

Schedule 6

Ballantrae-Musselman' Lake and Environs Secondary Plan

Appendix C

Access Management Guidelines

Ballantrae-Musselman Lake and Environs Secondary Plan Review – Access Management Guidelines for Lands along Highway 48

1. Purpose

The Access Management Guidelines for Lands along Highway 48 in the Ballantrae settlement area will assist the Town and all levels of government, agencies and land owners with the review and approval process for development in the corridor. This allows for long-term planning along the corridor to achieve the ultimate plan for the right-of-way. In particular, the Guidelines will ensure access is provided to all lands along the corridor in appropriate locations with any necessary controls.

2. Objectives

The key objectives of the Guidelines are to:

- protect for the ultimate right-of-way of the Highway 48 corridor
- minimize direct access to Highway 48 through directing access to adjacent side streets where feasible, and the creation of service connections and joint access points
- provide clarity with respect to setback and access locations through the development process.

3. Highway 48 Right-of-Way and Setback

Through discussions with the Ministry of Transportation of Ontario (MTO), an ultimate right-of-way of 32m has been established to accommodate projected traffic to 2031 and beyond in the Ballantrae settlement area. The MTO will consider a reduced setback of 6m on each side of the right-of-way where no safety or operational concerns exist. In such cases, the setback would be determined on a case-by-case basis.

4. Highway 48 Typical Cross-Section

The 32m right-of-way will contain four 3.75m travel lanes plus a 4m wide centre left-turn lane and up to a 6.5m wide shoulder/ditch on each side of the roadway. The right-of-way may increase at intersections where exclusive turning lanes are required. The typical cross-section is illustrated in Figure 1.

5. Access Management Plan

The application of the Access Management Guidelines would result in access being provided to all lands along the Highway 48 corridor in appropriate locations and with appropriate controls.

Achievement of this objective will be phased as development occurs over time, particularly as the maximum benefits will require property consolidation and/or joint access agreements. Two plans have been developed – an interim plan (Figure 2) and an ultimate plan (Figure 3). Both plans would minimize access to Highway 48 as necessary, identify potential roadway accesses apart from driveway accesses, as well as identifying locations where joint access should be considered and pursued to enhance traffic flow in the corridor. The interim condition considers the current property boundaries and that development will occur sporadically and randomly. It will assist in the transition from the current condition to the ultimate vision for access management in the corridor. The ultimate condition assumes the ability to consolidate existing properties into development blocks or units that allow for minimizing site access on Highway 48 and joint access arrangements.

All access locations are approximate and should be confirmed during the site plan process. They will be reviewed by MTO on a site-by-site basis based on a traffic impact study when required. As part of this process, MTO would consider the Access Management Guidelines and the MTO design standard.

5.1 Potential New Connections

- It is anticipated that new connections would be in the form of local roads and would be stop-controlled until such time as signal warrants are met, if necessary.
- Future connections could be located at:
 - Lakeshore Road to provide access to the residential block on the west side of Highway 48
 - Greenan Road to provide access to the blocks on the east of Highway 48 between Pettet Road and Ballantrae Common

5.2 Residential Site Access

- Where possible, access to single lots or low density residential parcels should be obtained from adjacent side streets and, if access is required from Highway 48, it should be minimized.
- Direct access to residential properties from Highway 48 should be in the form of stop-controlled driveways and, where possible, align with an opposing access to minimize turning conflicts.

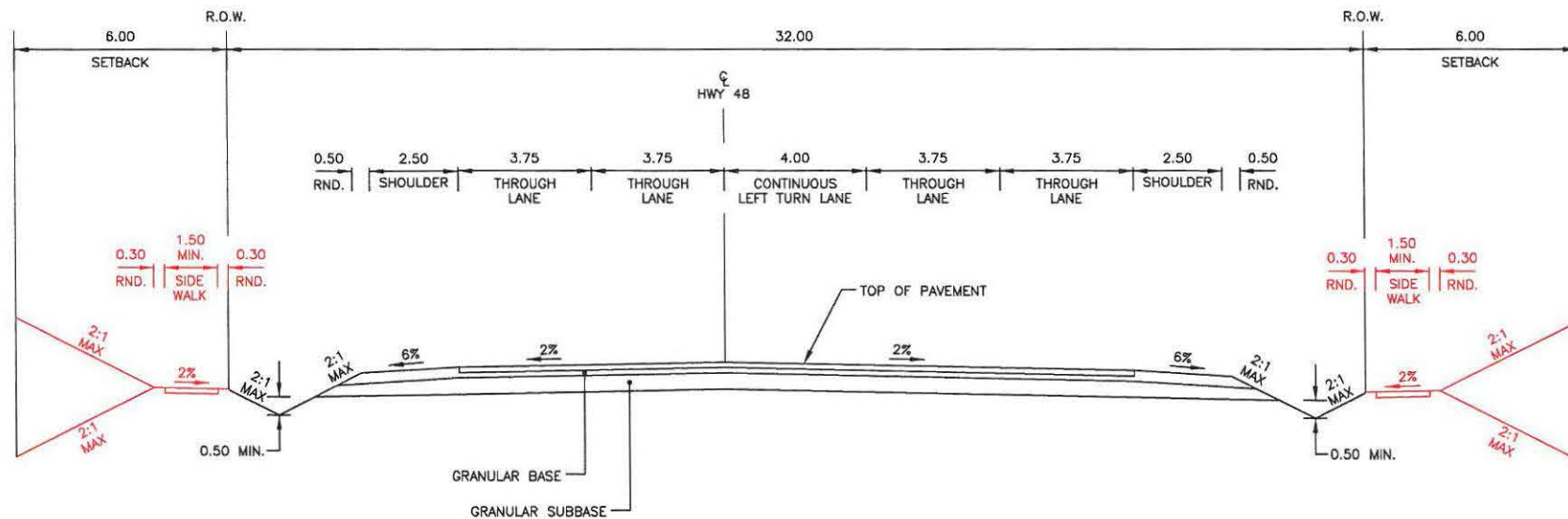
5.3 Commercial Site Access

- Where possible, access to commercial properties should be obtained from side streets to minimize the number of access points on Highway 48 and to improve on-site circulation.

- Commercial access points should be aligned with opposing driveways sufficiently spaced away from intersections and adjacent driveways so as to minimize conflicts and improve storage capacity for turning vehicles.

5.4 Joint Commercial Site Access

- The use of mutually-shared driveway arrangements is strongly encouraged for abutting commercial properties along the corridor. Their use is ideal when there are adjacent commercial developments and the spacing of access does not meet the guidelines or would result in multiple accesses in close proximity. This type of driveway must be registered on the title of both properties. The site planning of the properties must include proper site circulation, particularly of parking layout and driving aisles.



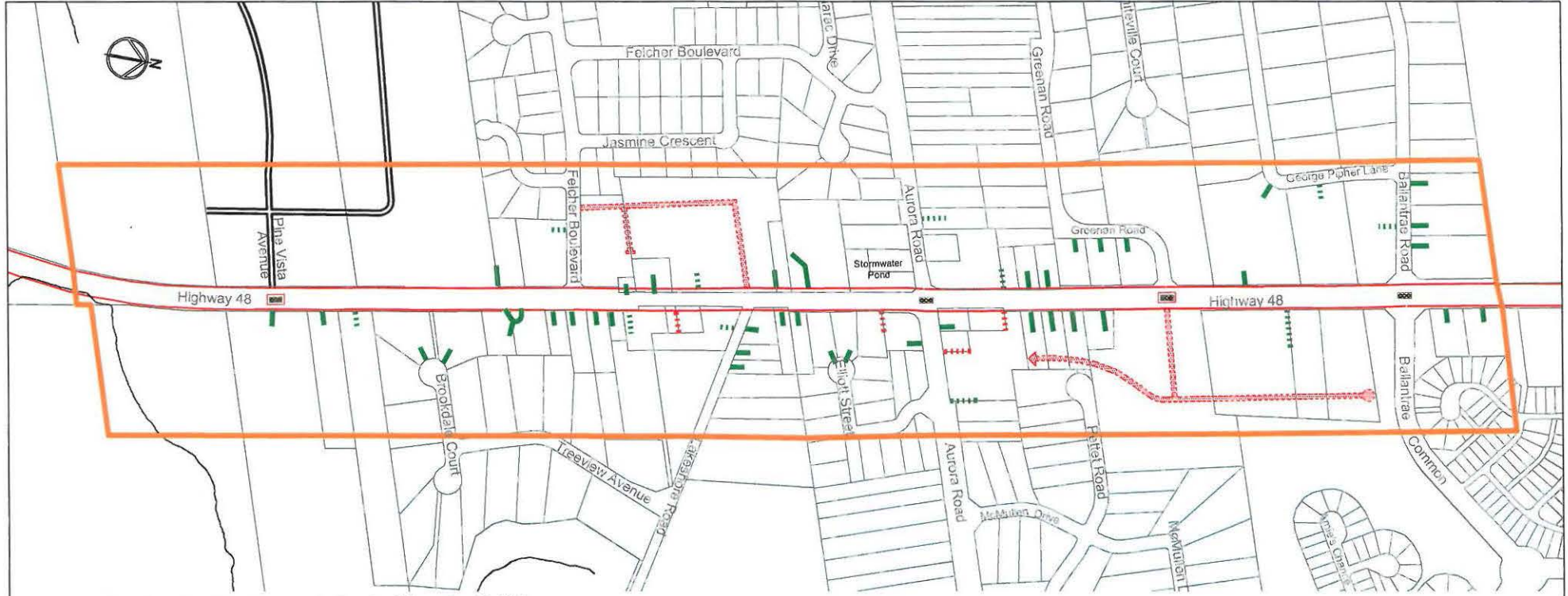
HIGHWAY 48 PROPOSED 32m RIGHT-OF-WAY

Note: Lane widths shown are typical for cross sections along Highway 48

Scale: 1:125

Figure 1
Highway 48 typical 32.0m Right-of-way Cross-Section
Ballantrae-Musselman Lake and Environs Secondary Plan Review





Source: Base Plan - Macaulay Shiomi Howson Ltd. , Received November 17, 2011

Figure 2
Potential Access Locations Along Highway 48 - Interim
Existing Property Boundaries
Ballantrae-Musselman Lake and Environs Secondary Plan Review

LEGEND	
	Highway 48 Corridor Boundary
	32.0m ROW Alignment
	Planned Roadway
	Potential New Connection
	Existing Driveway
	Potential New Driveway
	Potential Joint Commercial Driveway
	Existing Traffic Signal
	Potential Future Signal Location (Subject to Warrants being met)

NOTES:

1. All Access to Highway 48 Subject to MTO Approval with Supportive Traffic Study
2. All Access Locations are Approximate and Should be Confirmed at Site Plan Approval Stage
3. Municipal Road Accesses are Stop Controlled Until Traffic Signal Warrants are met

Scale: 1:5500

November 2, 2012



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Source: Base Plan - Macaulay Shiomi Howson Ltd., Received November 17, 2011

Figure 3
Potential Access Locations Along Highway 48 - Ultimate
Possible Consolidation of Properties (150m spacing)
Ballantrae-Musselman Lake and Environs Secondary Plan Review

LEGEND

- Highway 48 Corridor Boundary
- 32.0m ROW Alignment
- Planned Roadway
- Potential New Connection
- Existing Driveway
- Potential New Driveway
- ... Potential Driveway for Consolidated Properties
- Assumed Consolidated Property Boundary
- Existing Traffic Signal
- Potential Future Signal Location (Subject to Warrants being met)

NOTES:

1. All Access to Highway 48 Subject to MTO Approval with Supportive Traffic Study
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