

8.0 Mobility

8.1 Background

Since the Official Plan came into effect, the practice of land use planning has evolved to place an increasing emphasis on the need to integrate land use and transportation decisions and to provide individuals with additional non-automobile modes of transportation including walking and cycling with the goal of improving health and climate outcomes.

Creating communities that support a variety of transportation methods helps to create healthier, more active communities. Enhanced sidewalk and trail networks provide venues for active transportation methods which allow for physical activity, increased social exchanges, and reduced road congestion and greenhouse gas emissions. These forms of transportation are also more accessible to a larger population.

The Provincial Policy Statement defines a transportation system as a system comprised of facilities, corridors and rights-of-way for the movement of people and goods and may take the form of transit stops and stations, sidewalks, bicycle lanes, bus lanes, HOV lanes, rail facilities and parking facilities. These transportation systems move individuals from their point of origin to their destination.

Gananoque's transportation system includes the Highway 401 Corridor, portions of the Thousand Island Parkway, arterial roads (e.g. King Street East), collector roads (e.g. Charles Street North) local roads, sidewalks, on and off street recreational pathways, public parking facilities (e.g. Pine Street Parking Lot).

Gananoque, given its relatively small land area of 7 square kilometres, high population density of 733 residents per square kilometre, largely urban grid and moderate topography, make it an ideal location to promote non-automobile modes of transportation. Gananoque recently partnered with the Township of Leeds and the Thousand Islands on a Transit Feasibility Study that explored the possibility of connected Gananoque to Kingston via public transit. The study recommended an initial express bus service model and subsequently an on-demand model.

The Lowertown Master Plan has outlined a full network of interconnected streetscapes using vehicle and pedestrian networks and parks and open spaces. While this plan was finalized in 2005, the pedestrian and vehicle networks proposed would still provide a benefit to the community. In particular, the pedestrian networks would create more recreational opportunities both within the Town and along the Great Lakes Waterfront Trail.

Gananoque has not yet developed a transportation master plan, active transportation plan, or transportation demand management strategy.

8.2 The Land Use Planning Framework

8.2.1 The Planning Act

The *Planning Act* requires that municipalities have regard to the adequate provision and efficient use of transportation systems in carrying out their responsibilities under the Act. As well as, promoting development that is designed to be sustainable, supports public transportation and is

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oriented towards pedestrians.

8.2.2 The Provincial Policy Statement

Policy 1.1.1 e) states that healthy, liveable and safe communities are sustained by promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost effective development standards, optimization of transit investments and standards to minimize land consumption and servicing costs.

Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which support active transportation, are transit supportive where transit is planned, exists or may be developed and are freight supportive.

Policy 1.4.3. e) requires planning authorities to prioritize transit-supportive development and intensification in proximity to transit, including corridors and stations.

Policy 1.6.7.1 states that transportation systems should be provided with care safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected uses.

Policy 1.6.7.2 states that efficient use should be made of existing and planned infrastructure including through the use of transportation demand management strategies, where feasible.

Policy 1.6.7.3. states that as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

Policy 1.6.7.4. states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.6.8.1 states that planning authorities shall plan for an protect corridors and rights of way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

Policy 1.6.8.2 states that major goods movement facilities and corridors shall be protected for the long term.

Policy 1.6.8.3 prohibits planning authorities from permitting development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

8.2.3 The Official Plan

The Official Plan identifies and provides policies for a road classification that includes provincial highways, the Thousand Island Parkway, arterials, collectors, local streets, private roads, lanes

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or alleyways. The Official Plan also speaks to land acquisition, extension or improvements to existing roads, additions to roads and conversion of roads.

The Official Plan states that the provision of transportation is a crucial element in ensuring that Gananoque can continue to accommodate growth in a manner which is environmentally, socially, and economically sustainable.

The Official Plan states that a balanced transportation network for pedestrians, cyclists, and motorists will be implemented in association with development and redevelopment, and as Town resources permit. Any network improvements within the Lowertown area shall be consistent with the Master Plan.

The Official Plan also states that a pedestrian network consistent with the Lowertown Master Plan will be implemented through development and re-development. The proposed pedestrian and vehicular gateways, signage, and wayfinding outlined in the Master Plan will be a priority for development.

8.3 Conclusion

The Official Plan includes policies that speak to mobility including walking, cycling and driving. The Official Plan should be reviewed to ensure that the existing mobility policies continue to be consistent with the Provincial Policy Statement and anticipate and support the proposed provision of public transit services in the community.