

THE CORPORATION OF THE CITY OF PETERBOROUGH

BY-LAW NUMBER 02-159

BEING A BY-LAW TO ADOPT AMENDMENT NO. 120 TO THE OFFICIAL PLAN OF THE CITY OF PETERBOROUGH (TRANSPORTATION POLICIES)

THE CORPORATION OF THE CITY OF PETERBOROUGH BY THE COUNCIL THEREOF ENACTS AS FOLLOWS:

- 1. Section 2.1.6 is hereby deleted in its entirety and the following is substituted therefor:**

“2.1.6 The Land Use Plan and Transportation System shall be developed as complementary parts of the Official Plan to ensure efficient and practical accessibility throughout the City of Peterborough. The Transportation System shall be comprised of an internal network of streets, transit routes, bicycle routes and pedestrian corridors. Medium and High Capacity Arterial Streets of the internal system shall be logically linked to a Provincial and County external roadway system. Bicycle routes within the City shall be appropriately connected to the Trans Canada Trail and other trails developed to the City limits.”

- 2. Section 5 is hereby deleted in its entirety and the following is substituted therefor:**

“Section 5: Transportation

5.1 TRANSPORTATION GOALS

5.1.1 It is the Goal of Council to:

- i) encourage the use and development of all modes of transportation, considering such factors as land use, economics, growth and urban form, economic development, affordability and energy conservation to provide access to services and facilities within the City;
- ii) ensure that private and public transportation systems for all travel modes including parking will be provided, operated and managed in a complementary and supportive manner; and
- iii) implement a Transportation System that includes the management of transportation demand within the City, through the application of appropriate, selective Transportation Demand Management (TDM) measures in order to affect how, when and by what mode travel is conducted within the City.

5.2 TRANSPORTATION OBJECTIVES

5.2.1 The development of the City’s Transportation System shall be directed towards the following objectives:

- i) Consider short-term operations, together with action required to meet the long term need to move people and goods safely and efficiently within the City.

- ii) Plan for a more balanced Transportation System to accommodate increased use of public transit, cycling and pedestrian facilities;
- iii) Have regard for the overall Quality-of-Life of all City residents in the provision of transportation services and facilities.
- iv) Provide a transportation system with appropriate connections between City, regional and provincial transportation systems.

5.3 GENERAL POLICIES

5.3.1 The Transportation System is comprised of arterial streets, collector streets, bicycle routes and public transit. The planned location of arterial streets, collector streets and bicycle routes are shown on Schedules B and B(a). The locations of facilities and intersections illustrated on Schedule B and B(a) are approximate and as areas are developed, it may be necessary to alter their alignment or location. Such alterations shall not require an amendment to this plan provided that:

- i) the roadway classification is not altered;
- ii) the alteration is recommended as a result of a Secondary Land Use planning process, the approval of a draft plan of subdivision, or a Class Environmental Assessment process; and
- iii) the adjacent land use designations are not affected in any significant way as determined by Council.

The Roadway Network does not attempt to delineate future roadways within future secondary land use planning areas at the outer edge of the City. These Planning Areas will be the subject of detailed secondary plans, adopted as Official Plan amendments and Schedule B will be revised accordingly.

5.3.2 The primary function of public streets shall be for the movement of people and goods. The maintenance of an adequate width of right-of-way to accommodate all planned modes of transportation for a public street shall also consider the placement of utility and communication services in both aboveground and underground locations, as well as the placement of appropriate landscape/streetscape features, traffic management devices and informative signage.

5.3.3 Transportation infrastructure shall be designed and located to maximize safety and energy efficiency, and to minimize the impact on Natural Areas identified on Schedule C.

5.3.4 Full coordination shall be maintained with the Ministry of Transportation, the County, the railway companies, inter-city bus companies and other authorities, in order to provide a regional transportation system, adequate external roadway capacity, suitable access to and from the City, and to preserve and enhance the urban environment and functioning of the City.

5.3.5 In connection with any development of lands, the Transportation System shall provide collector and arterial streets to minimize impact on adjacent local streets and conflicts with other users, to control traffic flow with required traffic operations and management features, and to allow connections to the remainder of the major transportation system. The need for and description of these transportation impact, control and connection

features shall be determined in Traffic Impact Studies prepared at the request of, and to the satisfaction of the City.

5.4 ROADWAY NETWORK POLICIES

5.4.1 The roadway network within Peterborough is illustrated on Schedule B and shall be classified as follows:

- a) **Freeway** - to serve the free flow of large volumes of inter-urban, intra-urban and regional traffic through the City at high speeds and to interconnect with controlled access to the arterial street network. The ultimate development of a freeway can be expected to provide access only by separated grade crossings and will be constructed as a multi-lane divided highway.
- b) **High Capacity Arterial** – to serve intra-municipal and inter-regional traffic between major land use areas at medium speeds through the City, with controlled access primarily from arterial and collector streets except where existing land use development makes this impractical. The High Capacity Arterial can be expected to accommodate up to 800 vehicles per hour per lane with a potential cross-section of up to 6 travel lanes plus turning lanes and separated bikeways within a 30 to 36 m right-of-way. Land uses immediately adjacent to High Capacity Arterial roads will be predominantly non-residential.
- c) **Medium Capacity Arterial** – to serve intra-municipal and inter-regional traffic between major land use areas at medium speeds through the City, with controlled access primarily from collector streets except where existing land use development makes this impractical. Medium Capacity Arterials can be expected to accommodate up to 700 vehicles per hour per lane with a potential cross-section of up to 4 travel lanes plus turning lanes and on-street bike lanes in a 26 to 30 m right-of-way. Typically mixed land use would be located along Medium Capacity Arterials.
- d) **Low Capacity Arterial** – to serve intra-municipal and inter-regional traffic at medium speeds through the City, with controlled access except where existing land use development makes this impractical. Low Capacity Arterials can be expected to accommodate up to 600 vehicles per hour per lane with a potential cross-section of up to 4 travel lanes plus turning lanes, in a 26 to 30 m right-of-way. Low Capacity Arterials may accommodate some on-street parking and or on-street bike lanes along routes with some residential land use.
- e) **High Capacity Collector** –to serve intra-municipal traffic for medium distances between arterials and local streets, with access to adjacent property. High Capacity Collectors can be expected to accommodate up to 500 vehicles per hour per lane with a potential cross-section of up to 4 travel lanes in a 23 to 26 m right of way. Adjacent land use may be low to medium density residential. Private Driveways and on-street parking and bikeways may be expected along such streets.
- f) **Low Capacity Collector** – to serve intra-neighborhood traffic for short distances between arterial and local streets, with access to adjacent properties. Low Capacity Collectors can be expected to accommodate a capacity of up to 400 vehicles per hour per lane with a potential cross-section of up to 2 travel lanes in a 20 to 23 m

right-of-way. Low Capacity Collectors pass through primarily low-density residential areas with fronting properties, driveways, on-street parking and possible on-street bikeways.

- g) **Local Streets** – to serve traffic from abutting properties to collector streets within a right-of-way of 18.5 to 20 m. On-street parking may be expected and through traffic is usually discouraged. On-street bikeways may be established to ensure a continuous, logical link in the network.

The preceding roadway classifications describe maximum roadway capacities and base widths for the road right-of-way that may be expected. Table 2 provides a more specific description of the width of right-of-ways required by the City to implement the Transportation Plan. Proposed development adjacent to all roadways will be subject to the policies of Section 5.4.

- 5.4.2 Where a property is the subject of an application for planning approval, including site plan approval, and abuts a road right-of-way that does not meet the expected width as described in policy 5.4.1, it is intended as a condition of approval that the developer provide sufficient land, at no cost to the City to meet the width prescribed by Table 2.
- 5.4.3 Land for road widenings shall generally be taken equally from both sides of the road right-of-way unless topographic features or other unique conditions necessitate taking a larger widening or total widening on one side of an existing right-of-way. Additional land for widening roads to improve sight lines at intersections and provide grade separations may also be required. Generally the length of each side of the sight triangle abutting the road shall be 10 metres.
- 5.4.4 Where the approval is for a development that results in increased vehicular traffic which cannot be effectively or safely accommodated within the expected right-of-way, Council may require additional lands along the entire road frontage to provide for potential turning lanes and public transit, bicycle and pedestrian facilities.
- 5.4.5 For newly created arterial streets, direct access will normally be prohibited by the establishment of one foot reserves or designations by by-law as controlled access streets.
- 5.4.6 New direct access to arterial streets in developing areas will not be created for new residential development. Existing private access associated with redevelopment will be further regulated or eliminated where possible and a one-foot reserve may be taken to restrict access to the arterial street.
- 5.4.7 For arterial streets in established urbanized areas, development and redevelopment will consider the appropriateness of revising access to other streets, satisfactory spacing and design of access locations, and possible needs for widening as described under policy 5.3.2. New development or redevelopment that would require backing a motor vehicle onto High or Medium Capacity Arterial Streets will not be permitted.
- 5.4.8 The City's Transportation Plan indicates the need to protect long-term future roadway corridors in proximity to the City's boundaries to meet future needs for city's transportation and coordinated regional connectivity associated with growth beyond the population horizon of the Plan. The general location of Long Term Corridor Protection Areas is identified in the Plan as opportunities for maximum, long-term route planning. Final

alignments will be determined on the basis of corridor protection studies and Class Environmental Assessments.

- 5.4.9 To ensure that the City and area's long term transportation needs can be met, the City will cooperate with the County to protect these corridors through negotiation in the review of area plans, plans of subdivision and Official Plan and/or Zoning Bylaw amendments. Where the ultimate alignment and right-of-way of a long-term corridor has been determined, the required road allowance will be reserved either as part of, or independent from such planning approvals. Where such allowances have not been determined, proposals to develop land where an allowance may be required will be subject to a corridor study to determine which portion of the subject land should be reserved for the future road allowance.
- 5.4.10 Lands reserved for these long term roadway corridors, as identified in the Transportation Plan, may be protected by whatever means are available to the City and/or County by statute, as appropriate under the circumstances.
- 5.4.11 Proponents of development may be required to complete a Traffic Impact Study to support the feasibility of a proposal, and identify traffic management measures in accordance with established City procedures.
- 5.4.12 Traffic management strategies and techniques shall be considered where they would provide for the safe and efficient use of existing transportation facilities and minimize the potential impacts of non-local traffic movements on low density residential neighbourhoods. Such measures may include the diversion of non-local traffic to peripheral arterials, use of traffic calming deflections, control of on-street parking and inclusion of cycling and walking facilities within the road right-of-way.
- 5.4.13 The City will designate and manage truck routes to provide for safe and efficient truck movement through and within the City, considering access to industrial and commercial locations. This same approach to truck route management will be used by the City to discourage truck traffic on local and low capacity collector streets in predominantly residential areas.

5.5 PUBLIC TRANSIT POLICIES

- 5.5.1 The City shall continue to operate and improve a public transit system to provide adequate and equitable transportation to all residents, in direct response to the public's need for and use of the public transit system. Public transit is intended to provide an alternative to private automobile use in the City, and thereby relieve or delay some of the need for roadway system improvement and off-street parking demands.
- 5.5.2 The City will follow performance guidelines for scheduled fixed route and Dial-A-Bus transit service to provide access to these services within a maximum 500 metres walking distance over 95% of the City's developed urban area.
- 5.5.3 Council, through Peterborough Transit, will re-consider the continuation of any schedule fixed route service on any transit route proven to continually provide for less than 10 trips per revenue hour.
- 5.5.4 The City will require that development proposals be designed to facilitate for easy access to public transit by:

- a) ensuring that all new development forms and street patterns support the use of transit in accordance with established transit and transportation planning principles;
- b) requiring that collector and arterial street patterns support the extension of transit routes in areas of new development;
- c) requiring that sidewalks and other pedestrian facilities connect major traffic generators to public transit;
- d) ensuring that the design and maintenance of transit facilities take user comfort and safety into consideration;
- e) ensuring the appropriate design of streets to accommodate public transit use.

5.5.5 The City will work in association with local school boards to minimize any duplication of service between the boards and Peterborough Transit, and to determine where greater overall efficiencies can be achieved through coordination of services.

5.5.6 The City will continue to upgrade regular transit service to full accessibility, and maintain a parallel, specialized service for those persons unable to utilize the regular service.

5.6 BIKEWAY NETWORK POLICIES

5.6.1 The Bikeway Network illustrated on Schedule B(a) is comprised of a network of on and off-road routes for cycling and other forms of non-motorized vehicular movement that shall be provided as part of or separate from the streets to minimize conflict with motorized vehicles and pedestrians.

5.6.2 Council shall continue to provide for the development of Bikeways by:

- a) implementing Schedule B(a) Bikeway Network as per the recommendations of the Transportation Plan (Table 4.2);
- b) ensuring that all new development proposals and infrastructure works provide bikeways and support facilities, in accordance with Schedule B(a) and the Transportation Plan;
- c) maintaining the surface condition, including repair and clearing, markings and signage of on and off-road bikeways;
- d) ensuring that bikeway design and implementation is coordinated with pedestrian routes and open space systems as well as access to public transit;
- e) preparing and implementing a cycling master plan associated with Schedule B(a).

5.6.3 Proposed development or improvement to transportation facilities along routes designated as Bikeways on Schedule B(a) shall incorporate appropriate design measures to improve conditions for accommodating non motorized forms of travel. Specifics of such designs will be required to be included as part of Class Environmental Assessments, site plans or development agreements involving properties along such routes.

- 5.6.4 Wherever possible, bicycle and pedestrian networks will be separated from each other, physically and/or through use of surface markings and signage, to avoid potential conflicts.
- 5.6.5 Council shall provide bicycle parking facilities at all municipally owned and operated facilities to promote the use of bicycles as an alternative to motor vehicles. Site Plan approval will require consideration of bicycle parking facilities for all new development.

5.7 PEDESTRIAN NETWORK POLICIES

- 5.7.1 A network of trails and sidewalks for pedestrians shall be provided as part of or separate from the streets to minimize conflict with motorized or non-motorized vehicles.
- 5.7.2 Sidewalks shall be required in all new residential subdivisions as follows:
- a) on both sides of Arterial and Collector streets;
 - b) on both sides of all Local streets, including cul-de-sacs with 30 or more residential units, and any cul-de-sac having a through pedestrian connection.

Where Council determines that physical or practical circumstances would prohibit or not warrant a sidewalk connection, such facilities may not be required to be constructed.

- 5.7.3 Off-road pedestrian trails will be constructed to link major open space areas and may be extended through them to improve public accessibility and mobility in areas of new development.
- 5.7.4 The requirements of pedestrians with special needs shall be incorporated into the design or re-design of all sidewalks and considered in the design of off-road trails in the City, including geometric standards, placement of furniture and landscaping, use of curb cuts and ramps, drainage and route signage.

5.8 RAILWAYS

- 5.8.1 Council shall encourage and support measures that will enhance the level of passenger rail service available to City residents, including commuter rail service.
- 5.8.2 Council shall monitor and cooperate with railway companies to identify portions of railway lands that may be practical opportunities for transportation facilities. Council shall be open to considering opportunities to share such lands and should such land become surplus to the railway company needs, consider the acquisition of such lines or lands for the City's possible use for transportation, utility, environmental, recreational or cultural purposes.

5.9 AIR TRANSPORTATION

- 5.9.1 Air Transportation for the City and for the region is focused at Peterborough Municipal Airport which is outside the City. The airport will be developed to serve the City and the regional area. Regulations will be developed in cooperation with adjacent municipalities to ensure that expansion of the airport is not unduly restricted, while minimizing the impact of the airport on adjacent land use development.
- 5.9.2 The City and County will ensure that streets and roads provide required groundside access to and from the Airport, and links where appropriate to other area transportation services.

5.10 NAVIGABLE WATERWAYS

- 5.10.1 The navigable waterway comprises the Trent Canal and navigable portions of the Otonabee River. Maximum effort shall be made to minimize interruptions to other modes of traffic by traffic on the navigable waterway.
- 5.10.2 The City will work with the Trent-Severn Waterway in planning for the development of recreational trails along portions of the Canal System's shorelands as shown on Schedule B(a).

5.11 PARKING

- 5.11.1 Adequate and accessible off-street parking and loading areas shall be provided for all permitted uses.
- 5.11.2 Council may enter into and undertake a system of off-street parking in defined parts of the City to facilitate the provision of adequate off-street parking with attendant deficits in operations assessed against the benefiting areas.
- 5.11.3 Parking on public streets may be permitted as regulated by Council. In some locations, Council may decide to restrict or remove parking on sections of public streets or to facilitate the intention of policies under sections 5.4 and 5.6.
- 5.11.4 Exemptions may be granted from all or part of the off-street parking required by a proposed development in the Central Area of the City in exchange for the payment of cash-in-lieu of parking.

5.12 TRANSPORTATION PLAN

- 5.12.1 Level-Of-Service "D" will be used as the maximum PM Peak Hour Level-Of-Service in planning Arterial and Collector streets in the City.
- 5.12.2 The City will conduct a periodic review of its Transportation Plan, no more than every five years, to assess the need for plan amendment."

3. **Table 2 attached hereto as Exhibit A to this by-law and entitled Table 2 is hereby adopted as Table 2 to the Official Plan.**
4. **Schedule B to the Official Plan is hereby amended in accordance with the map attached hereto as Schedule B.**
5. **Schedule B(a) to the Official Plan is hereby amended in accordance with the map attached hereto as Schedule C.**

By-law read a first and second time this 18th day of November, 2002

Sylvia Sutherland, Mayor

Nancy Wright-Laking, City Clerk

By-law read a third time and finally passed this 9th day of December, 2002.

Sylvia Sutherland, Mayor

Nancy Wright-Laking, City Clerk

TABLE 2: Road Allowance Widths









Street Name	Width of R.O.W. (metres)	Street Name	Width of R.O.W. (metres)
Albert St.	20	Erskine Ave	26
Armour Rd. Maria-Whitaker	26	Fairmount Blvd.	23
Armour Rd. Whitaker to Nassau Mills	30	Foresthill Blvd.	23
Ashburnham Dr.	30	Fairbairn St.	26
Aylmer St .	20	Franklin St.	20
Barnardo Ave N. Water to Wolsely	20	George St. Lansdowne to Sherbrooke	26
Barnardo Ave N. Wolsely to Hilliard	26	George St. Sherbrooke to Hilliard	20
Bensfort Rd.	30	Goodfellow Rd	23
Braidwood Ave.	20	Harper Rd.	23
Brealey Dr.	30	Hawley St.	20
Cameron St.	20	High St.	20
Carnegie Ave.	30	High St / Borden Ave.	26
Chamberlain St.	20	Highland Rd.	20
Charlotte St. Monaghan to Water	20	Hilliard St Water to George	20
Charlotte St. Monaghan to Weller	26	Hilliard St George to Dumble	26
Chemong Rd. Parkhill to Highland	26	Hilliard St Dumble to City Limits	26
Chemong Rd. Highland to City Limits	30	Hunter St. Reid to Burnham	20
Clonsilla Ave. Charlotte to Parkway	26	Hunter St Burnham to Armour	23
Clonsilla Ave Parkway to Lansdowne	30	Hunter St Armour to Ashburnham	26
Crawford Dr. Monaghan to CNR	26	Johnston Dr.	30
Crawford Dr. CNR to The Queensway	30	Lansdowne St	36
Cumberland Ave. Hilliard to The Parkway	26	Lock St	20
Cumberland Ave Parkway to Water St.	30	Maniece Ave.	26
Duro St	20	Maria St Burnham to Ashburnham	26
Dumble Ave.	20	McDonnel St	20
McClennen St.	20	River Road South	26
McFarlane Ave.	23	Rogers St.	20
McFarlane St.	20	Romaine St.	20
McKellar St	20	Rubidge St.	20
Monaghan Rd.	26	Sherbrooke St. Water to Monaghan	20
Nassau Mills Rd University to Pioneer	30	Sherbrooke St Monaghan to Clonsilla	26
Neal Dr.	26	Sherbrooke St Clonsilla to West City Limits	30

TABLE 2: Road Allowance Widths (Continued)

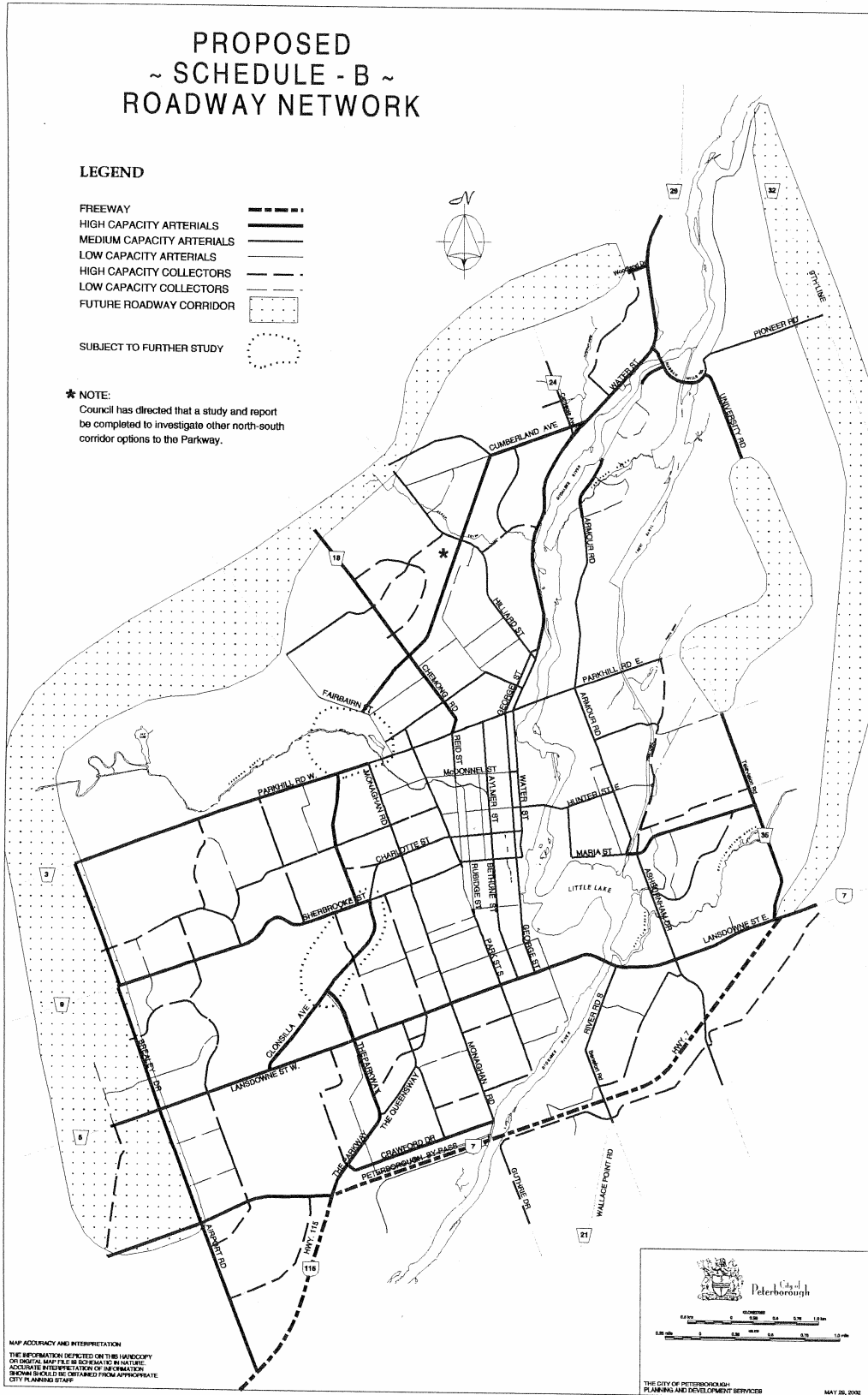
Otonabee Dr.	26	Spillsbury Dr	26
Park St. Lansdowne to Rink	26	Sunset Blvd.	20
Park St. Sherbrooke to Lansdowne	20	Television Rd.	30
Parkhill Rd. Monaghan to Trent Canal	26	Towerhill Rd. West of Chemong Rd	30
Parkhill Rd. Trent Canal to East Limits	30	Towerhill Rd. Chemong to Hilliard	26
Parkhill Rd Monaghan to West Limits	30	Wallis Dr.	26
The Parkway Clonsilla to the By-Pass	36	Water St Sherbrooke to George	20
The Queensway	30	Water St. George St to City Limits	30
Reid St. Rink to Rubidge	20	Weller St Park to Parkway	20
Reid St Rubidge to Chemong	26	Weller Parkway to Fair Ave	26
Rink St	20	Wolsely St	26

PROPOSED ~ SCHEDULE - B ~ ROADWAY NETWORK


LEGEND

- FREEWAY 
- HIGH CAPACITY ARTERIALS 
- MEDIUM CAPACITY ARTERIALS 
- LOW CAPACITY ARTERIALS 
- HIGH CAPACITY COLLECTORS 
- LOW CAPACITY COLLECTORS 
- FUTURE ROADWAY CORRIDOR 
- SUBJECT TO FURTHER STUDY 

*** NOTE:**
Council has directed that a study and report be completed to investigate other north-south corridor options to the Parkway.



MAP ACCURACY AND INTERPRETATION
THE INFORMATION SHOWN ON THIS HARD COPY OR DIGITAL MAP FILE IS BELIEVED TO BE TRUE. ACCURATE INTERPRETATION OF INFORMATION SHOWN SHOULD BE OBTAINED FROM APPROPRIATE CITY PLANNING STAFF.




 **City of Peterborough**

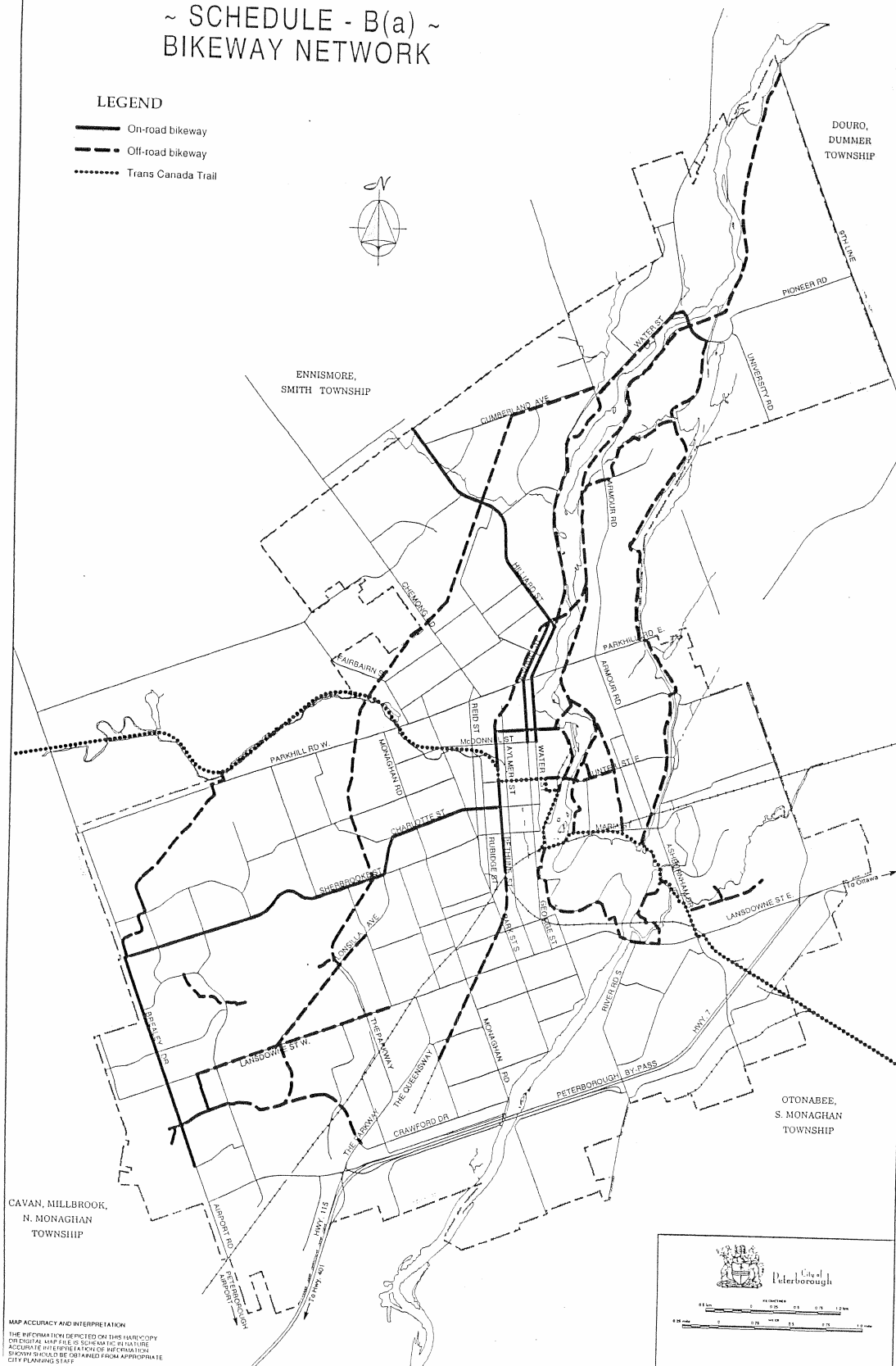
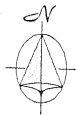
0 0.2 0.4 0.6 0.8 1.0 km
0 0.2 0.4 0.6 0.8 1.0 mi

THE CITY OF PETERBOROUGH
PLANNING AND DEVELOPMENT SERVICES MAY 26, 2002

PROPOSED ~ SCHEDULE - B(a) ~ BIKEWAY NETWORK

LEGEND

-  On-road bikeway
-  Off-road bikeway
-  Trans Canada Trail




CAVAN, MILLBROOK,
N. MONAGHAN
TOWNSHIP

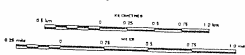
DOURO,
DUMMER
TOWNSHIP

OTONABEE,
S. MONAGHAN
TOWNSHIP

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City of Peterborough



THE CITY OF PETERBOROUGH
PLANNING AND DEVELOPMENT SERVICES

May 2002