
DATE: May 23, 2013

REPORT TITLE: **THE REGION OF PEEL CONTROLLED ACCESS BY-LAW**

FROM: Dan Labrecque, Commissioner of Public Works

RECOMMENDATION

That the new Region of Peel Controlled Access By-law incorporate the access control measures established in the “Regional Roads Characterization Study (RCS) Section III: Access Control” approved by Regional Council on May 9, 2013 under Resolution 2013-376;

And further, that the consolidation of the Region of Peel Controlled Access By-law 59-77 and all related amendments outlined in the report of the Commissioner of Public Works, dated May 23, 2013, titled “The Region of Peel Controlled Access By-law”, be approved;

And further, that upon approval of the new Region of Peel Controlled Access By-law, staff discontinue the interim policy (Resolution 2012-515) to limit access to Regional Road 14 (Mayfield Road) to two access points between Concession Roads for all future developments and planning instruments, including Secondary Plans and/or Block Plans, if applicable, for which secondary plan approval of access has not yet occurred in the Town of Caledon and the City of Brampton;

And further, that the necessary by-law be presented for enactment;

And further, that a copy of the subject report and resolution be forwarded to the Ministry of Transportation, City of Mississauga, City of Brampton, Town of Caledon, The Region of Peel Goods Movement Task Force, Metrolinx and the Building Industry and Land Development Association (BILD) and other RCS participants for information.

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THE REGION OF PEEL CONTROLLED ACCESS BY-LAW**REPORT HIGHLIGHTS**

- The Regional road network provides mobility, connectivity, active transportation, goods movement and commercial vitality to the Region;
- The Region of Peel Road Characterization Study (RCS) consisting of Section I "Process", Section II "Illustrative Cross Sections", and Section III "Access Control" has been adopted by Regional Council as per Resolution 2013-376;
- The Region has established new access control measures through the RCS taking into consideration the character of the roadways while maintaining road functionality;
- The new Controlled Access By-law allows for flexibility by accommodating six character areas with corresponding access control requirements;
- The interim policy as per Resolution 2012-515 to limit access to Regional Road 14 (Mayfield Road) to two (2) access points between concession roads will be discontinued;
- The new consolidated Controlled Access By-law will more effectively address the planned future land uses of the area municipalities while controlling access on Regional roads in an effective and safe manner.
- Consolidation of the Controlled Access By-law 59-77 as amended is required to provide a clear understanding and well managed Controlled Access By-law.

DISCUSSION**1. Background****a) Controlled Access By-law 75-2012 – Resolution 2012-927**

The Region of Peel Controlled Access By-law has been established to manage and balance competing priorities on Regional roadways, supporting economic development while managing road capacity needs with the utmost safety. The existing Controlled Access By-law, as amended, designates all Regional roads as controlled access roads and manages the provision and operation of any approved accesses on Regional roads. Presently, the Commissioner of Public Works or his designate has the authority to approve accesses on Regional roads utilizing the criteria outlined in the By-law.

On July 5, 2012, Regional Council passed By-law 75-2012 (Resolution 2012-927) as an interim update to the Controlled Access By-law to validate current practices, existing policies/procedures and to reflect new interim access arrangements which included Right In / Right Out and Left In, partial moves access. At the time, the Region was initiating the RCS and Strategic Goods Movement Network Study (SGMNS) studies where one of the objectives was to provide more specific roadway categories. By-law 75-2012 was endorsed as an interim solution until the outcomes of the studies determined if the Controlled Access By-law should be further modified.

b) Interim Policy on Regional Road 14 (Mayfield Road) – Resolution 2012-515

As a precursor to the interim amendment to the Controlled Access By-law, Regional Council passed Resolution 2012-515 on April 26, 2012 to enact a policy to "limit access to Mayfield Road to two access points between Concession Roads for all future developments and planning instruments, including Secondary Plans and/or Block Plans, if applicable, for which secondary plan approval of access has not yet occurred in the Town of Caledon and the City of Brampton." This followed an appeal by the Town of Caledon to the City of Brampton's Vales of Humber Secondary Plan and Block Plan to the Ontario Municipal Board (OMB) where two new intersections per concession were approved on Mayfield Road. The Town of Caledon had

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expressed concerns with respect to protecting the role and function of Mayfield Road as a major arterial and goods movement corridor.

c) Regional Roads Characterization Study (RCS) Section III “Access Control” – Resolution 2013-376

The RCS was commissioned in response to the need for a means of planning and developing future Regional roads in a way that respects all users, transportation options and local context while preserving the arterial functional classification. From this process, six distinct characters were established based primarily on local context from a land use perspective. From these established characters, a set of cross-sections were developed for each character containing varied design criteria including lane widths, active transportation facilities, and on-street parking as some examples.

A key component of the RCS was the development of access control measures based on the six road characters in the form of RCS Section III “Access Control”. These measures were developed through a comprehensive review of current practices across Ontario, existing technical guidance, and best practices across North America. The proposed access control measures adhere to technical guidance in both Canada and the United States and also provide a thoughtful, pragmatic, and long term solution to providing safe and efficient access for the growth forecasted through intensification. Regional Council endorsed the RCS on May 9, 2013 (Resolution 2013-376).

2. Proposed Direction

a) New Consolidated Controlled Access By-law

A new consolidated Controlled Access By-law is proposed to address three emerging themes as outlined in the RCS Section III “Access Control”:

- Flexibility for differing road characterizations – The new Controlled Access By-law categorizes Regional roads based on their character and better reflects the character of the areas through which they pass.
- Connectivity – The new Controlled Access By-law promotes the development of highly connected networks of local streets and cross-access easements surrounding Regional roads as a means of preserving the arterial function of Regional roads.
- Thresholds of development impact – The new Controlled Access By-law incorporates a new process for assessing developments by impact to more appropriately address access issues. The new By-law reflects thresholds for traffic impact on a low, medium and high impact basis, and more appropriately governs existing sites undergoing redevelopment or intensification (i.e. additional floor space, additional storey, etc.) with existing access to a Regional road in such a way that considers existing traffic patterns, collision history and forecasted traffic impacts.

The proposed framework of the new Controlled Access By-law will include the administrative requirements, while directly referencing RCS Section III “Access Control” in the By-law.

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b) Discontinuing Interim Policy on Regional Road 14 (Mayfield Road) – Resolution 2012-515

The RCS proposes to designate the majority of Mayfield Road as an Industrial Connector and, therefore, requires a minimum spacing between new full moves accesses of 450 metres (1476 feet). This designation effectively limits the number of full moves accesses along the majority of Mayfield Road to two between concession roads, thereby reflecting the principal intent of the interim policy derived from Resolution 2012-515, while also allowing for flexibility of additional partial moves accesses where appropriate. As the interim policy does not reflect the Road Character across the entire stretch of Mayfield Road, it is necessary that staff discontinue this interim policy in place of the proposed framework from RCS Section III "Access Control". The RCS map will be updated approximately every five years, or when there is greater certainty regarding changes in land use or transportation plans.

c) Consolidation of Controlled Access By-law 59-77, as amended

Currently, four separate by-laws form the Controlled Access By-law. Consolidation of these by-laws would make interpretation of access control on Regional roads easier. By consolidating the Controlled Access By-law, all sections can be referred to within a single source, thereby providing a clear understanding of Regional requirements with respect to access requirements on Regional roads.

d) Incorporation of Entrance Culvert Installation and Construction By-law 120-83 in New, Consolidated Controlled Access By-law

The Region of Peel Entrance Culvert Installation and Construction By-law 120-83 also explicitly governs access control and, therefore, contains a series of sections that overlap with sections in the current Controlled Access By-law. By incorporating relevant sections of the Entrance Culvert Installation and Construction in a new, consolidated Controlled Access By-law, a single regulatory framework for access control will further provide clearer understanding of this process in the Region.

CONCLUSION

The new Controlled Access By-law includes new access control measures based on the previously approved RCS Section III "Access Control" framework to meet the current and future development needs for access on Regional roads that are more reflective of context. Consolidation of Controlled Access By-law 59-77 and all amending and related By-laws is required to provide a clear understanding of the Region's requirements as it relates to access control on Regional roads.

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Approved for Submission:



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c. Legislative Services