

SCHEDULE "A"

**UNITED COUNTIES OF LEEDS AND GRENVILLE
COUNTY ROADS DEPARTMENT
POLICY STATEMENT**

1. SUBJECT: Access to County Roads for Land Division Purposes.

2. BACKGROUND:

- (a) On May 3rd, 1976, the United Counties of Leeds and Grenville adopted "Interim Severance Policies" to guide the Land Division Committee (LDC), until the Official Plans of individual local municipalities were adopted.

These Policies included provision for access to County Roads as follows:

"Direct access onto a County Road which carries moderate to heavy traffic should be restricted". The definition of heavy traffic was established by a resolution passed by Counties' Council on September 16th, 1974 to allow severances on County Roads with less than 800 vehicles per day.

"Severances on County Roads may be considered and granted subject to comments and advice from the County Roads Department".

In 1988, the Access Policy for Land Division Purposes was developed and implemented in response to a desire to improve the flexibility of County policy in this area and to recognize the various functions of the County Roads. Ministry of Transportation of Ontario (MTO) policy regarding access to the King's Highway System is generally more liberal than the Counties' policy had been.

The 1988 Access Policy for Land Division Purposes was developed using criteria established in the Ministry of Transportation of Ontario Methods Manual for Municipal Roads Systems. The availability of direct access for new residential lots is related to the function of the road and the volume of traffic using the road.

The 1988 policy document has been amended from time to time in order to provide additional clarity, to recognize enlarged hamlet areas in some Townships, or to add former provincial highways that were transferred into the County Road System.

The 2002 amendment of the policy document is again intended to clarify certain aspects of the policy through more detailed definitions and other wording changes. The access criteria and the intended effect on new access points remain essentially unchanged.

The 2008 amendment of the policy document is intended to reclassify various road designations and clarify certain aspects of the policy with regards to revised definition and wording changes.

3. OBJECTIVES:

Revised: April, 2008

- (a) It is the objective of the United Counties of Leeds and Grenville to preserve the investment of the public in its County Roads System. The value of a County Road is inherent in its ability to move vehicular traffic over relatively long distances at a reasonable speed. This ability is depreciated where development adjacent to the road creates turning and stopping movements that interfere with the free flow of traffic. Roads carrying heavier volumes of traffic are more sensitive to adjacent development than roads carrying lower traffic volumes. Consequently, heavily travelled roads carrying a large percentage of through traffic should be protected from adjacent development having direct access onto these roads. This does not mean that development is restricted, but rather that it should be serviced from an interior public road system such as a subdivision road or a properly designed commercial entranceway.
- (b) Extensions of Hamlets through the strip development along County Roads, beyond the legal or historic limits of the urban area, should be prevented.

4. POLICY:

- (a) It is the policy of the United Counties of Leeds and Grenville to provide flexible and comprehensive guidelines to the LDC to assist them in making decisions in respect of the desirability of severances on County Roads. The County Roads System serves a wide range of functions whose characteristics have been identified by the application of criteria established in the MTO Methods Manual for Municipal Roads Systems.

- (b) **Definitions:**

Access Point – The location of the intersection of an existing or proposed entranceway serving a residential, commercial, industrial or institutional property with the County Road. Where more than one entranceway provides access to a single occupancy, then the access point shall be deemed to be located equal distance between the said entranceways. Where the location of the entranceway to a property has not been established, it shall be deemed to be located in the centre of the said property.

Built-Up Area – The territory contiguous to a County Road not within a city, town or village or police village where,

- a) not less than 50 per cent of the frontage upon one side of the road for a distance of not less than 200 metres is occupied by residential, commercial, industrial or institutional buildings,
- b) not less than 50 per cent of the frontage upon both sides of the road for a distance of not less than 100 metres is occupied by residential, commercial, industrial or institutional buildings,
- c) not more than 200 metres of roadway separates any territory described in clause (a) or (b) above from any other territory described in clause (a) or (b) above.

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Density – The number of *access points* per kilometre on one side of the road. The kilometre distance is measured along the centre of the road and shall be moved in either direction to the location that encompasses the maximum number of existing *access points*.

Hamlet/Hamlet Area – An area where a grouping of properties have been designated by Hamlet or Village zoning in the applicable Zoning By-Law and where a reduced speed zone of 50 km/h or 60 km/h has been implemented by the United Counties of Leeds and Grenville.

Shared Entrance – An *access point* that serves more than one property but which is not a *side road*.

Side Road – A road intersecting the County Road, which is situated on a formal right-of-way. This may be a Township or Village Road, a municipal road allowance, or a private road serving more than two properties or other uses.

Strip Development – A relatively intense series of developed properties along a road, having direct access to the road. For the purposes of this policy, development requiring a higher *density of access points* than the policy allows shall be considered a Strip Development.

Urban Area – An extended *built-up area* (at least 500 metres in length) where there are also some or all of the following:

- on-street parking
- side walks
- curb, gutter and storm sewers
- lighting
- heavy pedestrian activity and vehicle turning activity
- speed limit of 50 km/h (or less)

and which has been designated an *Urban Area* in the Zoning By-Law of the local municipality and, for the purposes of this policy, by resolution of the Public Works Committee of the United Counties of Leeds and Grenville.

(c) **Commercial Site Access Standards:**

New commercial, industrial and institutional *access points* shall be designed according to the Ministry of Transportation of Ontario manual entitled "Commercial Site Access Policy and Standard Designs, (January, 1994).

(d) **Shared Entrances:**

Shared entrances shall be allowed for commercial, industrial and institutional uses, as per the applicable Commercial Site Access Standard. *Shared entrances* for residential properties shall be allowed only where geometric and safety considerations do not allow a safe individual *access point* to a residential property or where the *shared entrance* existed prior to April 18, 2002. *Shared residential access* will also be allowed where it can be shown that two viable residential units existed on a single property prior to January 10, 2007.

(e) **Corner Lot Access:**

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New residential access to a lot having frontage on both a County Road and a *side road* shall be arranged so as to occur from the *side road* wherever possible, subject to geometric and safety considerations. The *access point* shall be located a suitable distance from the intersection.

(f) **The following set of criteria has been established for the County Road System:**

Criteria 1. Inter-centre Connectors

This is the most important classification of the County Roads System and is intended to connect urban centres to each other or to the King's Highway System.

These roads are intended to serve primarily through traffic and to collect traffic from the local roads system. The service of adjacent land by direct access is the minor function and will be restricted to prevent the depreciation of the road's functional value.

Access will be permitted according to the following:

- direct access for residential or farm purposes on vacant ownerships will be permitted
- *side road* entrances will be permitted
- upgrading of existing *access points* for commercial or industrial uses conforming to the local municipality's zoning by-law will be permitted
- new *access points* for commercial, industrial or institutional uses conforming to the local municipality's zoning by-law will be permitted
- new *access points* will be permitted within *urban areas*
- new *access points* will be permitted within *hamlet areas* in accordance with the local municipality's Zoning By-Laws
- new *access points* for new residential lots will be permitted in conformance with the following provisions:

Density shall not be more than five (5).

Not more than two residential properties shall be located adjacent to one another without a minimum of 200 metres separation between the access points.

Access for condominium use will be considered as one *access point* so long as not more than two entranceways are used to provide access.

Criteria 2. King's Highway Connectors

This is a relatively minor classification for the Leeds and Grenville County Roads System that is intended to connect a King's Highway with another King's Highway, a crossing of a Provincial boundary, major commercial, industrial or institutional areas.

Access will be permitted under the same conditions as for Criteria 1.

Criteria 3. Service to Major Traffic Generators

This criterion is not applicable to the Leeds and Grenville County Roads System.

Criteria 4. Service Along Traffic Barriers

Roads under this classification are intended to provide service parallel to and on crossings of major barriers to free traffic movement such as large rivers, lake systems or controlled access highways. Access to roads under this classification serves as a collector road for both the local roads system and adjacent private property.

Access for new lots can be permitted so long as a *strip development*, which could establish requirements for a reduced speed zone, is not created. For the purpose of this criteria, a strip development is considered to be more than four access points on one side of the road in a distance of 300 metres or more than eight access points on one side of the road in a distance of 1000 metres.

Criteria 5. Resort Area Service

Roads under this classification provide service to major resort and recreational areas.

Access to new lots can be permitted in accordance with local planning and zoning requirements, provided geometric and safety considerations are satisfied.

Criteria 6. County Road Connectors

This criterion is not applicable to the Leeds and Grenville County Roads System.

Criteria 7. Urban Service

County Roads established under this criterion provide service in *urban areas* under a cell/density measurement system.

Access is permitted in accordance with the local urban municipality's planning and zoning requirements.

Criteria 8. Urban Arterial Extensions

These County Roads are extensions of streets selected under Criteria 7 to the first intersection where the AADT is less than 700 v.p.d., then connect either to another County Road or to the King's Highway by the shortest route.

Access is permitted in accordance with the local municipality's planning and zoning requirements provided geometric and safety considerations are satisfied.

Criteria 9. Area Service

County Roads established under this classification provide service in rural areas under a cell/density measurement system. These roads serve as traffic collectors from the local road system and from adjacent property. There is little through traffic using this type of road.

Access is permitted under the same conditions as Criteria 4.

5. IMPLEMENTATION:

- (a) The County Roads Department shall maintain a schedule of the County Roads System on which is detailed for each road and on varying sections thereof the criteria under which the road has been assumed and any applicable comments.
- (b) The County Roads Department shall advise the Land Division Committee (LDC) on the application of this policy for each application for severance located on a County Road and shall request that the LDC be guided by the Policy Statement when deciding on the granting of applications for severances which would create a new lot having access onto a County Road.
- (c) Where the LDC feels that other considerations warrant the granting of consent contrary to the Policy Statement, the County Roads Department shall request that the LDC provide the Department with two weeks notice of their intent and the reasons therefore, prior to the formal granting of consent.
- (d) Where an application for severance is made on a County Road on which the right-of-way has not been widened to the standard limits (86 feet, 26.2 metres), the County Roads Department shall request the conveyance of the said widening as a condition of the granting of the severance.
- (e) The County Roads Department may request that the owner of the subject land enter into a fence-in-lieu of land agreement with the United Counties of Leeds and Grenville as a condition of the granting of a severance.

Approved by By-Law No. 88-34 passed by the Council of the United Counties of Leeds and Grenville on the 16th day of December, 1988 and Amended by By-Law No. 90-9 on the 12th day of April, 1990; by By-Law No. 97-14 on the 15th day of May, 1997; by By-Law No. 98-06 on the 19th day of March, 1988; and by By-Law No. 02-12 on the 18th day of April, 2002; and By-Law No. on May, 2008.

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ROAD	STATION NOS.	LOCATION DESCRIPTION	ASSUMPTION CRITERIA	RESTRICTION FOR NEW LOTS
1	01000 to 01010	Village of Toledo	Urban Area	Per Township Official Plan
	01010 to 01155	Toledo to Hwy 15 @ Lombardy	Area Service	Slight
	01155 to 01160	Hamlet of Lombardy	Hamlet Area	Per Township Official Plan
	01160 to 01205	Lombardy to Rideau Ferry	Inter Centre Connector	Moderate
	01205 to 01212	Hamlet of Rideau Ferry	Hamlet Area	Per Township Official Plan
2	02000 to 02263	Frontenac Bdry to Waterton Hamlet	Area and Traffic Barrier Service	Slight
	02263 to 02285	Waterton/Escott Hamlet Area	Hamlet	Per Township Official Plan
	02285 to 02332	Escott Hamlet to Mallorytown	Area and Traffic Barrier Service	Slight
	02332 to 02347	Mallorytown Village	Urban Area	Per Township Official Plan
	02347 to 02524	Mallorytown to Brockville West Limits	Area and Traffic Barrier Service	Slight
	02524 to 02624	Brockville East Limits To Maitland	Hamlet Area	Per Township Official Plan
	02624 to 02628	Hamlet of Maitland	Hamlet Area	Per Township Official Plan
	02628 to 02731	Maitland to West Limit of Prescott	Hamlet Area	Per Township Official Plan
	02731 to 02763	Prescott to East Limit Hamlet of New Wexford	Hamlet Area	Per Township Official Plan
	02763 to 02885	New Wexford to West Limit, Village of Cardinal	Area and Traffic Barrier Service	Slight

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ROAD	STATION NOS.	LOCATION DESCRIPTION	ASSUMPTION CRITERIA	RESTRICTION FOR NEW LOTS
2	02885 to 02901	Village of Cardinal	Urban Area	Per Township Official Plan
	02901 to 02913	Cardinal to Dundas County Boundary	Area and Traffic Barrier Service	Slight
3	03000 to 03019	T.I. Parkway to Hwy. 401	King's Hwy Connector	Moderate
	03019 to 03052	Hwy 401 to Lansdowne	Inter-centre Connector	Moderate
	03052 to 03063	Village of Lansdowne	Urban Area	Per Township Official Plan
	03063 to 03145	Lansdowne to the Outlet	Inter-centre Connector	Moderate
	03145 to 03150	Hamlet of The Outlet	Hamlet	Per Township Official Plan
	03150 to 03283	Outlet to Rd. 33 @ Lyndhurst	Inter-centre Connector	Moderate
4	04000 to 04160	Road 3 to Mallorytown	Area Service	Slight
	04160 to 04169	Village of Mallorytown	Urban Area	Per Township Official Plan
5	05000 to 05021	T.I. Parkway to Hwy. 401	King's Hwy Connector	Moderate
	05021 to 05030	Hwy 401 to Mallorytown	King's Hwy Connector	Moderate
	05030 to 05033	Village of Mallorytown	Urban Area	Per Township Official Plan
	05033 to 05---?	County Road 2 to Hamlet of Caintown	Inter-centre Connector	Moderate
	05---?	Hamlet of Caintown	Hamlet Area	Per Township Official Plan
	05---? to 05218	Hamlet of Caintown to Athens	Inter-centre Connector	Moderate

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ROAD	STATION NOS.	LOCATION DESCRIPTION	ASSUMPTION CRITERIA	RESTRICTION FOR NEW LOTS
5	05218 to 05232	Village of Athens	Urban Area	Per Township Official Plan
	05232 to 05284	Athens to Rideau Lakes Township Line	Inter-centre Connector	Moderate
	05284 to 05433	Township Line To Hwy 15	Inter-centre Connector	Moderate
6	06000 to 06085	Brockville to Con. 6/7 Elizabethtown	Inter-centre Connector	Moderate
	06085 to 06162	Con. 6/7 Elizabethtown To North Augusta	Inter-centre Connector	Moderate
	06162 to 06164	Village of North Augusta	Urban Area	Per Township Official Plan
7	07000 to 07075	Hwy 29 to Greenbush	Area Service	Slight
	07075 to 07078	Hamlet of Greenbush	Hamlet Area	Per Township Official Plan
	07078 to 07132	Greenbush to Rocksprings	Area Service	Slight
	07132 to 07134	Hamlet of Rocksprings	Hamlet Area	Per Township Official Plan
	07134 to 07266	Rocksprings to County Road 16	Area Service	Slight
8	08000 to 08016	Village of Elgin	Urban Area	Per Township Official Plan
	08016 to 08059	Elgin to County Road 42	Inter-centre Connector	Moderate
	08059 to 08062	Hamlet of Phillipsville	Hamlet Area	Per Township Official Plan
	08062 to 08112	Phillipsville to Chantry	Inter-centre Connector	Moderate

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ROAD	STATION NOS.	LOCATION DESCRIPTION	ASSUMPTION CRITERIA	RESTRICTION FOR NEW LOTS
8	08112 to 08118	Hamlet of Chantry	Hamlet Area	Per Township Official Plan
	08118 to 08229	Chantry to Toledo	Inter-centre Connector	Moderate
	08229 to 08241	West Limit of Toledo to County Road 29	Urban Area	Per Township Official Plan
9	09000 to 09086	Hwy 15 to Chaffey's Locks	Resort Service	Per Township Official Plan
10	10000 to 10088	Frontenac County Boundary To County Road 42	Inter-centre Connector	Moderate
	10088 to 10097	Village of Westport	Urban area	Per Township Official Plan
	10097 to 10203	Westport to Lanark County Boundary	Inter-centre Connector	Moderate
11	1100 to 11113	Hwy 15 to Frontenac County Boundary	Resort Service	Per Township Official Plan
12	12000 to 12042	Frontenac County Boundary To Westport	Inter-centre Connector	Moderate
	12042 to 12056	Village of Westport	Urban Area	Per Township Official Plan
13	13000 to 13025	Frontenac County Boundary To County Road 32	Area Service	Slight
14	14000 to 14080	County Road 42 @ Crosby To Lanark County Boundary	Resort Service	Per Township Official Plan
15	15000 to 15007	County Road 2 To Maitland	Inter-centre Connector	Moderate
	15007 to 15021	Hamlet of Maitland	Hamlet Area	Per Township Official Plan
15	15021 to 15083	Maitland to Algonquin	Inter-centre Connector	Moderate
	15083 to 15090	Hamlet of Algonquin	Hamlet Area	Per Township Official Plan

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ROAD	STATION NOS.	LOCATION DESCRIPTION	ASSUMPTION CRITERIA	RESTRICTION FOR NEW LOTS
15	15090 to 15171	Algonquin to North Augusta	Inter-centre Connector	Moderate
	15171 to 15182	Village of North Augusta	Urban Area	Per Township Official Plan
	15182 to 15372	North Augusta to Merrickville	Inter-centre Connector	Moderate
	15372 to 15387	Village of Merrickville	Urban Area	Per Township Official Plan
16	16000 to 16046	County Road 29 to Jasper	Inter-centre Connector	Moderate
	16046 to 16055	Village of Jasper	Urban Area	Per Township Official Plan
	16055 to 16186	Jasper to Merrickville	Inter-centre Connector	Moderate
17	17002 to 17002	Village of Jasper	Urban Area	Per Township Official Plan
	17002 to 17085	Jasper to Smiths Falls	Inter-centre Connector	Moderate
18	18000 to 18043	Prescott to Domville	Inter-centre Connector	Moderate
	18043 to 18051	Hamlet of Domville	Hamlet Area	Per Township Official Plan
	18051 to 18070	Domville to Weir Road	Inter-centre Connector	Moderate
	18070 to 18114	Weir Road to Roebuck	Inter-centre Connector	Moderate
	18114 to 18115	Hamlet of Roebuck	Hamlet Area	Per Township Official Plan

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ROAD	STATION NOS.	LOCATION DESCRIPTION	ASSUMPTION CRITERIA	RESTRICTION FOR NEW LOTS
18	18115 to 18247	Road 21 to Bishops Mills	Area Service	Slight
	18247 to 18256	Hamlet of Bishops Mills	Hamlet Area	Per Township Official Plan
	18256 to 18369	Bishops Mills to Oxford Mills	Inter-centre Connector	Moderate
	18369 to 18390	Hamlet of Oxford Mills	Hamlet Area	Per Township Official Plan
	18390 to 18439	Oxford Mills to Kemptville	Inter-centre Connector	Moderate
	18439 to 18446	Town of Kemptville	Urban Area	Per Township Official Plan
19	19000 to 19011	County Road 24 to County Road 43	Urban Area	Per Township Official Plan
	19011 to 19116	County Road 43 to RMOC Boundary	Inter-centre Connector	Moderate
20	20000 to 20035	Road 18 to East Oxford	Area Service	Slight
	20035 to 20041	Hamlet of East Oxford	Hamlet Area	Per Township Official Plan
	20041 to 20073	East Oxford to Oxford Station	Area Service	Slight
	20073 to 20080	Hamlet of Oxford Station	Hamlet Area	Per Township Official Plan
	20080 to 20156	Oxford Station to Heckston	Area Service	Slight
	20156 to 20157	Hamlet of Heckston	Hamlet Area	Per Township Official Plan
	20157 to 20182	County Road 22 to Dundas County Boundary	Area Service	Slight
21	21000 to 21120	County Road 15 to Roebuck	Area Service	Slight

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ROAD	STATION NOS.	LOCATION DESCRIPTION	ASSUMPTION CRITERIA	RESTRICTION FOR NEW LOTS
21	21120 to 21125	Hamlet of Roebuck	Hamlet	Per Township Official Plan
	21125 to 21183	Roebuck to Spencerville	Inter-centre Connector	Moderate
	21183 to 21190	Village of Spencerville	Urban Area	Per Township Official Plan
	21190 to 21263	County Road 44 to Shanly	Inter-centre Connector	Moderate
	21263 to 21272	Hamlet of Shanly	Hamlet Area	Per Township Official Plan
	21272 to 27296	Shanly to Dundas County Boundary	Inter-centre Connector	Moderate
22	22000 to 22016	Village of Cardinal	Urban Area	Per Township Official Plan
	22016 to 22043	Cardinal to Hwy 401	Inter-centre Connector	Moderate
	22043 to 22064	Hwy 401 to Brouseville	Inter-centre Connector	Moderate
	22064 to 22069	Hamlet of Brouseville	Hamlet Area	Per Township Official Plan
	22069 to 22099	Brouseville to Pittston	Inter-centre Connector	Moderate
	22099 to 22103	Hamlet of Pittston	Hamlet Area	Per Township Official Plan
	22103 to 22242	Pittston to Heckston	Inter-centre Connector	Moderate
	22242 to 22246	Hamlet of Heckston	Hamlet Area	Per Township Official Plan
	22246 to 22402	Heckston to County Road 19	Inter-centre Connector	Moderate

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ROAD	STATION NOS.	LOCATION DESCRIPTION	ASSUMPTION CRITERIA	RESTRICTION FOR NEW LOTS
23	23000 to 23062	County Road 43 to Burritts Rapids	Resort Service	Per Township Official Plan
	23062 to 23084	Hamlet of Burritts Rapids	Hamlet Area	Per Township Official Plan
	23084 to 23100	Burritts Rapids to County Road 43	Inter-centre Connector	Moderate
24	24000 to 24009	Town of Kemptville	Urban Area	Per Township Official Plan
	24009 to 24029	Kemptville to County Road 43	Urban Area	Per Township Official Plan
25	25000 to 25037	County Road 18 to County Road 43	Inter-centre Connector	Moderate
26	26000 to 26132	Brockville to Maynard	Inter-centre Connector	Moderate
	26132 to 26143	Hamlet of Maynard	Hamlet Area	Per Township Official Plan
	26143 to 26172	Maynard to County Road 18	Inter-centre Connector	Moderate
27	27000 to 27016	County Road 2 to 50 metres east of Devils Door Road	Hamlet Area	Per Township Official Plan
	27016 to 27086	Village of Lyn	Urban Area	Per Township Official Plan
	27086 to 27133	Lyn to Brockville	Inter-centre Connector	Moderate
28	28000 to 28127	County Road 29 to County Road 6	Inter-centre Connector	Moderate
29	29000 to 29134	City of Brockville to Addison	Inter-centre Connector	Moderate
	29134 to 29142	Hamlet of Addison	Hamlet Area	Per Township Official Plan

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29	29142 to 29229	Addison to Frankville	Inter-centre Connector	Moderate
	29229 to 29237	Hamlet of Frankville	Hamlet Area	Per Township Official Plan
	29237 to 29437	Frankville to Smiths Falls	Inter-centre Connector	Moderate
30	30000 to 30047	County Road 42 to County Road 29	Inter-centre Connector	Moderate
31	31000 to 31044	County Road 2 @ Blue Church to County Road 26	Area Service	Slight
32	32000 to 32179	Hwy 401 to Hwy 15	Inter-centre Connector	Moderate
33	33000 to 33078	Hwy 15 to Lyndhurst	Inter-centre Connector	Moderate
	33078 to 33086	Village of Lyndhurst	Urban Area	Per Township Official Plan
	33086 to 33145	Lyndhurst to County Road 42	Inter-centre Connector	Moderate
34	34000 to 34142	County Road 2 to Lansdowne	Area Service	Slight
	34142 to 34148	Village of Lansdowne	Urban Area	Per Township Official Plan
35	35000 to 35036	County Road 32 to County Road 34	Area Service	Slight
36	36000 to 36012	Village of Westport	Urban Area	Per Township Official Plan
	36012 to 36102	Westport to Lanark County Boundary	Area Service	Slight

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37	37000 to 37020	County Road 2 to Howe Island Ferry Dock	Resort Service	Per Township Official Plan
38	38000 to 38096	Highway 15 to Government Dock Road	Resort Service	Per Township Official Plan
39	39000 to 39019	Charleston Lake Park Road	Resort Service	Per Township Official Plan
40	40000 to 40012	Hamlet of Charleston	Hamlet Area	Per Township Official Plan
	40012 to 40073	Charleston to Athens	Area Service	Slight
	40073 to 40081	Village of Athens	Urban Area	Per Township Official Plan
41	41000 to 41053	County Road 15 to County Road 16	Inter-centre Connector	Moderate
42	42000 to 42076	County Road 29 to Athens	Inter-centre Connector	Moderate
	42076 to 42084	Village of Athens	Urban Area	Per Township Official Plan
	42089 to 42234	Athens to Delta	Inter-centre Connector	Moderate
	42234 to 42255	Village of Delta	Hamlet Area	Per Township Official Plan
	42255 to 42289	Delta to Phillipsville	Inter-centre Connector	Moderate
	42289 to 42300	Hamlet of Phillipsville	Hamlet Area	Per Township Official Plan

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42	42300 to 42345	Phillipsville to Forfar	Inter-centre Connector	Moderate
	42345 to 42349	Hamlet of Forfar	Hamlet Area	Per Township Official Plan
	42349 to 42432	Forfar to Newboro	Inter-centre Connector	Moderate
	42432 to 42449	Village of Newboro	Urban Area	Per Township Official Plan
	42449 to 42514	Newboro to Westport	Inter-centre Connector	Moderate
	42514 to 42519	Village of Westport	Urban Area	Per Township Official Plan
43	43000 to 43026	Village of Merrickville	Urban Area	Per Township Official Plan
	43026 to 43200	Merrickville to Kemptonville	Inter-centre Connector	Moderate
	43200 to 43220	Kemptonville Urban Area	Urban Area	Per Township Official Plan
	43220	Kemptonville to Dundas County Boundary	Inter-centre Connector	Moderate
44	44000 to 44111	Hwy 16 near Hwy 401 to Spencerville	Area and Traffic Barrier Service	Slight
	44111 to 44120	Village of Spencerville	Urban Area	Per Township Official Plan
	44120 to 44244	Spencerville to County Road 20 @ Millars Cors.	Area and Traffic Barrier Service	Slight

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44	44244 to 44329	County Road 20 @ Millars Cors. To Kemptville	Inter-centre Connector	Moderate
	44329 to 44352	Town of Kemptville	Urban Area	Per Township Official Plan
	44352 to 44389	Kemptville to RMOB Boundary	Inter-centre Connector	Moderate
45	45000 to 45015	County Road 2 to End of Road	King's Highway Connector	Moderate
46	46000 to 46047	County Road 2 to County Road 27	Inter-centre Connector	Moderate
	46047 to 46047	County Road 27 in Lyn to North Limits of Lyn	Urban Service	Per Township Official Plan
	46047 to 46127	Lyn to County Road 29	Area Service	Slight
47	47000 to 47022	Village of Seeley's Bay	Urban Area	Per Township Official Plan

SCHEDULE "B"

UNITED COUNTIES OF LEEDS AND GRENVILLE COUNTY ROADS DEPARTMENT POLICY STATEMENT

Identified Policy Need	Suggested Action
The roadway classification criteria should be reviewed and compared to those used by other agencies.	The classification criteria have been reviewed (September presentation) in comparison to the classification system discussed in the Transportation Association of Canada Geometric Design Standards as well as the MTO classification system. While the classification names differ somewhat, the types and purposes of the various classes of road are categorized in a similar fashion. Some rationalization of the application of these classifications may be needed to better align our classifications with the TAC system (see next section).
There are roads (or road sections) for which the classification may need to be revised.	This is the area where the Committee may wish to make some significant amendments to the County Roads Access Policy. There are several roads which have been designated Inter-centre Connector which really only provide Area Service and similarly there are roads which are designated Area Service which may be more appropriately designated Resort or Hamlet. These changes would make the UCLG classifications more consistent with the generally accepted classifications used in the TAC publications. Suggested amendments are as follows: County Road 2 – From Brockville east limit to Prescott This section is heavily developed with waterfront residential uses to well beyond the limits allowed by the Area Service category in our policy. While there is also significant industrial traffic through this area, and a heavy volume of traffic in general, a re-designation as Hamlet would recognize the existing density of homes and allow some infilling which otherwise is not possible under the Access Policy. A uniform speed limit of 70 km/h or even 60 km/h may be appropriate for this entire section at some point in the near future. County Road 8 – From County Road 1 to County Road 29 This section should be treated as part of the village area of Toledo and developed according to the Township's regulations. County Road 18 – Hamlet of Oxford Mills This Hamlet Area should be expanded to the south/west to 50 metres past Guy Road.
There are roads for which the classification may need to be revised (continued)	County Road 20 – Entire Road Currently designated as Inter-centre Connector but is more realistically providing Area Service. County Road 21 – County Road 15 to Roebuck Currently designated as Inter-centre Connector but is more realistically providing Area Service.

	<p>County Road 27 – County Road 2 to 50 m east of Devil’s Door Road Currently designated as Inter-centre Connector but is more realistically providing Area Service.</p> <p>County Road 31- Entire Road Currently designated as Inter-centre Connector but is more realistically providing Area Service.</p> <p>County Road 36- Entire Road Currently designated as Inter-centre Connector but is more realistically providing Area Service.</p> <p>County Road 40 – From Charleston to Athens Currently designated as Inter-centre Connector but is more realistically providing Area Service.</p> <p>County Road 46 – From Lyn to County Road 29 Currently designated as Inter-centre Connector but is more realistically providing Area Service.</p> <p>County Road 47– From Village of Seeley’s Bay easterly to Kings Highway 15 Currently designated Area Service but should be included in the Urban Area designation.</p>
<p>Reclassification of Caintown on County Road No. 5</p>	<p>The area of Caintown on County Road No. 5 be designated as a “Hamlet”</p>