General Principles

It is the intent of this Plan to promote the development of a "link-node" pedestrian and bicycle circulation system which links various activity and open space nodes throughout the community.

##### 4.4.2 Policies

- a. Council will encourage the development of a "link-node" system which will connect major pedestrian destinations such as schools or other institutional or community facility uses, parks and commercial areas by a system of pedestrian paths, sidewalks and bicycle routes. Matters to be addressed will include the hierarchy of the various components and facilities to be provided and the benefit to be derived by the residents of the community.
- b. The Pedestrian and Bicycle Path network shall be designed and developed in such a manner as to provide for safe, and wherever practical and economically feasible, unobstructed pedestrian walkways and bicycle paths. Such facilities will be designed in a manner which minimizes the potential for conflict between other modes of transportation and the bicycle and pedestrian routes.
- c. Where possible, the pedestrian and bicycle path network will be integrated with natural amenities such as watercourses, public parkland and open space areas. At such time as an overall pedestrian and bicycle path network has been determined in accordance with the needs of the Municipality, this Plan shall be amended to incorporate a Schedule which outlines the conceptual framework of such a system. In the absence of such a plan, Council shall consider the need to acquire lands for such purposes in the assessment and approval of specific development or redevelopment proposals having regard for the intent of this Plan.
- d. It shall further be the policy of this Plan that the pedestrian and bicycle path network is considered to represent part of the transportation system and, wherever appropriate, such lands shall be dedicated as public rights-of-way. Council shall require the dedication of

lands to be developed as part of a pedestrian and bicycle path network.