PART 7

INFRASTRUCTURE POLICIES

7.1 INTRODUCTION

This Section sets out policies related to the development of services and utilities which are essential to the proper functioning and well being of the municipality. Infrastructure includes land, buildings, and structures devoted to providing recreational opportunities, piped water and sanitary sewer services, stormwater management facilities, transportation facilities, and other similar services and facilities which support the land use fabric.

Certain projects carried out by the Township may be subject to the Environmental Assessment Act. Council will ensure that the status of each proposal under the Act is determined prior to proceeding with the undertaking. Nothing in this Plan shall be interpreted to mean that any undertaking subject to the Environmental Assessment Act may be proceeded with until it has complied with the Act.

7.2 ENERGY AND UTILITIES

There are a number of Federal and Provincial government related authorities within the Township, as well as municipal bodies and private corporations, including telecommunications and energy companies, which are responsible for the delivery, regulation, and maintenance of essential services. Such services include electrical power supply, supply of natural gas, communication systems, water distribution, sewage collection, and stormwater facilities. It is important that such agencies be involved in the planned development of the Township to ensure that residents receive the benefits of the coordinated provision of all services.

(OPA No. 19)

7.2.1 Energy

a) Existing electrical and natural gas facilities and the development of new electrical or natural gas facilities directly related to the provision of energy such as transmission lines, transformer stations, pipelines, distributing stations, and booster stations shall be permitted provided that development satisfies the provision of the Environmental Assessment Act, the National Energy Act, including regulations made under those Acts and any other relevant statutes and are in keeping with the general intent of this Plan.

b) Encourage, where feasible, the joint use of public rights-of-way as utility corridors.

c) The delivery of natural gas is regulated through the National Energy Board Act. Any works, excavation, or blasting within 30 metres of a pipeline must be undertaken in compliance with the requirements of the National Energy Board and/or other agencies having jurisdiction.
d) All permanent structures and excavations must be located a minimum of 10 metres from the limits of a pipeline right-of-way.

e) All facilities located within or crossing a Provincial right-of-way corridor are subject to the requirements of the Public Transportation and Highway Improvement Act. Any such installations must satisfy the requirements of the Ministry of Transportation regarding location and permits.  

(MMAH Modification No. 3 April 12, 2001)

f) New development can increase the population density of an area, which may require pipeline operators to replace their pipelines to comply with Canadian standards. Therefore the Township shall require early consultation with pipeline operators or their designated representatives for any development proposals with 200m of pipelines.

g) In areas of more urban development, the Township will encourage the development of TransCanada’s right-of-way for passive parkland or open space purposes, subject to TransCanada’s easement rights.  

(OPA No. 19)

7.2.2 Communication

a) Telephone and television communication are provided by private corporations regulated through the Canadian Radio and Television Commission. The distribution systems are allowed in all designations, subject to development approval by the Township.

b) The Township will encourage innovative methods to minimize the visual impact of communication features, either by containing such features within streetscape elements (gateways, lamp posts, transit shelters, etc.), or by screening them from view.

c) The Township will encourage the underground installation of communication facilities in a common trench where feasible in order to minimize the impact of transmission lines, poles or other structures.

d) Coordination of communication providers and other public and private utility providers shall be encouraged to prevent unnecessary over-digging and disruption of road rights-of-way when development or infrastructure upgrades take place.  

(OPA No. 19)

7.2.3 Public Utilities

a) Public utilities, for purposes of this Section, refers to water supply, sanitary collection, and stormwater detention. Such uses and facilities are permitted in all
land use designations provided that:

i) such use is necessary in the proposed location and that due consideration has been given to alternative locations;

ii) the public utility will be designed and developed in such a manner that it will be as compatible as practical as well as sensitive to surrounding land uses;

iii) in order to ensure compatibility with adjacent land uses, measures required as part of development may include adequate buffering; and

iv) there is regard as to the nature of existing uses on adjacent lands, and the massing and design of public uses related thereto.

b) Utility lines and required plants shall be installed in an efficient and economical manner with minimal disruption to existing development.

c) Council, within the urban area, encourages the appropriate public and private agencies to place electric power, telephone lines, multi-use cables and other similar utility services underground wherever economically feasible and desirable. Where overhead wires presently exist, the placing of such electric power and communication lines underground will be encouraged where economically feasible and practical when major street improvements are undertaken.

d) New public uses and facilities such as maintenance yards, public works depots, offices or other similar uses shall be located on lands designated and zoned for the intended use.

e) Land within or adjacent to utility corridors may be subject to development restrictions or approvals of the respective agencies. The respective utility should be consulted by persons having an interest in the development of such lands.

f) Council shall encourage the appropriate authorities to locate new power facilities outside of areas designated Agricultural and Environmental Protection, as described in Part 4 of this Plan.

g) All facilities located within or crossing a Provincial right-of-way corridor are subject to the requirements of the Public Transportation and Highway Improvement Act. Any such installations must satisfy the requirements of the Ministry of Transportation regarding location and permits.

(MMAH Modification No. 4  April 12, 2001)

h) Schedule C designates a future utility and pedestrian corridor linking Highway 33 with the west end of Nicholson Point Road to service possible future development on Nicholson Point. The alignment of this corridor is conceptual only and may be changed without amendment to this Plan.

(OPA No. 19)
7.2.4 Servicing of Development

a) All development in the urban areas of Schedule ‘A’, unless specifically permitted otherwise in this Plan, shall be on full services; that is, piped water, sanitary sewers, and stormwater systems.

b) Development which occurs outside the urban area designation on Schedule ‘A’ shall take place on private services (wells and septic tanks) or on communal services in accordance with Section 7.2.5, subject to the approval of the Township and agencies having jurisdiction.

c) Properties developed before January 1, 1996 for residential and industrial purposes fronting on County Road No. 6, north of the Canadian National Railway corridor and south of Shane Street may for remedial reasons connect to a municipal water supply. In addition, a Township owned public works site fronting on the west side of County Road No. 6 will also be allowed to connect to municipal water.

Any property satisfying these requirements is limited to a maximum of one water service connection. Existing vacant property or new property created by consent or subdivision activity and/or property residentially developed after January 1, 1996 will not be eligible for connection to a municipally operated water supply.

d) In accordance with Section 4.7.4.7, properties developed before January 1, 2002 for residential purposes fronting on or in close proximity to Highway 33 within the Shoreline Residential designation on Schedule “D” in Lots 27 to 31, Concessions 1 and Broken Front, may for water quality reasons connect to a municipal water supply provided looping is not required. (i.e. The water supply does not meet Ontario Drinking Water Standards)

Any property satisfying these requirements is limited to a maximum of one water connection. Existing vacant property or new property created by consent or subdivision activity and/or property residentially developed after January 1, 2002 will not be eligible for connection to a municipally operated water supply.

(OPA No. 1)

e) Existing legal non-conforming properties developed before January 1, 2002 for residential purposes fronting on or in close proximity to Highway 33 within the Industrial designation on Schedule “C” in Lots 25 to 28, Concessions 1 and Broken Front, may for water quality reasons (i.e. the water supply does not meet Ontario Drinking Water Standards) connect to a municipal water supply provided looping is not required.

Any property satisfying these requirements is limited to a maximum of one water connection.

(OPA No. 2)
7.2.5 Communal Systems

The use of communal water and sewer systems is being recommended by Provincial authorities for small scale housing development where the situation warrants. At present no such systems exist in the Township and none have been proposed. Such systems are not to replace the municipal piped water supply and sanitary sewage systems of the Township. Communal systems may only be considered where they meet the following requirements:

a) are outside lands intended to be developed on full municipal services (water and sewer) as outlined in this Official Plan; and/or

b) solve an existing servicing problem and municipal services (water and sewer) cannot be extended by the Township; or

c) are recommended as part of a servicing options review study as part of approval of a development in the rural portions of the Township; and

d) communal water supply and sewage disposal shall be subject to the Ministry of Environment’s responsibility/ownership requirements and if Council is willing to implement those requirements.

e) A new communal sewage system may only be established or an existing communal sewage system expanded if there is confirmation of sufficient reserve sewage system capacity to treat the septage (hauled sewage) from the system. Reserve sewage system capacity is considered sufficient if the hauled sewage from the communal system can be treated or disposed of at sites approved under the Environmental Protection Act or the Ontario Water Resources Act, but not by land-applying untreated, hauled sewage.

(ONA No. 19)

7.2.5a Septage (Hauled Sewage)

a) The creation of a new lot with a private sewage disposal system, or the establishment or expansion of a communal sewage system, shall only be permitted if there is confirmation of sufficient reserve sewage system capacity to treat the additional septage (hauled sewage). Reserve sewage system capacity is considered sufficient if the hauled sewage from the lot can be treated or disposed of at sites approved under the Environmental Protection Act or the Ontario Water Resources Act, but not by land-applying untreated, hauled sewage.

b) Council will monitor, on an annual basis, the amount of uncommitted reserve sewage system capacity available at the Loyalist East Water Pollution Control Plant that can be devoted to the treatment of septage (hauled sewage) produced by development outside of the serviced areas. Development shall not be approved if there is insufficient reserve sewage system capacity.
7.2.6  **Growth Management**

To guide and efficiently manage urban development within the Township, Council shall:

a)  prepare strategic servicing plans for the long term economic expansion of existing water, sewer, and storm system;

b)  provide for phased sequential development within the urban area, and within a given neighbourhood;

c)  ensure that development and public works are undertaken in accordance with a phasing program; and

d)  ensure an acceptable level of service in the provision of water, sanitary sewers, stormwater services, and other utilities as may be required.

7.3  **RAILWAYS**

Rail service is an essential element for local industry and residents. Conflicts, however, can arise between railways and sensitive land uses. To minimize potential conflicts between rail, vehicular and pedestrian traffic, and adjacent land uses:

a)  Council will have regard for the development requirements of Canadian National Railways (CNR) concerning safety, buffering, and setbacks. Council will ensure that development proposals are circulated to CN Rail for review and comment.

b)  Council will require appropriate noise and vibration controls to safeguard future development of sensitive uses adjacent to the railway lines.

7.3.1  **Railroad Crossing Improvements**

Wherever possible, railroad crossings are to be improved through the construction of grade separations or by other protective measures such as visibility triangles, signals, or gates. To this end:

a)  the Township will work towards the elimination of all grade crossings at arterials and collector roads such as at County Road No. 6, County Road No. 7, and Coronation Boulevard (County Road No. 24); and

b)  where new development is proposed near these locations, the railroad and appropriate road authority will be consulted.

7.4  **RECREATION**

The Township recognizes the need for the provision of open space for a variety of purposes,
including active areas for organized sports and similar activities, as well as passive and protected areas intended for peaceful enjoyment.

The policies which follow are intended to achieve an integrated system of areas and corridors across the Township for recreational and open space functions.

In conjunction with the review of new applications for Medium and High Density Residential development, the Township shall encourage the provision of private park and open space areas to meet the future needs of the residents of such developments. The encouragement of private park and open space areas should not be at the expense of the wider goals and objectives of the neighbourhood recreation needs.

7.4.1 Standards

Park and open space areas shall be provided on an overall Township basis as described in the Recreation Master Plan. Such standards and possible park locations may be incorporated into this Plan by amendment. Such park and open space areas will include the following type of parks:

a) Neighbourhood Parks should serve from 3,000 to 4,000 people and range in size from 1.6 to 4.0 hectares. The form in which neighbourhood parks are provided may consist of a single park or a combination of a single park and one or more parkettes.

Neighbourhood park and open space areas are intended to serve the immediate recreational needs of the neighbourhood and should be within walking distance of the area being served.

Neighbourhood parks shall have frontage onto a collector or local road and should be adjacent an elementary school playground.

In non-urban areas of the Township, the standard for neighbourhood park and open space areas may be increased to 1.2 hectares (3 acres) per thousand persons as these Hamlet and Rural parks often serve as combination community and neighbourhood parks.

b) Community Parks are intended to serve more than one neighbourhood and may be designed for both active and passive recreational activities. Community parks should range in size from 4 to 10 hectares.

Community parks should, wherever possible, be located on an arterial road and be adjacent to secondary schools and major indoor sports facilities.

c) District Parks are intended to serve the Township as a whole and may connect to an open space system in abutting municipalities and includes areas owned and operated by the Conservation Authority or other public bodies who may operate parks and open space areas available to the general public.
District parks may be designed to serve the specialized passive and active recreational needs of the population by conserving large tracts for major competitive sports needs, agricultural fair grounds, trail systems, and enjoyment of the natural environment.

Sites for district parks shall, wherever possible, be located on arterial roads or provincial highways and/or in areas with unique or distinct natural features.

### 7.4.2 Parkland Acquisition

Council may adopt an acquisition program and set monies in a special fund to assist in securing open space lands to implement the objectives and policies of this Plan. In addition to obtaining park/open space lands by conveyance of such lands whenever development or redevelopment occurs, Council may allocate funds in the municipal budget for such land acquisition. Council will also seek to obtain park/open space lands by way of donations, gifts, and bequests of individuals and/or corporations and other appropriate means.

Through the development and redevelopment approvals, Council may acquire lands based on the following standards:

- **a)** Up to 5% of the lands being subdivided for residential purposes;

- **b)** Where residential development proposals exceed 15 units per residential hectare of land, the Township will require a land dedication for recreational purposes at a rate specified in Section 4.8.7 of this Plan;

- **c)** For industrial and commercial development, the parkland dedication shall be up to two percent (2%) of the land proposed for development;

- **d)** Instead of land dedication, the Township may accept cash-in-lieu of such lands. The valuation of lands and use of monies shall be in accordance with the provisions of the Planning Act; and

- **e)** In considering land severance applications, the Township will require the conveyance of lands for open space or recreational purposes or require cash-in-lieu of the land dedication.

- **f)** It is a priority of Council to acquire Environmental Protection and Environmentally Sensitive land in the areas around Parrott’s Bay, Bayview Bog, Big Marsh and Owl Woods, so that these lands are available for the long term use of the residents of the Township, and are retained in a natural state. These lands have also been identified in the Loyalist Township Recreation Master Plan (2005) as priorities for acquisition. (OPA No. 19)

### 7.4.3 Community Services

Community services and facilities to meet civic, cultural, recreational, social, and emergency
service needs of Township residents will be monitored on an ongoing basis. Where Council deems that such services or facilities are warranted or require enhancement or expansion, they will be planned for and provided in an orderly manner in keeping with the financial capabilities of the Township.

Where possible and as may be appropriate, Council will consider providing such services and facilities in cooperation with appropriate public and private agencies and other levels of government.

7.4.4 Education Facilities

Education facilities in the Township generally are under the jurisdiction of the Boards of Education. The School Boards are involved in the long range planning of schools, and determine the provision of school facilities. It is the intention of Council to work closely with the School Boards in the context of the land development process to determine the need for future facilities, and encourage the provision of an appropriate range of joint-use facilities in the Township.

7.5 TRANSPORTATION

The Township’s transportation system will be strengthened and broadened by:

a) promoting a safe, integrated, accessible transportation system consisting of a network of roads, parking facilities and pedestrian pathways to accommodate various modes of transport such as automobiles, public transit, bicycles, and walking;

b) ongoing monitoring of the existing ferry service from the mainland to Amherst Island to ensure a safe, cost effective transportation system consistent with the needs of Island residents;

c) encouraging land use patterns which support the viability of public transit; and

d) ensuring that the design or redesign of roadways safely accommodates automobiles, public transit, cyclists, and pedestrians alike.

The Township may participate in joint area studies related to transportation and, where appropriate, the relevant findings of such studies may be incorporated into this Plan by amendment.

7.5.1 Roads

7.5.1.1 General

Road ownership within Loyalist township falls under three (3) jurisdictions:

- the Township,
- the County, and
The transportation network as set out in Schedule ‘G’, The Transportation Plan, generally reflects both the existing and anticipated future inter-relationships of land use and transportation. The road pattern is intended to facilitate the safe and efficient movement of both people and goods within the municipality, as well as through traffic movement.

The road network is classified by function so as to facilitate future planning and development of the Township.

The general alignment of existing and proposed freeways, arterials, and collectors is shown on Schedules ‘G’.

### 7.5.1.2 Classification Principles

The roads are classified according to their anticipated ultimate function, bearing in mind jurisdictional authority. The functional road classification is based on a hierarchy in accordance with the following principles:

a) The overall road pattern should be in harmony with the proposed road pattern of the adjoining municipalities, the County road system, and the provincial highway system.

b) Freeways and provincial highways should permit the movement of large volumes of traffic through the planning area to and from the major traffic generating areas.

c) Arterial roads should permit the movement of medium volumes of traffic between major traffic generating areas and local roads as well as serving a local service function.

d) Collector roads should permit the movement of medium volumes of traffic between arterial and local roads.

e) Local roads should provide land access only to the areas in which they are located and should not serve major traffic generating areas.

### 7.5.1.3 Classification of Roads

The existing roads within the Township are classified on Schedule ‘A’ according to their ultimate function. The road right-of-way width should be appropriate for the intended road function and is subject to the approval of the public road authority having jurisdiction bearing in mind proper engineering and environmental concerns. Where additional land is required for widening and extensions, such land shall be obtained, wherever possible, in the course of recommending and approving applications for development under the Planning
Act. The functional road classification is as follows:

a) **Provincial Highways**

The designation applies to roadways under the jurisdiction of the Ministry of Transportation. These roads are designed to facilitate through traffic movement of medium to high volumes.

Any development located on property adjacent to Provincial Highways 401 and 33 is subject to the permit control of the Ministry of Transportation as per *The Public Transportation and Highway Improvement Act*. As such, all permits must be obtained from the Ministry of Transportation prior to any grading and construction being undertaken. In the case of Highway 33, direct access to the highway will only be considered to those properties that meet the minimum geometric and safety requirements of the Ministry of Transportation. Traffic impact studies that address the anticipated traffic volumes of the proposed development, as well as stormwater management plans which show the intended treatment of the calculated runoff, may be required by the Ministry of Transportation as part of their review and approval of any development plans.

b) **Roads Under Municipal Jurisdiction**

Municipal roads, whether under Township or County jurisdiction are classified and defined as follows:

i) **Major Arterial Roads**

Major arterial roads are existing and proposed roads of two (2) or four (4) traffic lanes with a design right-of-way width of 35 to 45 metres. Major arterial roads are designed to collect and carry large volumes of traffic at relatively high operating speeds to and from major traffic generating sectors. To facilitate this function, direct access to abutting properties is generally prohibited. County Road No. 23 (Taylor Kidd Boulevard) is designated as a control access highway by county By-law 2120, as amended. In the case of County Road No. 23, access from adjacent lands is restricted in accordance with the provision of that By-law. With respect to County Road Nos. 4 and 6, no new entrances are permitted except those approved prior to the adoption of the County of Lennox and Addington By-law No. 2207/87, as amended.

ii) **Rural Arterial Roads**

Rural arterial roads are existing and proposed roads of two (2) and four (4) lanes with a design right-of-way width of 26 to 35 metres. Rural arterial roads are designed to collect and carry high volumes of...
traffic, at relatively high operating speeds to provincial highways and major arterial roads and/or to distribute traffic to collector and local roads. New entrances onto a rural arterial road should generally be discouraged, and only be permitted where:

- A new entrance is created through the Plan of Subdivision process;

- A lot is an existing lot of record where such lot was created in accordance with the Planning Act and there is not alternative means of access available.

iii) Urban Arterial Roads

Urban arterial roads are existing and proposed roads of two (2) and four (4) lanes with a design right-of-way width of 26 to 35 metres. Such roads are designed to carry relatively high volumes and provide for movement between principal traffic generators and the interconnection of provincial highways, and major and rural arterial roads. Normally the operating speed for vehicles is 60 kilometres per hour or less. New entrances onto an urban arterial road should generally be discouraged, and only be permitted where:

- A new entrance is created through the Plan of Subdivision process;

- A lot is an existing lot of record where such lot was created in accordance with the Planning Act and there is not alternative means of access available.

iv) Rural Collector Roads

Rural collector roads are existing and proposed roads of two (2) traffic lanes with a design right-of-way width of 26 to 30 metres. Rural collector roads are designed to collect and distribute traffic at moderate to relatively high operating speeds to and from local roads and arterial roads. Rural collector roads are designed to tolerate limited direct access to adjacent properties.

v) Urban Collector Roads

Urban collector roads are existing and proposed roads of two (2) traffic lanes with a design right-of-way width of 23 to 30 metres. Urban collector roads are designed to collect and distribute traffic at relatively low operating speeds to and from local roads and arterial roads and further provide for the interconnection of rural, arterial, and collector roads. Direct access to abutting properties is generally permitted.
The urban collector shown as part of the Windermere Estates in Lot 11 to 13 of the Broken Front Concession and Concession 1 shall have a right of way of 26 metres unless a lesser right of way width is approved by the Township. Such right of way shall not be less than 23 metres.

vi) Local Roads

Township roads are designed primarily to provide for land access to abutting properties. The minimum right-of-way width is intended to be 20 metres.

7.5.1.4 Development Policies

a) To provide attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas.

b) In considering development or redevelopment along public roads, Council shall require appropriate setbacks, safe ingress and egress and buffering where such is necessary to mitigate negative effects.

c) Council shall not assume any roads which do not meet municipal standards as established by Council and consistent with accepted engineering practice. The municipality shall be under no obligation to assume roads which exist or may be constructed within the Township.

d) Access, setbacks, and other development issues along roads shall meet or exceed the requirements of the road authority having jurisdiction.

7.5.1.5 Road Improvements

a) In the course of approving a subdivision, a consent, and in exercising Site Plan Control, Council may require the dedication of lands for the widening and extension of roads to provide for a right-of-way width in accordance with the designated functional classification. Although road widenings may be obtained through the exercise of site plan approval, road extensions will be secured by way of the subdivision or consent process.

Where a road widening is required, such widening should normally consist of one half of the difference between the existing road width and the width required for the designated functional classification described above.

b) Road allowance widths specified in Section 7.5.1.3 shall increase on approaches to major intersections as required for channelization and additional turning lanes.
c) Provision shall be made in the implementing Zoning By-law for adequate setbacks from the centreline of roads.

d) In order to maintain a satisfactory transportation system, Council will pursue a program of improving road alignments, sight triangles, surface treatment, proper signing, signalization, and acquiring adequate road allowances for existing and new roads as future development warrants.

e) The establishment of new local roads, road widenings, re-alignments, and minor bypasses will not require an amendment to this Plan.

f) The establishment of new collectors or arterials will require an amendment to this Plan. Consideration shall be given to the future development of a new north-south arterial or collector road at the easterly end of the aggregate designation (formerly in Bath) in Lot 8 of the Broken Front Concession and Concession One to connect Highway No. 33 to the future extension of County Road No. 23 (Taylor-Kidd Boulevard) as indicated on Schedule C.

g) Consideration shall be given to the impact of road improvements on the character of streetscapes and heritage features.

h) The Township encourages, where feasible, the joint use of public right-of-way or utility corridors.

(UPA No. 19)

7.5.1.6 Road Closings

There are a number of unopened road allowances throughout the Township. Such road allowances may be closed after giving consideration to such matters as:

a) Ensuring that abutting parcels are not land locked.

b) Ensuring that the road allowance is not required for service easements, utility corridors or future roads.

c) That the unopened road allowance is not required for recreational activities, pathways, trail systems, and access to environmental areas.

d) That the unopened road allowance is not required to access future developments such as opening up aggregate areas or industrial areas.

e) The unopened road allowance does not provide access to water.

7.5.2 Ferry Service
The ferry service is an integral part of Loyalist Township’s transportation system. Adequate ferry service between Amherst Island and the mainland is vital for the prosperity and maintenance of a viable community. Council will, therefore:

a) continue to monitor the ferry capacity and usage;

b) review, from time to time, opportunities for improved ferry service both through expanded capacity of the ferry and improvements to infrastructure such as terminals and parking facilities;

c) seek the cooperation of the province in the ongoing maintenance and possible future expansion of ferry operation;

d) seek out public/private partnerships and development opportunities which would result in a net improvement to ferry access to Amherst Island; and

e) pursue opportunities with adjoining municipalities in seeking joint solutions which result in ferry access improvements.

7.5.3 Transit Supportive Development Guidelines

Amherstview is the sole area where public transit is presently available. The following transit supportive guidelines should be considered in the planning of land uses and roads as part of the urban expansion of Amherstview, Bath, and Odessa.

a) Collector and arterial roads should be designed to be as straight and direct as possible to prevent circuitous transit routes.

b) Ninety percent (90%) of residences, jobs, or other activities/uses should be located within 400 metres (1,300 feet) walking distance of a potential transit stop.

c) Medium and high residential densities should be considered and encouraged along transit routes.

d) Local road patterns should provide for convenient pedestrian access to transit stops and transfer nodes.

7.5.4 Pedestrian and Bicycle Circulation

Council encourages the development of a pedestrian and bicycle circulation system which links the various activity and open space nodes such as schools, parks, and commercial areas by a system of pedestrian paths, sidewalks, and bicycle routes.

a) Council shall cooperate with the adjoining municipalities in the development of a pedestrian and bicycle circulation plan which promotes well defined linkages between focal points of public activity and interest.
b) Council may prepare a pedestrian and bicycle circulation plan and proceed with the development of such facilities. The pedestrian and bicycle circulation plan may address such matters as:

i) provisions for safe and unobstructed pedestrian walkways and paths;

ii) minimization of potential conflict with other modes of transportation;

iii) integration of the pedestrian and bicycle circulation system with natural amenities such as open spaces; and

iv) policies for the acquisition and dedication of lands to be developed as part of the pedestrian and bicycle circulation system.

c) Council supports the development of bicycle lanes as part of new road construction or reconstruction, particularly along arterials and collectors.

7.5.5 Parking

a) Parking shall be provided for any land use in the Township in the quantity and subject to the provisions of the implementing Zoning By-law.

b) Shared use parking arrangements may be considered where uses are compatible and peak parking demand characteristics are complementary, so as to provide for more efficient use of parking facilities. Such arrangements are restricted to cases where the uses are located on roadways designated as arterial roads or collector roads, or the business requesting shared use parking arrangements are located on the same side of the street.

c) Requests to amend the Zoning By-law to permit shared use parking arrangements shall be supported by appropriate site specific parking analyses which demonstrate the complementary nature of parking demands for existing and proposed uses on-site and the ability to provide safe movement of pedestrians between uses.

d) Parking for persons with disabilities is encouraged at locations close to the building entrances. Such spaces should be clearly signed.

e) The provisions of vehicular and pedestrian interconnections between adjacent uses is encouraged where it is suitable and where zoning is compatible, both to facilitate walking between sites and to discourage unnecessary vehicle turning movements to and from the adjoining roadways.

f) The buffering of parking areas shall be encouraged, so as to help screen and visually enhance these facilities.