



**Frequently Asked Questions**  
**Proposed Official Plan Amendment No. 24 - Collector Roads**

**What are Collector Roads?**

Section 7.3 Road Classifications of the Official Plan outlines five road classifications according to the type of service they provide. The classifications are Provincial Highway, County/Arterial Roads, Collector Roads, Local Roads and Private Roads. The classifications are designed to provide for a functional hierarchy of roads, with appropriate engineering standards applied to each.

Collector roads are designed to collect and carry local traffic to the Provincial Highway, Arterial roads, and other Collector roads, or to distribute traffic to local roads, as well as provide limited access to abutting properties. As a guideline, Collector road standards are used on roads that are anticipated to carry over 200 vehicles during peak hour.

**What is the purpose of the proposed Official Plan Amendment No. 24 with regards to Collector roads?**

If the proposed Official Plan Amendment No. 24 is enacted it would:

1. generally require that when development or re-development occurs, that the road right-of-way width be increased from 20 metres to 26 metres by way of conveyance of land by the developer to the municipality with such conveyance of land typically being 3 metres on each side of the road.
2. establish increased distances between roads where a road is a Collector (Collector to Collector 600 metres/Collector to Local 300 metres); and
3. discourage, in accordance with the provisions of the Official Plan, "new individual lot access onto Collector roads".

**Why designate the following roads as Collector roads now?**

In March 2010, the Town completed a comprehensive transportation report that looked at various transportation concerns within the Town. One of the issues addressed was a review of the road classifications. The Town's consultant has recommended that the following roads presently identified as "Local roads" in the Town of The Blue Mountains Official Plan (Appendix Map 'G' Roads Plan) be considered for re-designation to Collector road classification.

Victoria Street South (from Arthur Street West to Duncan Street West);  
Duncan Street West (from 10th Line to Russell Street West);  
Napier Street West (from Beaver Street South to Bruce Street South);  
Monterra Road (from Grey Road 19 to Grey Road 21);  
10th Line (from Peel Street South to Duncan Street West);  
Albert Street (from 10th Line to Alfred Street West);  
Peel Street South (from 10th Line to Arthur Street West);  
Peel Street North (from Arthur Street West to Cameron Street);  
Beaver Street South (from 10th Line to Victoria Street South); and  
Clark Street (from Marsh Street to Grey Road 2).

The primary reasons for the recommended re-designation is that the roads connect upper tier (provincial and county) roads to the future local road network, and that the roads will carry a higher than typical traffic load expected for Local road designation (over 200 vehicles per day). Traffic will naturally gravitate to roads conveniently leading to and from destination points regardless of road classification, and therefore it is important that the Town identify those roads early in the transportation planning process to ensure the roads can be designed appropriately and to obtain road allowance widenings necessary to facilitate the safe and efficient movement of pedestrians, cyclists and vehicles. In addition to the operational need to classify specific roads as Collector roads, we also need to classify roads in order that our Development Charges are appropriately set to ensure that "growth pays for growth" and that there isn't a future tax burden placed on the residents to make road improvements after the development is done.

If the roads are not re-designated, the Town will lose the opportunity to obtain road widenings which will limit our ability to provide the street level improvements while still safely and efficiently moving the traffic that will eventually congregate on the road. Increased traffic on roads designed for a local level of traffic potentially lead to increased pedestrian/cyclist/vehicle conflicts.

### **When will Collector roads be upgraded and what will be they look like?**

All roads, including Collector roads, are improved as development proceeds and/or traffic demands require upgrades. The proposed Collector roads are in areas where development is anticipated to proceed or increased traffic loading is expected as a result of development, and therefore will be paid for by development. As long as road improvements are completed in conjunction with development, the Town will not need to use taxation dollars to upgrade these roads to address traffic congestion. At the same time as the road platform is improved, any road geometric deficiencies (curves, hills) will be improved to current day engineering standards.

Collector roads will generally be built to current urban standards with potential improvements over that of a Local road, being sidewalks on both sides of the road, bike lanes (on or off road), widened travel lanes, turning lanes, and/or traffic lights. Any of these improvements will be subject to the design criteria given the anticipated traffic load at the time of construction. With the wider right-of-way available on Collector roads, we will have the flexibility to have storm sewers or to maintain open ditching. Similarly, a wider road allowance will permit more open space for streetscape improvements like tree planting, boulevard/median amenities, soft surface trails, and other non-standard features where space permits.

### **Why does the Town need Collector roads?**

There is a need in municipalities to have proper road hierarchy and standards to ensure the safe and efficient movement of pedestrians, cyclists and vehicles from their origin to their destination. Collector roads are part of that road hierarchy. The purpose of re-designating the proposed road list to Collector road status through the Official Plan Amendment process assists the Town to set the level of service wanted by the community.

### **What impact will this proposed Official Plan Amendment have on the people who live by the proposed Collector roads?**

In the short-term, there will be no impact or change. As opportunities come forward with development applications, the Town will request a road widening from the developers. It should be anticipated that if necessary, the Town may approach area property owners to obtain land at fair market value for a road allowance widening to facilitate the continuation of road improvements. Other long term impacts such as construction interruptions and increased development traffic for the most part will occur regardless of the road re-classification. It must be keep in mind that the timing of any road improvements is unlikely within 10 years, and that full build out of all the proposed Collector roads will be more than 40 years or longer.

### **What impact will this proposed Official Plan Amendment have on the amount of traffic?**

In the short-term, there will be no change to the amount of traffic. In the long-term though, as development in the surrounding area proceeds, traffic (pedestrians, cyclists, vehicles) will start to naturally utilise the current road corridors more intensively to move to and from their destinations. These road corridors are already being utilized by traffic to move through the area now and will continue to be so in the future. Currently, there are no plans to restrict the amount of traffic that would utilise the present corridors through aggressive traffic calming measures like speed bumps, 4-way stop signs, speed reductions, road closure or realignment.

### **What impact will this proposed Official Plan Amendment have on sewers and water?**

There will be no impacts on sewers or water. These utilities will be installed, or modified, as development proceeds as would be done on a Local road.

### **What impact will this proposed Official Plan Amendment have on sidewalks and greenspace?**

Wider road allowances will mean more opportunity for widened sidewalks, sidewalks on both sides of the road, bicycle lanes and improved streetscaping including greenspace, trees and plantings.

**What impact will this proposed Official Plan Amendment have on development?**

The designation of Collector roads is dependent on development – not the other way around. The area around the proposed collector roads is designated as developable lands and thus a responsible road hierarchy is needed for pedestrians, cyclists and vehicles. Road improvements will not go forward until development of the adjacent lands proceeds. Furthermore, development will pay for Collector road improvements through Development Charges or other means established by the Town.

**What impact will this proposed Official Plan Amendment have on road conditions?**

In the short-term, there will be no change to the road platform. Once area development proceeds, the Collector roads will be improved to the current engineering standards and maintained as such.

**What if I cannot attend the January 17, 2011, public meeting and I have comments?**

If you are unable to attend the January 17, 2011, statutory public meeting but have comments, you may submit these comments in writing to:

Corrina Giles, Town Clerk  
Town of The Blue Mountains  
P.O. Box 310, 26 Bridge Street East  
Thornbury, Ontario N0H 2P0  
E-mail: [cgiles@thebluemountains.ca](mailto:cgiles@thebluemountains.ca)

***All written comments received on or before January 17, 2011 will be read out by the Town Clerk at the public meeting and become part of the public record.***

**FOR ADDITIONAL INFORMATION ON THIS MATTER PLEASE CONTACT:**

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