

## CHAPTER 15

### TRANSPORTATION POLICY

This Plan recognizes that the provision of an integrated transportation system to provide for the movement of goods and people is a major responsibility of government at all levels. Such a system, if it is to serve these needs, must include not only an adequate road system for vehicular traffic including horse drawn vehicles, cyclists and pedestrians but must include public transit, railway service and air transport. Of these services, the Township has a direct responsibility only in the area of provision and maintenance of an adequate road system to serve its residents.

#### 15.1 PUBLIC TRANSIT

A well-integrated public transit system provides transportation access to jobs, education, commerce and services for residents and employees, and therefore is an important tool in community, economic, environmental and energy conservation strategies. Furthermore, the Regional Transportation Master Plan incorporates an auto use reduction strategy which emphasizes maximizing the use of the existing transportation system; and assuming a more than doubling in transit use, targets a 7% reduction in total auto trips by the year 2016.

The Township adopts the following policies relative to Public Transit:

- 15.1.1 Through its representation at Regional Council, the Township will encourage continued investigation of all possibilities of public transit, including innovative partnerships and the preparation of plans for the provision of expanded public transit facilities to serve the needs of the residents.
- 15.1.2 Transit services will be sought when a sufficient concentration of activities and population are in place to meet minimum performance targets. Furthermore, the Township will work with the Region and area municipalities to determine the feasibility of using the potential central corridor identified on Map 8 of the Regional Official Policies Plan to link Cambridge, Kitchener, Waterloo, St. Jacobs and Elmira.

#### 15.2 RAILWAYS

- 15.2.1 The Township will encourage wherever possible the maintenance and improvement of rail service as a vital and increasingly important part of an integrated transportation system required to serve the needs of the residents of the Planning Area.
- 15.2.2 The Township will require berming, setback, screening or fencing, safety and noise attenuation features where development is proposed abutting railway rights-of-way, as appropriate, as required in Regional Official Policy Plan Policies 7.7.2.2 and 11.9 and in consideration of any comments received from the abutting rail authority in response to a circulation required under the Planning Act. **OPA No. 2**

The Township will require that any vibration sensitive development within 75 metres of a rail line must address vibration concerns, which may include the submission of a vibration study and the implementation of appropriate mitigation measures, to the satisfaction of the Township, and in consideration of any comments received from the abutting rail authority in response to a circulation required under the Plannig Act. **Modification No. 1 to OPA No. 2**

15.2.3 In the event of any railway being abandoned the Township will participate in a review of potential alternative uses, including trails, a servicing corridor or other community benefit, and may take such steps as the Township deems appropriate to realize such potential.

### 15.3 WATERLOO REGIONAL AIRPORT

Waterloo Regional Airport is recognized as an important transportation facility for the movement of people and as an asset through its passenger and freight handling capacity to the continued economic growth and development of this municipality as well as to the Region as a whole.

This Airport is owned and operated by the Region of Waterloo.

The Township adopts the following policies relative to the Waterloo Regional Airport:

15.3.1 It shall be the policy of the municipality to monitor proposals for the further development of the Waterloo Regional Airport in light of the needs of and impact on:

- a) the residents and businesses of the Township of Woolwich;
- b) the residents of the Waterloo Region and the County of Wellington.

15.3.2 It shall be the policy of the Township to restrict insofar as possible through zoning powers and development consideration, land uses or developments in the areas surrounding the Airport which would tend to jeopardize the future usefulness of this facility.

15.3.3 The Township shall consider the adoption of a By-law to regulate the maximum permitted height of buildings or structures in areas surrounding the Airport.

### 15.4 REGIONAL AND PROVINCIAL ROADS

The Regional Official Policies Plan in Chapter 11 - Transportation Opportunities - has designated a Road System to serve the Region. This road system as it affects the Township is shown on Map Number 9 in the Regional Official Policies Plan. The function and classification of these roads is set forth in the Regional Official Policies Plan.

This Regional and Provincial road system is intended primarily to provide a traffic movement function rather than a service function to adjacent lands. The Township can play a role in supporting the continued usefulness and function of these roads as the major traffic-moving arteries serving the Township.

The Township adopts the following policies relative to the Trunk and Primary Road System:

- 15.4.1 Within the areas of its jurisdiction, the Township will exercise control to assure that the traffic movement function of these roads is not jeopardized by the land service function.
- 15.4.2 In all planning and traffic control under the jurisdiction of the Township, preference will be given to traffic movement on these roads over all others.
- 15.4.3 In preparation of Zoning By-laws and in considering development proposals adjacent to Trunk and Primary Roads, the Township will attempt to preserve the usefulness of these roads as major traffic arteries by:
  - a) evaluating the volume, distribution and character of the traffic likely to be produced by the proposed use and its effect on the traffic movement function of the Trunk or Primary Road;
  - b) in co-operation with the Region, plan the road system under Township control and jurisdiction in a manner to complement the Trunk and Primary Road System;
  - c) recommend or require as a condition of subdivision approvals, rezoning or development approvals the dedication of lands required for widening of the Trunk or Primary Roads where required;
  - d) will restrict or limit wherever possible additional access points from private property to Trunk or Primary Roads;
  - e) will establish through zoning control, minimum setbacks for buildings or structures;
  - f) will consider the adoption of By-laws to regulate the erection and location of signs and other advertising devices and take steps to control the erection and location of outdoor lighting so that these features will not create hazardous conditions to traffic moving on the Trunk and Primary Road System;
  - g) will co-operate with Provincial and Regional authorities in a continuing program of research and study to determine needs and improvements in the Trunk and Primary Road System and the desirability of making deletions or additions to that System; **Modification No. 111**
  - h) Notwithstanding the foregoing policies, it is recognized that in the case of Settlement Areas, the Trunk and Primary Road System must, in many instances, also provide a land service function. In these cases, it may be impractical to impose all of the foregoing, but the Township will take such steps as are practical to protect the traffic carrying capacity of the Trunk and Primary Road System within Settlement Areas;
  - i) Development adjacent to a Provincial Highway is subject to the requirements and permit approvals of the Ministry of Transportation; and

- j) will request consideration of the needs of horse drawn vehicles, cyclists and pedestrians in the design and construction of these roads, where appropriate.

## 15.5 TOWNSHIP ROADS

Roads under the jurisdiction of the Township are intended to serve the joint function of local traffic movement feeding the Regional Road System and/or providing land access.

Township roads fall under two main designations. The first designation consists of those roads, which are considered to have a traffic carrying function of greater importance than the second designation. The second designation of Township Roads is made up of the local roads, which serve a purely local function. **Modification No. 135p**

The Township adopts the following policies relative to the Township Road System:

- 15.5.1 The Township shall maintain a program of upkeep and improvement of the Township Road System and will be guided by the recommendations accepted from "Roads Needs Studies - Township of Woolwich" - as these studies may be updated and amended from time to time.
- 15.5.2 The Township recognizes that certain roads are recognized as having a traffic carrying function beyond the immediate area and will attempt to protect this function by:
  - a) requiring where practical, dedication of lands with regard to any abutting subdivision, zone change or development proposal, to provide for an ultimate minimum right-of-way width of not less than twenty metres;
  - b) by assuring through zoning control adequate building setback;
  - c) by giving preference to traffic movement on these roads over other Township Roads; and
  - d) individual access to these roads will be considered but effort will be made to assure adequate sight distances and consideration will be given in all applications for development approvals to maintain a high standard of performance on these roads by careful control of the number and location of access points.
- 15.5.3 On all other Township Roads, right-of-way widths may be less than 20 metres where conditions and functions do not justify this width.
- 15.5.4 New roads created by dedication or subdivision shall only be assumed by the municipality after they have been constructed to a standard, which is acceptable to the Township.
- 15.5.5 When considering assumption of new roads, the municipality shall also consider the adequacy of the existing road pattern, which will serve the proposed new road.
- 15.5.6 The Township will consider the needs of horse drawn vehicles, cyclists and pedestrians in the design and construction of Township roads.

## 15.6 NOISE

15.6.1 Prior to the approval of development proposals in any area with the potential to be adversely affected by road, rail and air traffic noise, the Township shall require that a noise impact study be undertaken to the satisfaction of the Region by a qualified professional which demonstrates that appropriate abatement measures will be provided as set out in Section 11.9 of the Regional Official Policies Plan and where necessary, the Regional Implementation Guideline relating to noise mitigation.

15.6.2 The Township encourages the use of passive noise mitigation measures, wherever possible, as a means of reducing the use of structural mitigation measures such as noise barriers.

**Modification No. 110**