Chapter 19

Transportation

Municipality Of Clarington Official Plan

*Part four, Infrastructure and Services, of this Official Plan contains two tables being Tables 19-1 and 19-2.*

*If this information is required in an alternate accessible format, please contact the Planning Services Department at 905-623-3379.*
19. **Transportation**

19.1 **Goals**

19.1.1 To facilitate the movement of people and goods by means of an integrated, accessible, safe, and efficient and balanced transportation system.

19.1.2 To support the development of an interconnected transportation system that connects to community amenities and facilitates economic activity.

19.1.3 To provide for a full and practical range of mobility options, including carpooling, active transportation, and transit.

19.2 **Objectives**

19.2.1 To establish a road system which safely accommodates various forms of transportation including automobiles, trucks, transit vehicles, cycling and walking.

19.2.2 To develop a transportation system that optimize the use of existing transportation infrastructure before adding new infrastructure compatible with and supportive of future land uses.

19.2.3 To give priority to Intensification Areas for investments in transportation options, such as public transit, cycling and walking as energy efficient, affordable and accessible forms of travel.

19.2.4 To improve the public realm and establish walkable, transit-supportive Centres and Corridors through high quality streetscaping and built form.

19.2.5 To use existing and future transportation infrastructure efficiently.

19.3 **General Policies**

19.3.1 The transportation system shown on Map B comprises existing and future freeways and interchanges, arterial and collector roads, railways, grade separations, the regional transit spine, and the proposed GO Transit commuter rail extension and associated stations shown on Map J, inter-regional transit lines, GO Rail stations and a regional transit spine.

19.3.2 The Municipality, in co-operation with other authorities and senior levels of governments, will strive to plan for and to protect for future Regional and Provincial transportation corridors and facilities that support the future growth of the Municipality, including GO Rail stations that are supportive of the future urban and rural structure of the Municipality.
19.3.3 The road network will be based on a grid system of walkable streets which reinforces and complements the land use patterns of this Plan. The location of new future arterial roads and new collector roads shown on Map J are approximate. The exact final alignment shall be determined either through further studies or the consideration of development applications.

19.3.4 The Municipality, in conjunction with the Regional Municipality of Durham, will endeavour where feasible, to reserve or obtain the necessary rights-of-ways indicated in this Plan. Privately owned land required to meet the desired right-of-way widths shall generally be acquired by the Municipality through dedication as a condition of subdivision, condominium, land severance or site plan approval.

19.3.5 Roads in the Municipality shall be classified and maintained on the basis of their function and design as freeways, arterial roads, collector roads and local roads. The right-of-way width for a public road shall allow for the placement of utilities, municipal services, high occupancy vehicle and cycling lanes, sidewalks and landscaped boulevards where required be designed to accommodate active transportation and transit uses in addition to motor vehicles.

19.3.6 The Municipality will initiate studies to address transportation issues including but not limited to:

- the alignment of arterial and collector roads
- traffic circulation in historic downtown Bowmanville
- public transit
- trails and bikeways

19.3.6 Complete Streets are defined as roadways and adjacent public areas that are designed to accommodate users of all ages and abilities, including pedestrians, cyclists, transit users, motorists and freight traffic. The Municipality recognized the importance of integrating Complete Streets principles into the planning and design of new and reconstructed roads, particularly within the intensification and new high density development areas of Clarington.

19.3.7 The Municipality will consider the use of Complete Streets principles in all new capital projects and planning initiatives, particularly within Centres and Corridors.

19.3.8 The Municipality will prepare a Transportation Master Plan to identify policies, programs, and infrastructure improvements required to serve the mobility needs of the Municipality and is based on the policies and growth forecasts of this Plan. Clarington’s Transportation Master Plan shall be regularly updated to ensure that it continues to meet the needs of the Municipality. Opportunities to improve and implement the Transportation Master Plan shall be identified through the development process.
19.3.9 The Municipality recognizes transportation networks as important economic catalysts that support the movement of goods and people and will promote investment in these connections by the appropriate agency.

19.3.10 Construction of any part of the transportation system shall be in accordance with the ability of the authority having jurisdiction to finance such infrastructure. In addition, road construction shall meet the overall growth management policies of this Plan and shall be in accordance with the Municipality's Capital Works Program and Development Charges Policies.

19.3.11 In order to protect future options, the Municipality shall generally not close and convey any road allowance in order to protect future options. Notwithstanding, the Municipality may consider an application for closure if the road allowance is located within or adjacent to a draft approved plan of subdivision provided satisfactory compensation is made to the Municipality.

19.3.12 Deviations to standard design criteria for roads under the jurisdiction of the Municipality may be permitted to accommodate alternative design standards approved by the Municipality.

19.3.13 Within the Oak Ridges Moraine, transportation uses shall include public highways, transit lines, railways and related facilities, bridges, interchanges, stations and other structures above and below ground that are required for the construction and operation of these uses and any rights of ways required for these facilities.

19.3.14 An application for a transportation use with respect to land in a Natural Linkage Area shall not be approved unless the need for the project has been demonstrated and there is no reasonable alternative and the applicant demonstrates that the following requirements will be satisfied, to the extent that is possible while also meeting all applicable safety standards:

a) The area of construction disturbance will be kept to a minimum;
b) The project will allow for wildlife movement;
c) The planning, design and construction practices adopted will keep any adverse effects on the ecological integrity of the Oak Ridges Moraine to a minimum.
d) Lighting will be focused downwards and away from Natural Core Areas; and
e) Right of way widths will be kept to the minimum that is consistent with meeting other objectives such as stormwater management and with locating as many transportation, infrastructure, and utility uses within a single corridor as possible.
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19.3.12 An application for a transportation use with respect to land in a Natural Core Area shall not be approved unless the applicant demonstrates that:
   f) The requirements of Section 19.3.11 have been met;
   b) The project does not include and will not in the future require a highway interchange or a transit or railway station in a Natural Core Area; and
   c) The project is located as close to the edge of the Natural Core Area as possible.

19.3.13 Except as permitted in Section 19.3.14, with respect to land in a natural heritage feature or a hydrologically sensitive feature, all new transportation uses and upgrading or extension of existing transportation uses, including the opening of a road within an unopened road allowance, are prohibited.

19.3.14 Transportation uses may be permitted to cross a natural heritage feature or a hydrologically sensitive feature if the applicant demonstrates that:
   a) The need for the project has been demonstrated and there is no reasonable alternative (for municipal infrastructure projects, need shall be determined through an Environmental Assessment process under the Environmental Assessment Act, where applicable. Where these projects are not subject to an Environmental Assessment, they will be dealt with under the Planning Act or Local Improvement Act, etc.);
   b) The planning, design and construction practices adopted will keep any adverse effects on the ecological integrity of the natural heritage system, Oak Ridges Moraine to a minimum;
   c) The design practices adopted will maintain, and where possible improve or restore, wildlife movement corridors and ecological and recreational linkages, including the trail system referred to Section 4.4.26;
   d) The landscape design will be adapted to the circumstances of the site and use native plant species as much as possible, especially along rights of way; and
   e) The long-term landscape management approaches adopted will maintain, and where possible improve or restore, the health, diversity, size and connectivity of the natural heritage feature or hydrologically sensitive feature.

19.3.15 Service and utility trenches for transportation infrastructure uses shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.
19.3.18 The Municipality supports the implementation of the Region’s Strategic Goods Movement Network identified on ‘Schedule C – Map C4’ of the Durham Region Official Plan which identifies the preferred haul routes to accommodate commercial vehicles. The Municipality’s transportation network will be designed to integrate with the Regional and Provincial networks.

19.3.19 In planning for the local Transportation and Roads network, the Municipality will consider restrictions on haul routes for transportation of hazardous chemicals and volatile materials in areas of high aquifer vulnerability as defined by the Source Water Protection Plans.

19.4 Transit

19.4.1 The Municipality encourages Durham Region Transit and GO Transit/Metrolinx to make the timely and continued investment in the implementation of the enhanced conventional bus, rapid transit, and commuter rail service.

19.4.2 The Municipality encourages GO Transit /Metrolinx to:

- provide the early funding and implementation of the planned extension of GO Rail service to the urban areas of Courtice and Bowmanville. The presence of the future GO Rail station sites in Courtice and Bowmanville are critical to achieving many of the land use planning objectives of this Plan.
- provide the early funding and implementation of higher order transit along Highway 2 through to the planned Highway 407 Transit Hub in Courtice and the Bowmanville GO Rail station.
- increase the frequency of the existing bus service that connects Courtice, Bowmanville and Newcastle.
- encourage Durham Region Transit to introduce service to existing areas with service gaps and to newly developing neighbourhoods as early as possible.

19.4.3 Transit Spines, the Transportation Hub in Bowmanville and the Commuter Station, GO Transit Commuter Rail service, and potential higher order transit along Highway 2 through to Courtice Road have been identified on Map J Transportation.

19.4.4 In support of existing and future transit services, development within approximately 400 m or within a 10 minute walk of Transportation Hubs, Commuter Stations or Transit Spines shall provide for:

a) complementary higher density and mixed uses at an appropriate scale and context in accordance with the Regional Official Plan for Transportation Hubs and Commuter Stations and where appropriate
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the policies of this Plan for Regional Corridors;

b) buildings oriented towards the street to reduce walking distances to transit facilities and enhance the pedestrian environment;

c) facilities which support non-auto modes including drop off facilities, bus bays, loops, shelters, walkways, trails and other pedestrian and cycling facilities; and

d) limited surface parking and the potential redevelopment of existing surface parking.

19.4.5 The extent and delineation of the boundaries and land-use designations of the Commuter Station shall be determined as part of the South Courtice Employment Lands Secondary Plan.

19.9 Public Transit

19.9.1 The Municipality, in consultation with the Region of Durham and the Ministry of Transportation, will investigate the implementation of a fully accessible public transit service, including the establishment of a transit terminal site within the Bowmanville West Town Centre.

19.9.2 Future inter-regional transit lines and future GO Rail station sites are identified on Map B. The Municipality encourages the early extension of GO Rail service to the urban areas of Courtice and Bowmanville.

19.9.3 Opportunities to encourage and promote future transit usage services, in particular along the Regional Transit Spine within Centres and Corridors, shall be incorporated wherever possible. Walking distances will be minimized by:

- locating commercial, mixed use and high density developments adjacent to arterial roads
- having main entrances to commercial and mixed use developments within 4 metres of the road allowance
- improving access from interior neighbourhoods to arterial roads

19.11 Cycling and Walking Active Transportation

19.5.1 The Municipality is supportive of an increased role for active transportation, such as walking and cycling, in serving the mobility needs of Clarington residents in a healthy and sustainable manner. This includes the development of cycling facilities, multi use paths and trails.

19.5.2 The Municipality will develop an interconnected and continuous system of cycling and walking routes providing that provide access to major activity and employment centres. As part of the active transportation implementation, the Municipality will prepare a Cycling Master Plan. A more detailed Active Transportation Plan will support the implementation of this Plan for Regional Corridors;
of the *active transportation* system by determining the phasing of the *active transportation* network components.

19.5.3 The *Active Transportation* System consists of the following components:

a) Cycling Facilities  
b) Multi-Use Paths  
c) Paved Shoulders  
d) Signed/Shared Routes  
e) Key Trails

19.5.4 To support the *development* of a complete and interconnected *Active Transportation System*, the Municipality will:

a) develop an Active Transportation Plan that will implement and build on the policies of the of this Plan and the recommendations of the Transportation Master Plan. The Active transportation plan will include a detailed implementation phasing program that is tied to the Municipality’s overall roadway maintenance and improvement program.  
b) implement the *Active Transportation* System through but not limited to the acquisition of lands as part of roadway maintenance and improvement projects and through the *development* approval process.  
c) further develop policies through the Active Transportation Plan that support active transportation for commuting and school trips, especially for short trips.  
d) ensure that development proposals are designed with active transportation principles and connect with the Active Transportation System.  
e) encourage and support measures which will provide for barrier-free throughout the Active Transportation System.  
f) Support and promote cycling as a mode of transportation by:  
i. designing municipal standards for on-road cycling facilities  
ii. supporting the Regional Cycling Plan by prioritizing network components that are under the jurisdiction of the Municipality  
iii. requiring the provision of bicycle parking/storage facilities as a condition of approval of site plan applications;  
iv. providing bicycle parking/storage facilities at primary destinations in the Urban Centres, including major parks and Municipal facilities; and
v. continuing to promote cycle tourism and recreational cycling in the Municipality.

g) support increased network connectivity by prioritizing trail, pedestrian and cyclist crossings across key barriers, including major arterial roadways, Provincial Highways, creek crossings and railways.

h) Implement “Share the Road” signage for on-road components of the Active Transportation System.

i) implement wayfinding signage that directs users to and from key destinations, including downtown Bowmanville, the future GO Rail stations and the Waterfront Trail.

j) Provide recreational trails in accordance with Sections 4 and 18 of this Plan.

k) maintain Key Trails (as indicated on Map K) during the winter in order to encourage year-round usage.

l) promote active transportation in coordination with Smart Commute Durham and the Region of Durham.

m) support the paving of the entirety of the Waterfront Trail through the Municipality.

19.11.2 In order to plan for and encourage walking and cycling, the Municipality will:

a) consider the provision of safe and convenient cycling and walking routes in the review of all new development and redevelopment applications;

b) investigate and provide for bicycle lanes wherever possible in the construction or reconstruction of roads and bridges;

c) encourage and support measures which will provide for barrier-free design of pedestrian facilities;

d) require the provision of bicycle stands as a condition of approval of site plan applications;

e) provide bicycle stands in the downtown areas of Bowmanville, Newcastle Village and Orono, major parks and community facilities; and

f) provide recreational trails in accordance with Sections 4 and 18 of this Plan.

19.6 Transportation Demand Management

19.6.1 Transportation Demand Management is a means to promote a more efficient use of existing transportation infrastructure by reducing peak-hour single-occupancy vehicle trips and promoting increased transit use. To
reduce traffic congestion the Municipality will consider the following initiatives:

a) A travel demand management program for the Municipality of Clarington’s Employees;

b) Work with school boards, health units and residents to implement a program which encourages school aged children to walk to school; and

c) Provide residents with information on transit, cycling and pedestrian options within the community.

19.6.2 The Municipality may require community-wide and area-specific Transportation Demand Management Plans for major employment, commercial and residential developments that are subject to a development application.

19.4.19.7 Freeways

19.4.1 Freeways, are intended to under the jurisdiction of the Ministry of Transportation, are controlled access roads. They accommodate large volumes of inter-regional and regional traffic and include Highway 401, the future Highway 407, and the future north-south freeway connecting link (Courtice Freeway).

19.7.2 The Municipality recognizes the importance of freeways to support future growth and economic prosperity in Clarington. As such, the Municipality supports the planned widening of Highway 401, the extension of Highway 407, and the construction of Highway 418.

19.4.219.7.3 The Municipality, in consultation with the Ministry of Transportation Province and the Region of Durham, will plan and protect for the eventual construction of the future interchanges as indicated on Map BJ, in particular, the development of interchanges on Highway 401 at Lambs Road and Townline Road (Regional Road 55). The Municipality supports the elimination conversion of the Bennett Road interchange to a partial interchange once the Lambs Road interchange has been constructed. In addition, the

19.7.4 The Municipality supports encourages the Province to commit to timely improvements of the reconstruction and improvement of the Liberty Street and Waverley Road interchanges.

19.4.319.7.5 The Municipality will seek to ensure that sufficient grade-separated crossings for roads and active transportation facilities are constructed with future freeways to minimize the disruption to local traffic, to agricultural operations and to prevent barriers to social and cultural activity.

19.7.6 The Municipality will work with the Province to identify opportunities to accommodate the following within the right-of-way of freeways:

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- Multi-modal uses such as rapid transit;
- Dedicated freight lanes
- High-occupancy vehicle (HOV) lanes
- Carpool lots

19.4.4 The alignment of future Highway 407 as shown on the maps to this Official Plan reflect the technically preferred route as determined in accordance with the technical studies prepared by the Province during the early 1990s. The need for future Highway 407 and the alignment through the Municipality of Clarington is currently under investigation. The fact that an alignment is shown on the maps to this Official Plan does not reflect Municipal policy or Municipal support for the establishment of future Highway 407.

19.4.5 The future Highway 407 shall serve as a gateway to the municipality. In this regard, a high quality visual environment shall be maintained for users of the highway. This shall be achieved through the protection of prominent landscape features and the provision of treed and landscaped buffer strips along each side of the highway and within interchanges. In addition, significant vistas and view corridors visible from the highway, in particular where it crosses the Oak Ridges Moraine, shall be protected.

19.4.6 The provincial government is encouraged to investigate and implement measures to facilitate the movement of wildlife across Highway 401, Highways 35/115, and the future Highway 407 and Highway 418, where these highways cross the Oak Ridges Moraine.

19.5 Arterial Roads

19.5.1 Arterial roads are under the jurisdiction of the Ministry of Transportation, the Region of Durham or the Municipality. The arterial roads shown on Map B are classified as follows:

- **Type A Arterial Roads** are designed to efficiently move large volumes of traffic at moderate to high speeds over relatively long distances. The desired operating speed is 70 km/hr. in urban areas and 80 km/hr. in rural areas. Such roads provide the highest level of service and vehicle operating speeds relative to other types of arterial roads and generally extend beyond the Municipal boundaries. Type A arterial roads shall have a right-of-way width ranging from 36 to 50 metres.

- **Type B Arterial Roads** are designed to move significant volumes of traffic at moderate speeds from one part of the municipality to another. The desired operating speed is 60 km/hr. in urban areas and 80 km/hr. in rural areas. Such roads provide a moderate level of...
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Service and vehicle operating speeds relative to other types of arterial roads and may extend beyond the Municipal boundaries. Type B arterial roads shall have a right-of-way width ranging from 30 to 36 metres.

- **Type C Arterial Roads** are designed to move lower volumes of traffic at slower speeds over relatively short distances. The desired operating speed is 50 km/hr. They shall have a right-of-way width ranging from 26 to 30 metres.

**19.5.2 19.8.2** Arterial roads shall be designed in accordance with the requirements of the Durham Regional Official Plan and the following principles:

a) Provide full continuous movements;
b) Limit private access in accordance with Section 19.5.3 19.8.3;
c) Provide for public transit vehicles and transit stops;
d) Provide sidewalks on both sides; and
e) Accommodate cyclists, particularly for roads that are part of the Active Transportation System. Provide for cycling where possible.

**19.5.3 19.8.3** Private access to arterial roads shall typically be permitted in accordance with Table 19-1 subject to the approval of safety standards and to the satisfaction of the authority having jurisdiction. In the event of a safety concern, access may not be permitted at the minimum separation distance.

<table>
<thead>
<tr>
<th>Table 19-1 Arterial Road Access Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban</strong></td>
</tr>
<tr>
<td>Type A</td>
</tr>
<tr>
<td>Type B</td>
</tr>
<tr>
<td>Type C</td>
</tr>
</tbody>
</table>
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19.5.4 Durham Highway 2/King Street/King Avenue is the primary commercial street of the urban communities of Courtice, Bowmanville and Newcastle Village. Main Street is the primary commercial street of Orono-

19.8.5 Notwithstanding all applicable provisions of Section Chapter 19, the design standards of arterial roads within Town Urban and Village Centres shall be consistent with urban design objectives of this Plan and provide a high quality urban environment for pedestrians. In this regard, the following applies:

a) Desired operating speed shall generally be 50 km per hour.

b) In addition, the access requirements of Table 19-1 do not apply in the Bowmanville Town Urban Centre, the Newcastle Village Centre and the Orono Village Centre.

c) The exceptions to the right-of-way width requirements are identified on Table 19.2.

19.5.6 The Municipality will undertake a streetscape improvement program with particular attention to Town Urban and Village Centres, the Regional Transit Spine on Highway 2, and gateway locations to each urban community.

19.5.7 Within established Hamlets, it is recognized that the arterial road standards established in Section 19.5.1 19.8.1 to 19.5.3 19.8.3 may not be practical or implemented precisely. In this regard, the desired operating speed in Section 19.5.1 19.8.1 and the access requirements of arterial roads shown in Table 19-1 do not apply. The exceptions to the right-of-way width requirements are identified on Table 19-2.
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<table>
<thead>
<tr>
<th>Town-Urban or Village Centre or Hamlet</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Right-of-Way Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Courtice Town Centre</td>
<td>Trulls Road</td>
<td>South limit of Town Centre</td>
<td>North limit of Town Centre</td>
<td>30 m</td>
</tr>
<tr>
<td>Bowmanville East Town Centre</td>
<td>King Street</td>
<td>Bowmanville Creek</td>
<td>Mearns Avenue</td>
<td>20-26 m</td>
</tr>
<tr>
<td>Newcastle Village Centre</td>
<td>King Street Avenue</td>
<td>West Limit of Village Centre</td>
<td>Mill Street</td>
<td>20-26 m</td>
</tr>
<tr>
<td></td>
<td>King Street Avenue</td>
<td>Mill Street</td>
<td>East limit of Village Centre</td>
<td>26-30 m</td>
</tr>
<tr>
<td></td>
<td>Mill Street</td>
<td>South limit of Village Centre</td>
<td>North limit of Village Centre</td>
<td>20-26 m</td>
</tr>
<tr>
<td>Orono Village Centre</td>
<td>Mill Street</td>
<td>Station Street</td>
<td>North limit of Village Centre</td>
<td>20-26 m</td>
</tr>
<tr>
<td>Enfield</td>
<td>Reg. Rd. 20</td>
<td>West limit of the Hamlet</td>
<td>East limit of the Hamlet</td>
<td>36 m</td>
</tr>
<tr>
<td></td>
<td>Reg. Rd. 34</td>
<td>South limit of the Hamlet</td>
<td>North limit of the Hamlet</td>
<td>36 m</td>
</tr>
<tr>
<td>Enniskillen</td>
<td>Reg. Rd. 3</td>
<td>West limit of the Hamlet</td>
<td>East limit of the Hamlet</td>
<td>26-30 m</td>
</tr>
<tr>
<td>Brownsville</td>
<td>Hwy. 2</td>
<td>West limit of the Hamlet</td>
<td>East limit of the Hamlet</td>
<td>30 m</td>
</tr>
<tr>
<td>Newtonville</td>
<td>Hwy. 2</td>
<td>West limit of the Hamlet</td>
<td>East limit of the Hamlet</td>
<td>26 m</td>
</tr>
<tr>
<td></td>
<td>Reg. Rd. 18</td>
<td>South limit of the Hamlet</td>
<td>North limit of the Hamlet</td>
<td>26 m</td>
</tr>
</tbody>
</table>

The Municipality requests the Region to examine the need for and the feasibility of a Taunton Road (Regional Road 4) by-pass for Mitchell Corners.

**Collector Roads**

Collector roads are under the jurisdiction of the Municipality and are designed to move moderate volumes of traffic over short distances within a particular area of the Municipality. The primary function of a collector road is to collect and distribute traffic among local roads, collector roads, arterial roads and major traffic generators.
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19.6.2 Collector roads shall be designed in accordance with the following principles:

a) Provide reasonably continuous movements;
b) Minimize the number of private accesses;
c) Incorporate methods to prevent speeding without compromising continuous movement;
d) Provide sidewalks on both sides;
e) Provide for accommodation public transit vehicles and transit stops;
f) Accommodate cyclists particularly for roads that are part of the Active Transportation System on Map K; Provide for cycling where possible; and

g) Have a right-of-way width between 23 and 26 metres.

19.6.3 Notwithstanding the above provisions, on the future Brookhill Boulevard, private individual accesses to detached and semi-detached dwellings and street townhouses will may not be permitted.

19.7 Local Roads

19.7.1 Local roads are not shown on Map B. The function of such roads is to carry lower volumes of traffic and to facilitate access to individual properties.

19.7.2 Local roads shall be designed according to the following principles:

a) Designed on the basis of a grid street system and may be modified only where there are physical constraints;
b) Direct connection to Type B and C arterial roads may be permitted provided such intersections do not affect the operating conditions of the arterial road;
c) Cul-de-sacs are generally not permitted;
d) Sidewalks on both sides of local roads are encouraged where warranted particularly within urban areas and for roads that provide connections to schools, transit stops and trails; and

e) The right-of-way width shall generally be between 18 and 20 metres; and

f) Generally avoid long block lengths (over 400 metres) in urban areas to facilitate pedestrian movements.

19.7.3 Council The Municipality may close any local roads or bridges in accordance with the Municipal Act if it is deemed not to be in the Municipality's interest to repair or maintain them.

19.7.4 In Hamlets, Country and Estate Residential Areas and General Industrial Areas, local roads may be constructed to a modified urban

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19.8 Public Rear Lanes

19.8.1 Public and private Rear Lanes are permitted where they are identified in a Secondary Plan. Rear Lanes shall be used on a limited basis to access a private garage or parking space and to promote through traffic movements on Arterial and Collector Roads, where individual access is limited.

19.8.2 Public rear Lanes shall have a minimum right-of-way width of 8.5 metres.

19.10 Parking

19.10.1 The Municipality will review on a periodic basis, off-street standards to provide flexibility for areas of higher transit usage.

19.10.2 Adequate off-street parking is required for all new development. All parking areas shall be designed to:
   - minimize conflict with traffic on arterial roads
   - provide parking for the physically handicapped
   - provide landscape screening along street frontages
   - minimize hard surfaces and replace with vegetation where possible

19.10.3 The Municipality will endeavour to provide off-street parking to serve the downtowns of Bowmanville, Newcastle Village and Orono, and major parks and community facilities. In this regard, Council may:
   a) Establish areas where payment of cash-in-lieu of required parking may be accepted. A reserve fund may be established to be used for the improvement or expansion of public parking facilities; and
   b) Use or authorize the use of vacant lands for parking on a temporary or interim basis where such parking is needed and desirable.

19.10.4 The Municipality will review off-street and on-street parking regulations to reflect evolving motor vehicle use.

19.12 Railways

19.12.1 Rail infrastructure is important for its critical role in long-term economic growth and the efficient movement of goods and people. The Municipality shall ensure the continued viability and ultimate capacity of the rail corridors are protected and shall identify and support strategic infrastructure improvements such as grade separations.

19.12.2 The Municipality will seek to minimize and alleviate wherever possible, the conflicts of railways with adjacent land uses and with roads through the following:
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a) The siting of uses which are less sensitive to noise and vibration adjacent to railway corridors;

b) The provision of noise, vibration and safety impact mitigation measures as they pertain to new development in proximity to railway corridors;

c) The construction of future grade separations for arterial or collector roads or the improvement of existing grade separations as shown on Map BJ. These works shall be constructed on a priority basis considering need and financing; and

d) Local roads within the urban area generally shall not cross any railway line.

19.12.2 19.12.3 The following studies shall be undertaken by the proponent, to the satisfaction of the Municipality in consultation with relevant agencies, prior to Council's decision on any development application:

a) A noise study shall be undertaken for any residential or other noise sensitive development proposed within 300 metres of a railway corridor and shall address, among other matters, the feasibility of achieving acceptable levels of noise impact; and

b) A vibration study shall be undertaken for any development within 75 metres of a railway corridor.

19.12.3 19.12.4 All proposed development adjacent to railway corridors shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the Municipality in consultation with the appropriate rail authority.

19.12.5 The Municipality may require warning clauses related to railway operations, registered on title, for new residential developments or within the lease agreements for non-residential developments which are located on lands abutting a rail line.

19.13 Licensed Aircraft Landing Strips

19.13.1 Licensed aircraft landing strips are regulated by the Federal government.

19.13.2 Any accessory buildings or structures for licensed aircraft landing strips shall require an amendment to this Plan.