
SECTION 8 - TRANSPORTATION, SERVICING & UTILITIES

8.1 Transportation

8.1.1 Goals

8.1.1.1 To provide a safe, convenient and efficient transportation system for the benefit of all resident groups and businesses in the Municipality.

8.1.1.2 To promote a system which is responsive to environmental and aesthetic principles.

8.1.1.3 To provide a high level of road network capacity and transit that operates efficiently without substantial delay.

8.1.2 Objectives

8.1.2.1 To ensure that the transportation system is compatible with, and provides convenient access for, all land uses.

8.1.2.2 To ensure that the transportation system emphasizes all transportation modes including public transit, non-motorized and pedestrian movement.

8.1.2.3 To ensure the efficient development of the transportation system minimizing social, and environmental impacts and economic costs.

8.1.2.4 To ensure that vehicular transit, pedestrian access and parking are provided for the handicapped.

8.1.2.5 To ensure that the transportation system is co-ordinated regionally with other external jurisdictions.

8.1.2.6 To ensure Whitby's transit system will effectively and efficiently serve the Municipality's urban residential, business employment areas, and major recreational facilities.

8.1.2.7 To encourage the use of transit to reduce traffic and parking demands, traffic congestion and air pollution particularly through the promotion of transit-supportive land use planning and design principles in development.

8.1.3 Policies**8.1.3.1 Roads**

- 8.1.3.1.1 The major road hierarchy, range of right-of-way widths and symbols are shown on Schedule "D". Major road alignments are approximate, and their final alignments and related construction shall follow further study. Road links shown on Schedule "D" as requiring special study are identified because the feasibility of such links is unknown due to significant environmental constraints. Local roads are shown for information purposes only.
- 8.1.3.1.2 Roads in the Municipality shall be classified and maintained on the basis of their function and design as controlled access roads, arterial roads, collector roads and local roads. The right-of-way requirements shall be established through the undertaking of functional design studies satisfying the requirements of the Municipality.
- 8.1.3.1.3 It is the Council's policy to encourage through traffic on Provincial and Regional Roads, so that traffic on local municipal roads is kept to a minimum.
- 8.1.3.1.4 There shall be close coordination between the Municipality and all other jurisdictional levels regarding the planning of roads and facilities within the Municipality which are not under the Municipality's jurisdiction. In addition, there shall be coordination of network development between municipalities adjacent to Whitby's boundaries.
- 8.1.3.1.5 The Municipality shall encourage studies to be undertaken by the Ministry of Transportation to examine the feasibility of by-passing Highway 12 around Brooklin, Myrtle and Myrtle Station.
- 8.1.3.1.6 Reserved bus lanes and High Occupancy Vehicle lanes may be implemented to reduce transit travel and improve the convenience of transit services, subject to the consideration of the reduction in road capacity available to other vehicles, and the need to widen the road.
- 8.1.3.1.7 The Municipality will encourage a more grid-oriented street network in the planning of new development areas in order to distribute vehicular traffic more evenly, and provide for more accessible and efficient transit services.
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8.1.3.2 Controlled Access Roads

8.1.3.2.1* Controlled access roads including the Highway No. 401, the proposed Highway No. 407 and the proposed north-south Highway Nos. 401 and 407 interconnecting freeway link are intended to accommodate large volumes of inter-regional and regional traffic.

Any change to the alignment of the Highways and any associated transit facility that is in keeping with the goals and intent of this plan shall not require an amendment to this Plan.

8.1.3.2.2* It is recognized that the Ministry of Transportation has initiated a route location study as required under the Environmental Assessment Act to determine the alignment of a north/south freeway link between Highway 401 and 407 within a corridor generally between urban Whitby and urban Ajax. The technically-preferred route alternative for the freeway link has been determined by the Ministry of Transportation and is shown on Map A4 of the Durham Regional Official Plan. The final alignment for the freeway link will be determined following completion of the required route planning and preliminary design studies pursuant to the Environmental Assessment Act. It is recognized that the Minister has deferred the West Whitby urban expansion area and the freeway connection on Map A4 of the Durham Regional Official Plan pending completion of the environmental assessment process. It is the intent of this Plan that the West Whitby urban expansion area, as shown in the Regional Plan, be designated Future Urban Development Area as outlined on Schedules "A" and "E", pending the completion of the same above-noted studies.

8.1.3.2.3 Development adjacent to controlled access roads shall be guided by the requirements of the Ministry of Transportation and the Ministry of Environment and Energy and any necessary mitigation measures provided.

8.1.3.3 Arterial Roads

The requirements for Types A, B, and C arterial roads are listed in subsection a) and b) below, and variations shall only be considered subject to site specific conditions, land use, and accepted traffic engineering principles such as signal progression, operating speed, sight distance, safety and terrain considerations.

a) Types A, B, and C arterial roads are shown on Schedule "D" and are described as follows:

(i) Type A arterial roads are designed to accommodate the movement of large volumes of traffic at moderate to high speeds over relatively long distances. Such roads provide the highest level of service relative to other types of arterial roads and generally extend beyond the Regional boundaries. These roads generally intersect only with freeways and other arterial roads;

* Deferred by the Region of Durham for further consideration (D6)

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- (ii) Type B arterial roads are designed to move moderate volumes of traffic at moderate speeds from one part of the Region to another. Such roads provide an average level of service relative to other types of arterial roads and occasionally extend beyond the Municipal boundaries. These roads generally intersect with other arterial and collector roads; and
- (iii) Type C arterial roads are designed to move lower volumes of traffic at slower speeds over relatively short distances. When considering local road intersection and private access, the needs of abutting land uses will be given paramount consideration subject to site specific conditions and accepted traffic engineering principles. Accesses and intersections should not impact efficient transit operation.
- b) In maintaining the traffic carrying function of arterial roads, the following policies shall apply:
- i) Appropriate rights-of-way shall be provided which will facilitate the provision of public transit;
 - ii) The provision of bicycle lanes in the right-of-way shall be encouraged;
 - iii) Appropriate rights-of-way shall be provided for full channelization of arterial intersections;
 - iv) Frontage, land use, entrances, exits and curb use shall be controlled;
 - v) Where alternative access cannot be provided by another road, low density residential uses may directly access a Type C arterial road subject to driveway consolidation or "turn-arounds" being incorporated on the lot;
 - vi) Private access to arterial roads shall be permitted on a limited basis in accordance with the provisions specified below and shall be subject to the approval of the authority having jurisdiction:

<u>Arterial</u>	<u>Urban Areas</u>
Type A	A minimum of 200 metres apart.
Type B	A minimum of 80 metres apart.
Type C	Commercial and employment areas one access every 30 metres.

Residential land uses limited to large lot singles, controlled access residential blocks and front yard lane concepts.
 - vii) Access to Type C arterial roads, in areas designated on the Land Use Schedule "A" as Agriculture and Major Open Space, shall be the same as for collector roads;
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viii) The right-of-way width for arterial roads shall be:

Type A Arterial	-	36-50 metres
Type B Arterial	-	30-36 metres
Type C Arterial	-	26-30 metres.

ix) The right-of-way widths, speeds and access spacing requirements of Sections 16.3.13 of the Durham Regional Official Plan shall generally apply to the arterial roads shown on Schedule "D". However, if the intent of this Plan is adhered to, and following adequate study to the effect that such provisions are impractical and cannot be implemented precisely, the authority having jurisdiction on such roads may deviate from these provisions without the need for an amendment to this Plan. In addition, these requirements shall not apply to arterial roads within Central Areas and Hamlets.

x) Notwithstanding any other provisions in this Plan to the contrary, the right-of-way, access and speed requirements for Type B and Type C arterials shall not apply to roads through Central Areas. In this case the following right-of-way requirements shall be implemented:

- Brock Street between Mary Street and Ontario Street - 20 to 26 metres;
- Brock Street between Ontario Street and Consumers Drive - 26 to 30 metres;
- Brock Street between Mary Street and the CPR underpass - 26 to 30 metres;
- Dundas Street between Byron Street and Athol Street - 20 to 26 metres;
- Dundas Street between Byron Street and Euclid Street - 26 to 30 metres;
- Dundas Street between Athol Street and Hickory Street - 26 to 30 metres; and
- Baldwin Street between Cassels Road and the Lynde Creek - 20 to 26 metres.

8.1.3.4 Collector Roads

8.1.3.4.1 Collector roads shall be designed primarily to facilitate traffic movements within and between Residential Community Areas and Central Areas, and between these areas and the overall arterial and regional highway system.

8.1.3.4.2 The following policies shall apply to collector roads:

- a) collector roads shall be reasonably continuous, however, continuity over long distances should be avoided to discourage through traffic;
- b) collector roads shall be designed so as to be easily distinguished from arterial and local roads utilizing such devices including entrance widths, pavement widths and boulevard design;

- c) access to a collector road shall be from either a Type B or Type C arterial road, a collector road, a local road and an adjoining land use where detailed design considerations permit; and
- d) the right-of-way width for a collector road shall be 20 to 26 metres. Variations to this width may be considered by the Municipality on a specific merits basis.

8.1.3.5 Local Roads

8.1.3.5.1 Local roads shall be designed to allow access to abutting properties and to allow for a certain amount of non-motorized street movement.

8.1.3.5.2 The following policies shall apply to local roads:

- a) local roads shall be designed so as to easily be distinguished from collector roads utilizing such devices including entrance widths, pavement widths and boulevard design;
- b) the right-of-way width for local roads shall generally be 20 metres. Deviations to the standard design criteria for roads under the jurisdiction of the Municipality may be permitted to accommodate alternative design concepts approved by the Municipality;
- c) where local streets are parallel and adjacent to an arterial road, the minimum width may be reduced to 15 metres; and
- d) existing local roads less than the required right-of-way standard may be permitted to maintain their existing widths subject to local considerations.

8.1.3.6 Parking

8.1.3.6.1 Municipal and commercial parking facilities shall be located so as to minimize conflict with adjacent land use and adjacent street movement and to provide parking for the handicapped.

8.1.3.6.2 The Municipality will endeavour to facilitate the provision of off-street parking in the Brooklin and Downtown Major Central Areas, and for major parks and community use facilities, in particular.

8.1.3.7 Pedestrian and Non-motorized Movement

8.1.3.7.1 In all new development and redevelopment, appropriate provisions shall be made for pedestrian and other non-motorized forms of movement.

8.1.3.7.2 Consideration shall be given to pedestrians and bicycle routes including the Waterfront Trail, which link open space/park areas to areas of significance within the Municipality in a convenient and safe manner. Council shall encourage through redevelopment/development applications provisions for bicycle and pedestrian routes.

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- 8.1.3.7.3 Where bicycle movement is encouraged on major arterial roads, provision shall be made to accommodate a bicycle lane in the road allowance.
- 8.1.3.7.4 Where pedestrian movement is required adjacent to roads, boulevards shall separate pedestrians from vehicles, where possible.
- 8.1.3.7.5 Council shall encourage bicycle and pedestrian routes linking major open space and park systems which provide access to major activity and employment centres.
- 8.1.3.7.6 Council shall encourage the use of utility corridors and easements and abandoned railway corridors to establish bicycle and pedestrian routes within the Municipality. Council shall encourage the use of private lands where desirable in conjunction with public lands for the use of bicycle and pedestrian routes by means of easements and rights of ways.
- 8.1.3.7.7 Council shall require through new development or redevelopment the provision of pedestrian linkages above ground or at-grade to provide access to transit facilities or other significant activity areas.
- 8.1.3.7.8 Council shall also require proponents of new development or redevelopment to undertake measures which would improve bicycle and/or pedestrian safety.
- 8.1.3.7.9 When considering the construction or reconstruction of roads and bridges or their structures, design shall accommodate where possible, existing or potential bicycle and/or pedestrian routes in order to improve the continuity and safety of such routes.
- 8.1.3.7.10 Wherever possible in the design of bicycle and/or pedestrian facilities, Council shall encourage and support measures which will improve their accessibility for handicapped.
- 8.1.3.8 Public Transit**
- 8.1.3.8.1 Public transit shall include local transit, public inter municipal bus service, and rail commuter services.
- 8.1.3.8.2 Council shall support increased service co-ordination and integration, including fare integration between local transit and other transit operations.
- 8.1.3.8.3 Council shall undertake to review its transit systems and levels of service as required with the intent of determining future needs.
- 8.1.3.8.4 It is Council's policy to facilitate the provision of public transit by providing the appropriate road rights-of-way widths within urban and rural areas, including the transit corridor in the Highway 407 right-of-way.
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- 8.1.3.8.5 Major development applications and plans of subdivision shall be reviewed and assessed to incorporate the needs of the public transit service within the public street system to assist in the creation of a transit supportive urban area.
- 8.1.3.8.6 Roads needed to serve as transit routes will be given consideration in the initial stages of development to encourage transit use at an early stage, subject to operation and financial feasibility.
- 8.1.3.8.7 As a target, a network of transit routes in urban areas shall be developed to ensure that patrons generally have a maximum walking distance of 400 metres to transit.
- 8.1.3.9 Railways**
- 8.1.3.9.1 It is the intention of Council to minimize and alleviate, wherever possible, the conflicts of the rail system with adjacent land uses and with the road system. Therefore the Town will:
- a) seek to eliminate all railway at-grade crossings as indicated on Schedule "D" on a priority basis using criteria including frequency of rail traffic, road traffic, road blockage and accidents; and
 - b) require that landscaping, fencing and other noise buffers, and safety and mitigation measures of a standard to meet the Ministry of Environment and Energy's and the railway's criteria for separating any railway right-of-way from adjacent urban land uses are provided by any proposed development adjacent to the railways.
- 8.1.3.9.2 All proposed development within 75 metres of a railway right-of-way may be required to undertake vibration studies, to the satisfaction of the Ministry of the Environment and Energy in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse effects from vibration that are identified.
- 8.1.3.10 Oshawa Airport**
- 8.1.3.10.1 All buildings and accessory structures shall comply with Transport Canada's "Oshawa Airport Zoning Regulations" as amended from time to time, which controls the heights of building and structures and prohibits the disposal of waste material which may attract birds on lands surrounding the airport.
- 8.1.3.10.2 Development or redevelopment of lands within the vicinity of the Oshawa Municipal Airport shall comply with the following:
- a) the provisions of the Noise Exposure Projection (N.E.P.), as prepared by Transport Canada and any publication on land use policy near airports;
 - b) the height provisions of the Federal Aeronautics Act; and
 - c) any other applicable Provincial or Federal policies, guidelines, or regulations.
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8.1.3.10.3 Prior to approving residential development or redevelopment in areas that have a N.E.P. value of 28-35, the Municipality shall require the proponent of such development to undertake to the satisfaction of Council the following:

- a) the submission of a detailed noise analysis prepared by a qualified expert outlining the required noise insulation features in the design of buildings;
- b) the provision of appropriate noise insulation features in the construction of buildings in accordance with Provincial and Federal standards; and
- c) inform prospective tenants or purchasers of residential units that aircraft noise may interfere with certain activities. Such a warning provision shall be included in any Subdivision.

Agreement wherein all Subdividers and future vendors shall be required to advise prospective purchases of this warning clause in any agreement of purchase and sale.

8.1.3.10.4 New residential development or redevelopment shall not be permitted in areas that have a N.E.P. value greater than 35.

8.1.3.11 Implementation

8.1.3.11.1 The transportation system shall be implemented in conjunction with the overall staging program for future development of the Municipality and when traffic volume warrants.

8.1.3.11.2 Secondary Plans or special development projects shall include design improvements to existing roads and intersections, as required.

8.1.3.11.3 Civic and urban design criteria for roads within the Municipality's jurisdiction shall be prepared for Council's approval by the Planning and Public Works Department to assist in implementing the future roads policy, as updated from time to time.

8.2 Services and Utilities

8.2.1 Development Policies

8.2.1.1 Development of all lands within the urban areas will be on the basis of full municipal services and utilities.

8.2.1.2 In general, it will be the policy of the Municipality that the cost of providing services to facilitate new development shall be borne by the private sector. The provisions of the Local Improvement Act may be utilized where it is deemed in the best interest of the Municipality and the Region of Durham. The cost of development shall be assessed under the Development Charges Act and through servicing agreements with the Municipality and the Region of Durham for the respective services under their jurisdiction.

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- 8.2.1.3 The Municipality shall be guided by the policies of the Durham Regional Official Plan, Section 5 and other by-laws or policies as approved by the Durham Regional Council with respect to water supply and sanitary sewerage facilities.
- 8.2.1.4 The Municipality will also cooperate with the adjoining municipalities and utility authorities in the provision of sanitary and storm sewer, storm water management facilities, water supply services and utility facilities.
- 8.2.1.5 The Municipality shall ensure, with the Region of Durham, that all servicing proposals comply with the appropriate section of the Environmental Assessment Act.
- 8.2.1.6 Environmental management and mitigation measures are a paramount consideration to the Municipality with all servicing and utility development.
- 8.2.2 Utilities**
- 8.2.2.1 Major utility facilities and corridors are indicated on Schedule "A" - Land Use, and shall be used for water supply plants, water pollution control plants, electric power facilities and corridors, pipeline corridors, telephone and gas facilities.
- 8.2.2.2 Utilities such as electrical transformer stations and telephone exchanges serving their immediate surroundings, water wells, water storage facilities, water supply and sanitary sewage pumping stations operated by public agencies, pipeline and transmission rights-of-ways may be allowed in any land use designation, subject to any regulatory requirements for the utility involved.
- 8.2.2.3 Municipal works depots, firehalls, and police stations, may be allowed in any land use designation in accordance with applicable policies in the Durham Regional Official Plan, subject to any regulatory requirements and provided that they are compatible with their surroundings and are recognized in the Zoning By-law.
- 8.2.2.4 It shall be a continuing policy of the Municipality to encourage electrical, telephone and similar utility cables to be placed underground at the time of installation in new developments, and where feasible the same policy shall apply in the case of redevelopment when major road or storm drainage works are undertaken.
- 8.2.2.5 All Official Plan, Zoning and Subdivision applications within 120 metres of utility easements, rights-of-way, and corridors, as indicated on Schedule "A" - Land Use, shall be subject to review by the respective utility companies and agencies to determine the degree of impact that the proposal may have on the corridors, and any alterations to the proposal which may be needed to mitigate or eliminate negative impacts.
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- 8.2.2.6 Generally, road crossings of pipeline easements and hydro rights-of-way should be discouraged. All permanent structures or excavations should generally be set back at least 10 metres from the pipeline easement to prevent encroachment of incompatible uses. The Municipality shall be consulted on the location of any new electric power facilities and pipelines.
- 8.2.2.7 The Municipality shall encourage the future locations of electric power, oil, gas, communication and other transmission lines and facilities so as to minimize the adverse impacts of these facilities on nearby communities, and adjacent land uses including agricultural uses, cultural heritage sites and environmentally sensitive areas.
- 8.2.2.8 Utility and hydro corridors should be utilized where appropriate as open space linkages between communities/neighbourhoods and major park areas. Proposed walkways, bicycle paths, berms, landscaping and recreation facilities shall be subject to the approval of the authority having jurisdiction.
- 8.2.2.9 Development or redevelopment abutting major utility facilities such as sewage treatment and water supply plants shall be in accordance with the environmental policies of the Ministry of the Environment and Energy and in consultation with the Region of Durham.

8.2.3 Storm Water Management

- 8.2.3.1 Appropriate storm water management techniques and practices will be incorporated at the initial stage of all new development, and where possible, redevelopment in the Municipality. In particular, consideration should be given to Section 5.3.10 of this Plan, and the following:
- a) the need to minimize increased levels of storm water runoff;
 - b) the maintenance, and improvement where possible, of water quality and base flow (i.e. keep amount and nature of waterways at existing level or improve);
 - c) the need to avoid piping or channelization of watercourses wherever possible;
 - d) the need to minimize erosion, sedimentation and flooding; and
 - e) the protection of environmentally sensitive areas.
- 8.2.3.2 The Municipality, in consultation with the Ministry of Natural Resources and the Central Lake Ontario Conservation Authority, shall adopt general storm water management policies and design criteria. In addition, the Municipality will support the preparation of Water Resource Management Strategies, including integrated Watershed, Sub-watershed and Master Drainage Plans for its designated urban areas that:
- a) establish the existing conditions of the watersheds;
 - b) identify physical and economic constraints;
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- c) evaluate storm water management options; and
- d) recommend specific storm water management measures.

8.2.3.3 Upon completion of watershed plans, the Municipality will review the recommendations of such plans to determine the need to amend this Plan to further guide land use development.

8.2.3.4 The Municipality, after consultation with the Ministry of Natural Resources or the Central Lake Ontario Conservation Authority, may require proponents of development applications to prepare a Master Drainage/Sub-Watershed Plan.

8.2.3.5 All proponents of development should prepare Storm Water Management Plans that describe in detail the storm water management facilities to be incorporated in the proposed development, and outline the storm water management practices to be employed prior to, during and following construction.

8.2.3.6 Where the Municipality has adopted a Master Drainage Plan, Storm Water Management Plans prepared by proponents of development applications should be reviewed in light of the recommendations of the Master Drainage Plan. Where a Master Drainage Plan has not been adopted, further studies may be required, and Storm Water Management Plans prepared by proponents of development applications may be reviewed in light of the Municipality's general storm water management policies and design criteria.

8.2.4 Special Provisions

8.2.4.1 Notwithstanding any provisions of this Plan to the contrary, as an exception to Section 8.2.1.1, a ready-mix concrete plant and asphalt plant may be permitted on approximately 10 hectares on the east side of Thickson Road North, north of Taunton Road East and identified in the 1993 Assessment Roll Book as No. 18-09-010-037-15800, subject to the inclusion of appropriate requirements in the Zoning By-law.

8.2.5 Oak Ridges Moraine

8.2.5.1 In addition to the policies of Section 8, lands within the Oak Ridges Moraine Secondary Plan Area shall be subject to the policies of the Oak Ridges Moraine Secondary Plan. Where there is a conflict between the policies of Section 8 and the Oak Ridges Moraine Secondary Plan, the policies of the Secondary Plan shall prevail.