

**THE CORPORATION OF THE CITY OF BROCKVILLE  
BY-LAW NO. 037- 2003**

Being a By-law to Adopt Official Plan Amendment Number 59  
To the Official Plan for the City of Brockville  
(Transportation - File 266-59)

---

**WHEREAS** the Council for the Corporation of the City of Brockville deems it expedient to amend the City of Brockville Official Plan, in accordance with Sections 17 and 21 of the Planning Act, R.S.O. 1990, c.P.13.


**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF BROCKVILLE ENACTS AS FOLLOWS:**

1. THAT Amendment No. 59 to the Official Plan for the City of Brockville is hereby adopted.
2. THAT Amendment No. 59, hereto annexed as Schedule "A", shall be read with and form part of this by-law.

**GIVEN UNDER THE SEAL OF THE CORPORATION  
OF THE CITY OF BROCKVILLE AND PASSED THIS  
21<sup>st</sup> DAY OF APRIL, 2003**



  
MAYOR

  
CLERK

## **SCHEDULE "A" - By-LAW 037-2003**

### **AMENDMENT NO. 59 TO THE OFFICIAL PLAN FOR THE CITY OF BROCKVILLE**

#### **SECTION 1. TITLE AND COMPONENTS OF THE AMENDMENT**

- 1.1 Section 5 in its entirety constitutes Amendment No. 59 to the Official Plan of the City of Brockville.
- 1.2 Sections 1, 2, 3, and 4 do not constitute part of the formal Amendment, but provide more detailed information with respect to the Amendment.

#### **SECTION 2. PURPOSE OF THE AMENDMENT**

- 2.1 The purpose of the Amendment is to:
  - (1) revise Schedule "D" - Transportation to the Official Plan; and
  - (2) revise various sections of text within Part VIII - Transportation to the Official Plan.
  - (3) repeal redundant related text in Part 7.9 - Planning District No. 9.

#### **SECTION 3. LOCATION**

- 3.1 This amendment consists of three parts referred to as Items (1), (2) and (3).

##### Item (1)

Schedule "D" - Transportation, will be modified by this amendment to indicate realignment of North Augusta Road at Parkedale Avenue and associated realignment of the Highway 401 on/off ramps at the North Augusta Road interchange, the potential future alignment of Ormond Street and California Avenue at Parkedale Avenue, and modifications to Bridlewood Drive and Aspen Drive.

##### Item (2)

Various sections of text within Part VIII - Transportation are to be modified, deleted or replaced to update certain references and to draw attention to anticipated short term roadway changes at Parkedale Avenue and North Augusta Road, and the potential long range realignment of Ormond Street and California Avenue at Parkedale Avenue. Other changes reflect a previous decision by City Council to modify Bridlewood Drive and Aspen Drive within Bridlewood Subdivision.

##### Item (3)

Policy 7.9.2 becomes redundant and should be removed from the Planning District No. 9 policies.

#### **SECTION 4. BACKGROUND AND BASIS OF THE AMENDMENT**

- 4.1 These amendments have been initiated by the City of Brockville, and emanate primarily from the traffic impacts anticipated from development of the lands designated Commercial Power Centre by OPA 49.

In recognition of the potential impacts to both the local road network and to Highway 401 and its North Augusta Road interchange, the City of Brockville commissioned the preparation of the Parkedale Avenue Commercial Power Centre Traffic Study by the firm of Morrison Hershfield. This study forms the basis of most of the text

changes within Part VIII - Transportation, as well as to Schedule "D" - Transportation. Other housekeeping changes would update certain language within this section of the Official Plan.

Highlights of the policy changes are briefly described as follows:

- New reference to the background studies used to formulate the transportation policies and schedule to the Official Plan, specifically being the Traffic Operations and Transportation Planning Study done in 1991 as well as the Parkedale Avenue Commercial Power Centre Traffic Study.
- Elimination of outdated language (i.e. *Connecting Links*; Ministry of Transportation and Communications; *Highways 2, 42 and 29*).
- Clarification that road widenings may be required as a condition of development, not merely for redevelopment or through subdivision approval.
- Acknowledgment that the Land Use Permit process exists through the Ministry of Transportation.
- Replacement of policy respecting the alignment of North Augusta Road with Broome Road. New language describes the realignment with Parkedale Avenue, the reconfiguration of the on/off ramps for the North Augusta Road interchange, and the support for the ultimate relocation of the ramps eastward to line up with Broome Road.
- Description of the potential in the longer range for the realignment of Ormond Street and California Avenue at Parkedale Avenue. Text includes the statement that the benefit of this realignment must be weighed against the necessity for land acquisition and its associated impacts.

Proposed changes to Schedule D - Transportation are indicated in red on Schedule 1. These include the anticipated changes to North Augusta Road at Parkedale Avenue and north of Laurier Blvd., the interim and ultimate realignments of the Highway 401 ramps at North Augusta Road, the long range vision for the realignment of the intersection of Ormond Street and California Avenue at Parkedale Avenue, and the removal of the text on Schedule D respecting right-of-way widening requirements at North Augusta Road at Broome Road.

Additionally, a housekeeping item has been added to the revisions proposed for Schedule D. Council's previous decision to stop up and close the northerly extension of Bridlewood Drive has not previously been reflected on this Schedule. The resulting change in classification of the northern portion of Bridlewood Drive from Collector to Local status, while a change to the classification of Aspen Drive to a Collector is identified, due to its link to Centennial Road.

One additional item is needed for clarity. Policy 7.9.2 should be removed from the text for Planning District No. 9 as it would no longer be relevant given the amendments proposed to Schedule D.

## **SECTION 5. THE AMENDMENT**

### **5.1 Details of the Amendment**

The Official Plan is amended as follows:

#### **Item 1**

Schedule "D" - Transportation to the Official Plan is amended as indicated on Schedule "1".

#### **Item 2**

Part VIII - Transportation to the Official Plan is amended by removing various sections of text as indicated on the attached (Schedule 2) in italics and underlined, with text to be added indicated in bold.

#### **Item 3**

Part VII - Planning Districts - Detailed Development Policies, Section 7.9 - Planning District No. 9, is amended by removing clause 2).

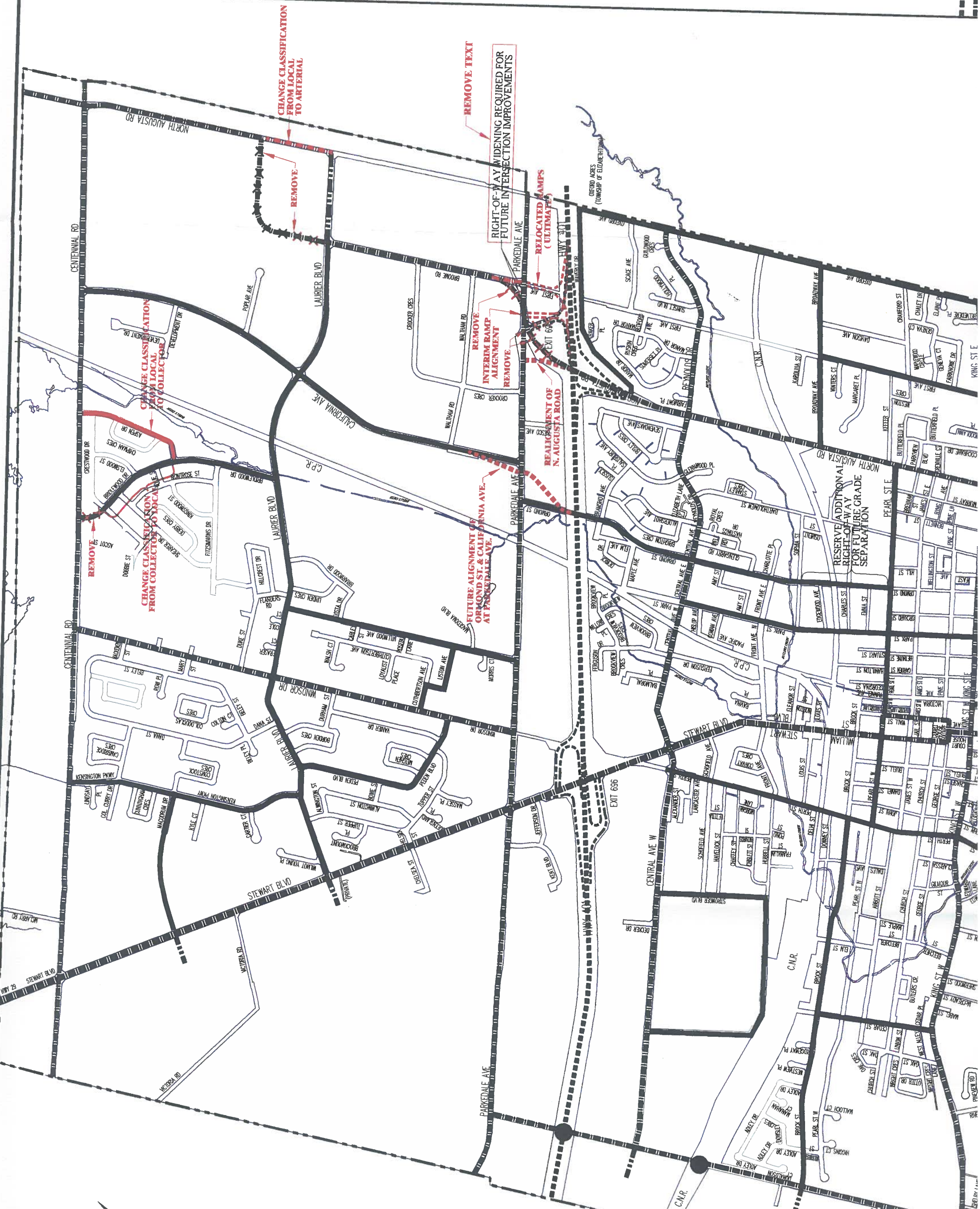


**LIMITS OF LIABILITY:**  
The City of Brockville will make every effort to provide a quality product. However, the City, its employees, contractors and subcontractors be liable to any person or other damages, expenses, lost profits, lost savings or other damages arising out of or inaccuracies contained in the composite map or in its data base content. Nor will the City be liable for any inaccuracies contained in the composite map or in its data base.

# SCHEDULE 1 TO THE OFFICIAL PLAN AMENDMENT No. 59

## LEGEND

EXPRESSWAY



## VIII TRANSPORTATION POLICIES

### 8.1 Introduction

The Roads Plan as set out in Schedule "D" is based on the inter-relationship of land use and transportation. The roads are intended to be compatible with the land use form and to promote and serve orderly growth. According to this policy, the road pattern is designed to facilitate the safe and efficient movement of both people and goods to and from the various land use districts within the City, as well as traffic movement through the City.

*The City of Brockville has completed a Road Needs Study which is reviewed annually during the preparation of the Capital and Current Budgets. Any recommendations which may result from the annual review of the Study and which are approved by Council which differ with the Transportation Policies of the Official Plan or Schedule "D" to the Official Plan will require an amendment to the Official Plan.*

**The City of Brockville completed a Traffic Operations and Transportation Planning Study in 1991. Furthermore, in 2002, the City commissioned a report entitled The Parkedale Avenue Commercial Power Centre Traffic Study which analyzed potential traffic impacts from development within the Power Centre. These reports shall be considered during the annual preparation of the Capital Budget. Any recommendations which may result from the annual review of these Studies and which are approved by Council which differ with the Transportation Policies of the Official Plan or Schedule "D" to the Official Plan will require an amendment to the Official Plan.**

### 8.2 Road System

The road system is based on the following principles:

- i) The overall system should be in harmony with the Provincial highway system *and the connecting links within the City.*
- ii) King's Highway No. 401 (MacDonald Cartier Freeway) should permit the uninterrupted movement of large volumes of vehicles at high speed over moderate to long distances.
- iii) Arterial roads should permit the generally uninterrupted movement of moderate volumes of vehicles at moderate speeds between neighbourhoods, industry and commercial/retail areas.
- iv) Collector roads should permit the movement of medium volumes of vehicles between arterials and local roads.

- v) Local roads should permit the movement of local traffic only from abutting properties to collector or arterial streets.

### 8.3 Road Classification and Jurisdiction

The roads of the City, both existing and proposed, are classified according to their anticipated ultimate function. Where additional land is required for widening and extensions, such land shall be obtained wherever possible in the course of approving subdivisions, or when **development or** redevelopment occurs. Any change in function of a road will require a change to the classification depicted on Schedule “D”.

#### i) Provincial Highways

This designation applies to the King's Highway under the jurisdiction of the Ministry of Transportation and Communications, and consists of King's Highway No. 401 (MacDonald Cartier Freeway) which passes in an east-west direction through the centre of the City. King's Highway No. 401 (MacDonald Cartier Freeway) rights-of-way vary according to Ministry of Transportation and Communications requirements. Highways No. 2, 42 and 29 are designated as connecting links within the City under the Public Transportation and Highway Improvement Act. **It is acknowledged that land use permits may be required from the Ministry of Transportation for development in proximity to the Highway 401 right-of-way and interchanges.**

- ii) Public streets and roads in the City of Brockville shall be classified on the basis of service function, traffic characteristics, running speed and continuity within the overall road system. The following classifications and recommended road standards shall apply to all public streets and roads in the City of Brockville as shown on Schedule “E”.

- Arterial Roads,
- Collector Roads,
- Local Roads.

#### a) Arterial Roads

Arterial Roads are roads designated to facilitate the inter area or through movement of moderately large volumes of vehicles on 2 to 4 traffic lanes and provide limited land access to abutting properties. Access to/from arterial roads from collector roads, local roads and major private entrances only is preferred.

On-street parking, except in the downtown area, should be partially or totally discouraged. Roads designated by the Province as



*Connecting Links fall under the functional classification of arterial roads. A “Connecting Link” as described in the Public Transportation and Highway Improvement Act is a connection between two parts of a King's Highway or an extension of a King's Highway. Connecting links within the City include King Street from the eastern limits to the western limits of the City; North Augusta Road and Court House Avenue/Wall Street/William Street/Stewart Boulevard. These streets under the jurisdiction of the City of Brockville, and as mentioned above, fall under the arterial road classification.*

b) Collector Roads

Collector roads are roads designed with a dual function of carrying moderate volumes of local traffic to arterial roads or distributing traffic to local roads on 2 and 4 traffic lanes and provide a controlled access to abutting properties. On-street parking should be permitted, although location and time restrictions may be enforced in specific instances. For example, adjacent to schools or during peak periods of traffic demand.

c) Local Roads

Local roads are roads with 2 traffic lanes designed solely to provide land access to abutting properties. In all cases, through traffic should be discouraged by a low design speed and road patterns such as cul-de-sacs, loops, or crescents.

8.4 Road Improvements

In order to maintain a satisfactory road system in the City, it shall be a policy of Council to provide a continuing program whereby improvements to road alignments, surfaces, and pavement widths are made and to establish road allowances and acquire the necessary lands for road improvements and new roads as future development and redevelopment occurs.

Provision shall be made in the implementing Zoning By-law for adequate setbacks for all new development, having regard for the width and function of the abutting road. Rights-of-way for long term development should be designed to minimize future disruption to adjacent lands. Suggested standards for right-of-way widths, access control, intersection control and parking restrictions are indicated on the Table entitled “Recommended Road Standards”.

TABLE II  
RECOMMENDED ROAD STANDARDS

Classification	Function	R.O.W. - in metres (feet)	Operating Speed - in KPH (mph)	Intersection Policy	Access and Parking Policy
Arterials	Movement of moderate volumes of vehicles at moderate speeds over medium distances	26 - 38 (75 - 120)	50 - 60 (30 - 40)	At-grade intersections, channelization where volumes warrant.	Private access to property dis-couraged. Access to collectors and major private entrances only is preferred. Parking may be restricted to improve traffic movement.
Collectors	Collection of Local traffic for distribution to arterials. Low speed for low to moderate volumes of vehicles.	20 - 26 (66 - 75)	40 - 50 (25 - 30)	At-grade intersections.	Access to local streets permitted, private access permitted, but controlled, parking to be permitted but controlled where necessary.
Locals	Direct property access, low speeds and service to very low traffic volumes, should serve no through function.	15 - 20 (Existing - 66)	25 - 50 (15 - 30)	Intersections with arterials to be discouraged.	Full access to be permitted. Parking is to be permitted.

The City shall attempt to carry out the following improvements in order to ensure the development of the desired road pattern:

- i) That Laurier Boulevard be extended from Stewart Boulevard to North Augusta Road to provide a necessary east-west collector road link.
- ii) That North Augusta Road be realigned north of Parkedale Avenue to provide for a direct north-south alignment. This would benefit the industrial area located in the northeastern sector of Brockville and provide direct access to Highway No. 401 via the existing interchange and a direct link to the downtown and surrounding neighbourhoods via an existing grade separation of the C.N.R. tracks.  
  
The northern portion of the interchange at Highway No. 401 should be re-designed to accommodate the proposed road improvements at the North Augusta Road and Parkedale Avenue intersection.
- ii) That North Augusta Road be realigned north of the Highway 401 overpass to provide for an improved intersection with Parkedale Avenue. Reconfiguration of the on/off ramps for the Highway 401 interchange would be necessary with this realignment of North Augusta Road. However, Council supports the ultimate relocation of the ramps in accordance with the design prepared by Ministry of Transportation, such that the ramps will shift eastward to line up directly with Broome Road. This would benefit the commercial power centre and industrial area located in the northeastern sector of Brockville.

Text to be removed is shown in italics and underlined.  
Text to be added is shown in bold.



- iii) That Centre Street be extended northward, crossing both the C.N.R. tracks and Highway No. 401 via grade separations to meet Parkedale Avenue. This road will provide an alternative means of access to the industrial area in the southwestern sector of Brockville and reduce vehicular traffic in the central area.  
Consideration should be given to the possible future need for an interchange with Highway No. 401 west of the western limits of the City. The option of realigning Centre Street to meet such an interchange should be reviewed prior to any financial commitment being made for the recommended route.
- iv) That Central Avenue and Brock Street be extended westwards to Centre Street. This will improve access to the industrial area in the southwestern sector of Brockville and provide direct access to these areas from the adjacent residential areas and arterial road system.
- v) That the use of Water Street as a collector street be retained as one means of reducing vehicular conflicts and improving the capacity of King Street. The western connection of Water Street to King Street West will be St. Paul Street and the eastern connection will be either Market Street West or Park Street.
- vi) That property reservations (one foot reserves) be made at the ends of arterial, collector and local roads which may be extended beyond the planning period to ensure little, if any, destruction of buildings and inconvenience or disruption of surrounding land uses when the need arises to extend these roads.
- vii) **That in light of the anticipated traffic in the vicinity of the Commercial Power Centre, the realignment of the intersections of Ormond Street and California Avenue at Parkedale Avenue may become necessary. Although the level of service analysis at each of the individual intersections does not suggest the need for such improvements in the short to medium term, the proximity of the two intersections, and the deficiency in the left turn storage requirements may lead to the conclusion that this realignment is needed in the long term. The benefit of this realignment must be weighed against the necessity for land acquisition and its associated impacts.**

#### 8.5 Bridge Improvements

Specifically, it is recommended that two grade separations be constructed over the long term and provisions be made for others to ensure the safe and efficient movement of vehicles and pedestrians within the planning area.

- i) A grade separation of the C.N.R. railway tracks and Highway 401 on the Centre Street alignment will link King Street West and Parkedale Avenue and provide additional accessibility to the northern sector of Brockville from the west-end of the City. Furthermore, grade separating Centre Street will provide the three main north-south grade separated arterials necessary to handle anticipated traffic demand across the C.N.R. lines as well as provide for alternative means of travel for vehicular traffic to the industrial and residential areas, and to surrounding communities.
- ii) Provisions should be made for the protection and acquisition of lands within desirable standards for purposes of grade-separating all existing at-grade railway crossings. Special consideration should be given to the at-grade crossing at Ormond Street and Perth Street.

#### 8.6 Parking

Adequate parking should be provided in the downtown area to meet the normal peak needs. Particular attention should be given to the supply of off-street parking. Provisions for off-street parking should be made in conjunction with the removal of on-street parking necessitated by road improvements on downtown streets for capacity and levels of service reasons. Both the City, via municipal lots, and private enterprise, via on-site parking, should strive to work together to increase the supply of off-street parking.

#### 8.7 Transit

Public transit was inaugurated in the City of Brockville in May, 1982. Public transit provides the primary travel alternative to the private automobile. In most small to medium-sized urban areas, the primary means of public transportation is by bus. To accommodate such a service, street planning in new developments, and where necessary, in the downtown area shall include the provisions for future use by public transportation. Such provisions include: allocations for bus bays so as not to affect traffic operations; arterial collector and local streets planned and designed in such a way as to accommodate transit service; the placement of the maximum number of people within reasonable walking distance of such a service; and allocation of land for purposes of a terminal location in the downtown area for the transfer of passengers.

Furthermore, a complementary consideration would be the upgrading of the existing intercity terminal facilities, possibly combining the intercity and local transit terminals in a central area in downtown Brockville.

8.8 Bicycleway and Pedestrian Way System

As part of the overall transportation system, the City shall undertake to provide a bicycle way and pedestrian way system throughout the City, using local, collector and arterial streets, as well as part of the planned park system and other open space areas, including the Creek System. Such a plan, at a relatively low cost, would provide a high degree of safety for the ever growing use of bicycles as a mode of transportation for recreational and school trips, and occasional work trip.