

CHAPTER 5 NETWORKS

The City of Waterloo will be planned to include interconnected networks that support the community. The networks serve a range of functions, including facilitating movement of people and goods, facilitating the distribution of water and collection of stormwater and sanitary or other waste, facilitating communication, accommodating social, cultural, recreational and leisure activities and supporting conservation and protection of environmental resources.

This chapter includes objectives and policies that speak to planning for the provision, maintenance and efficient use of networks, including:

- (1) Servicing and Utilities Network;
- (2) Trails and Open Space Network;
- (3) *Road* Network; and,
- (4) *Rail* Network.

5.1 OBJECTIVES

5.1.1 Servicing and Utilities Network

- (1) Plan for the provision and maintenance of the municipal services as well as utilities needed to support the community, including:
 - (a) adequate water supply, sanitary sewers and storm drainage across the City; and,
 - (b) necessary utilities throughout the City, including systems to facilitate communication and information exchange.
- (2) Efficiently use existing services and utilities and ensure the provision of necessary *infrastructure* to accommodate anticipated growth.
- (3) Plan for opportunities for appropriate multi-purpose uses on lands used for services and utilities.
- (4) Support the Region in efforts to increase conservation and recycling in order to extend the life of the landfill.
- (5) Encourage *infrastructure* that is well designed, aesthetically pleasing and does not negatively impact sightlines and views.
- (6) Encourage the use of alternative, *renewable energy systems*.
- (7) Communication systems should be planned and/or function to help facilitate meeting emergency response targets.

5.1.2 Trails and Open Space Network

- (1) Plan for a trail and open space network that includes trails, elements of the Natural System, municipal parkland and other green spaces and that:
 - (a) is well-designed and comprehensive, providing linkages between neighbourhoods, parks and open spaces, major activity areas throughout the City and to adjacent municipalities;
 - (b) is safe and accessible for users with varying degrees of mobility;
 - (c) is appropriate for recreation and leisure purposes and to accommodate active, non-motorized forms of transportation;
 - (d) is visibly public and well-signed, with access points to any off-street portions of the network being well-marked and clearly visible as appropriate;
 - (e) incorporates beginning and end-of-route features;
 - (f) is able to evolve as communities change in order to remain current with the needs of neighbourhood residents;
 - (g) balances the needs of park and trail users with environmental sensitivities;
 - (h) is located, designed and built and to support healthy, active lifestyles;
 - (i) provides opportunities for appropriate multi-purpose uses on lands intended for utility corridors;
 - (j) provides for the protection of natural areas in order to preserve their intended environmental function.
- (2) Promote awareness of trail and open space locations and educate users as to the functions they fulfill.

5.1.3 Road Network

- (1) Plan for, design, operate and maintain a *road* network that provides for *complete streets*, meaning that users of all ages and abilities – *pedestrians*, cyclists, transit riders and motorists – are able to interact and move safely along and across City streets.
- (2) Support a reduction in demand for automobile use in favour of alternative modes of travel.
- (3) Plan for a *road* network with differentiated speeds and vehicular capacities to suit individual areas and include traffic calming design elements, where appropriate.

5.1.4 Rail Network

- (1) In consultation with the appropriate owner and/or operator of the rail line, plan for development in proximity to rail lines that recognizes and provides for appropriate consideration of safety and mitigation of noise and vibration impacts;
- (2) Support the protection and possible acquisition of rail corridors for alternative uses including trails, rapid transit and/or utility corridors.

5.2 SERVICING AND UTILITIES NETWORK

The servicing and utilities network is made up of facilities and corridors to support existing and future users within the community, and includes sewage, water and waste management systems, electric power generation and transmission, and utilities including communication and telecommunications. While the City does not have jurisdiction for the provision and maintenance of all components of this network, the City will play a role in collaborations to ensure that appropriate facilities and corridors are in place to provide for the community's needs.

5.2.1 Supporting Documents and Implementation

- (1) To support the implementation of this Plan, the City may further define technical specifications for municipal servicing and *infrastructure* in a City of Waterloo Development Manual.
- (2) The City, through its Capital Budget/forecast, will schedule the provision, construction, upgrading and maintenance of municipal services. This forecast will be reviewed and/or revised on a periodic basis, at which time, the City shall have regard for the long and short term schedule of servicing requirements set out in the City of Waterloo Development Charges By-Law and other *infrastructure* studies that may be prepared to support the implementation of the policies of this Plan.

5.2.2 General Servicing Policies

- (1) The rate, staging and location of growth shall be related to the logical extension or expansion of existing services to ensure contiguous growth, minimize the under-utilization of municipal services and support achievement of minimum *intensification* targets within the *built boundary* as set out in the City Form policies of this Plan.
- (2) As part of a *development* application, and prior to the issuance of a Building Permit, the applicant will be required to demonstrate that the existing water, sanitary and storm sewer system can accommodate the proposed development or construction.
- (3) City approval of a *development* application does not necessarily indicate or guarantee adequate servicing capacity at the time an application is made for a Building Permit.
- (4) Where adequate municipal water, sanitary, or storm sewer capacity does not exist to support proposed development, the City shall not be obligated to provide such services in advance of available budget resources. Developers wanting to independently fund the reconstruction of public services in infill locations that have

restricted capacities will be required to conduct all necessary assessments to the satisfaction of the City and obtain Council approval for any servicing proposals.

- (5) All development shall be provided with full municipal water and sanitary services. Exemptions to this requirement include buildings in the Laurel Creek Headwaters *Environmentally Sensitive Landscape*, buildings related to parks, recreational, or conservation areas controlled and operated by public authorities and development on any lands that are specifically exempt from providing full services in Chapter 11 of this Plan, Specific Provision Areas. Such private services shall be subject to the requirements of the Province, the City and any other agencies having jurisdiction.
- (6) The City will require the installation and subsequent removal of measures for the control of erosion and sedimentation during the grading, servicing and development of lands in accordance with applicable City By-Laws and the City's specifications, guidelines and objectives as may be defined in the City's Development Manual or applicable specifications.
- (7) For *development* applications involving Draft Plans of Subdivision, the City will require performance securities from landowners/developers in a form suitable to the City for up to the full value of underground services, surface works, erosion controls and other engineering measures and *infrastructure* as may be defined in the City's Development Manual, or other applicable specifications.
- (8) Where reasonably possible, the City will plan for and encourage joint usage of servicing and utility corridors to provide additional opportunities for trail connections to accommodate recreational users as well as non- motorized transportation.

5.2.3 Water

- (1) The City will collaborate with the Region to enable the provision of an adequate supply of potable water by supporting conservation programs, drinking water protection measures, and water *infrastructure* upgrades to meet future requirements.
- (2) The City will operate and maintain a network of local water mains to meets its obligations for the distribution of potable water supplied by the Region. The City will, from time to time, conduct studies and evaluations of its water *infrastructure* to assess maintenance needs, service capacity and requirements for upgrades or rehabilitation work.

5.2.4 Services under Regional Jurisdiction

- (1) The City will support the efforts of the Region to achieve the efficient operation of waste water treatment facilities through the identification of necessary

maintenance and upgrades to the sanitary sewer system.

- (2) The City will support the efforts of the Region to provide services for the collection of municipal solid waste, yard waste, green bin organics, household *hazardous* wastes, and material recycling programs.

5.2.5 Private Wells and Ground Source Heating & Cooling Systems

- (1) No private water wells shall be permitted to be installed in the City except as provided for in policy 5.2.2(5).
- (2) Water wells, piping and other *infrastructure* installed as part of geothermal or ground source heating and cooling systems shall not be sited within City rights-of-way, park blocks or other public lands. The installation of such systems is supported by the City only where the applicable provisions of the Ontario Water Resources Act and any requirements of the Ministry of the Environment, Region and City are met. Policy 8.5.4 (4) of this Official Plan shall apply.
- (3) Groundwater monitoring wells, test wells, observation wells and piezometers installed as part of environmental site assessment work or geotechnical studies shall not be sited on any municipally owned lands, such as, *roads*, trails, parks, parking lots or rights-of-way without advanced written permission from the City. Where permissions are granted by the City, all drilling work and eventual decommissioning of monitoring wells, test wells, observation wells and piezometers must be done in accordance with the Ontario Water Resources Act and associated Regulations and the lands restored to the satisfaction of the City.

5.2.6 Sanitary Sewers

- (1) The City will prepare and update as appropriate, studies to assess City- wide or area-specific sanitary sewer capacity in order to plan for long- term sanitary sewer needs.
- (2) Discharges to sanitary sewers will meet the requirements of Regional Municipality of Waterloo Sewer Use By-Law, as amended.
- (3) Sanitary sewer planning, engineering and design studies and reports in support of development will be conducted and submitted to the City in accordance with the City's specifications, guidelines and objectives as may be defined the City's Development Manual or other applicable specifications.
- (4) The City will conduct sanitary sewer flow monitoring and will maintain a hydraulic model of its sanitary sewer capacity to assess requirements for upgrades and maintenance.

5.2.7 Stormwater Management

- (1) The City will prepare and update as appropriate, studies to assess City- wide or area-specific storm sewer capacity in order to plan for long-term storm sewer needs.
- (2) Stormwater management planning, engineering and design studies and reports in support of development will be conducted and submitted to the City in accordance with the City's specifications, guidelines and objectives as may be defined in the City's Development Manual or other applicable specifications.
- (3) Stormwater drainage systems will be designed to ensure that both water quality and quantity controls are in place to meet the applicable targets and standards set out by the Region, *Province*, City and Grand River Conservation Authority.
- (4) Stormwater management designs shall address and conform to the recommendations of any applicable subwatershed study or master drainage study. For infill locations where such studies have not been conducted, hydrological and hydrogeological assessments may be required by the City prior to the submission of stormwater management designs. When required, hydrological and hydrogeological studies will be completed by registered/licensed professionals to the satisfaction of the City.
- (5) Stormwater management plans and designs for all development shall strive to match pre-development water balance conditions in accordance with design guidance provided by the City.
- (6) Private stormwater drainage systems not connected to the municipal system and that outlet directly to a surface water body will require any applicable clearances, permits, or certificates of approval that may be required by the *Province* and Grand River Conservation Authority. Private stormwater drainage systems of this nature are discouraged where municipal storm sewers are available.
- (7) In newly developing areas the City shall encourage the use of centralized stormwater management facilities as opposed to small dispersed facilities.
- (8) All stormwater management systems and facilities involving infiltration shall be designed, constructed and operated in a manner to be protective of groundwater resources. Chloride loading to groundwater shall be evaluated in designated well head protection areas defined by the Region. Additional applicable policies related to water resources are included in section 8.3 of this Plan, including section 8.3.3 dealing with source water protection.
- (9) For the purposes of emergency maintenance, the City may require access easements over private stormwater systems and infrastructure where such infrastructure is connected to the municipal storm sewer system.

5.2.8 Utilities

- (1) The City will ensure that adequate utility networks are, or will be, established to serve the anticipated development and that these networks can be phased in a manner that is cost-effective and efficient.
- (2) The City will encourage all utilities to be planned for or installed on a coordinated and integrated basis in order to be more efficient, cost-effective and to minimize disruption.
- (3) The City will ensure that appropriate locations for large utility equipment and cluster sites have been determined and that consideration be given to the locational requirements for larger infrastructure within public rights of way, as well as easements on private property.
- (4) The City will support the efforts of Waterloo North Hydro Inc. and Hydro One to enable the provision of an adequate supply of electrical power by implementing conservation strategies and electrical *infrastructure* upgrades to meet future requirements.
- (5) In conjunction with development, the City may require the transition of existing above-ground hydro lines and plant to underground locations, where technically feasible and where funding is available. It is recognized that the Uptown Waterloo Urban Growth Centre represents one priority area for such transition. Other priorities will be established through Class Environmental Assessments, capital projects, and or master planning, such as Hickory Street in Northdale. Where financially feasible, the City will support and participate in cost-sharing arrangements for the burial of hydro between Waterloo North Hydro Inc., landowners/developers and the Region. Where underground hydro services are contemplated, development shall be designed to accommodate the underground hydro services (including vaults, switch gears, and the like), related appurtenances, and easements. Regulations and standards to facilitate the transition of hydro lines and plant to underground locations may be established in the Zoning By-law, Urban Design Manual, and Engineering Manual.

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- (6) On-street utilities, such as communication/telecommunication and gas lines, will be provided in accordance with the City's specifications, guidelines and objectives as may be outlined in the City of Waterloo Development Manual and other documents, including the Telecommunication Tower Policy.
- (7) All public and private utilities, communication/telecommunication or service facilities/corridors, rights-of-way or installations which legally exist at the time of approval of this Plan shall be considered to be in conformity with this Plan.

- (8) The construction or creation of any new or additional major utility, communication/telecommunication or service facilities/corridors, rights-of-way or installations such as hydro electric power facilities, oil pipelines, gas pipelines, or pipelines conveying other materials, inter-regional and/or inter-provincial communication lines located within or traversing the City above or below ground, shall be in conformity with the policies set out in this Plan and the Regional Official Plan.
- (9) With specific reference to Hydro One, land and buildings owned by the Hydro One and used for executive, administrative or retail purposes, or held under license or lease from Hydro One and any other undertaking of Hydro One which has not been approved under the Environmental Assessment Act are subject to the policies and provisions of this Plan. Any undertaking of Hydro One which has been exempted from the provisions of the Planning Act by virtue of approval under the Environmental Assessment Act is not subject to the policies or provisions of this Plan. As well, existing electric power facilities and those facilities for which exemptions under the Environmental Assessment Act have previously been granted are not subject to the provisions of this Plan.
- (10) Secondary land uses may be permitted on Hydro One lands by agreement with Hydro One or its agent including the Ontario Realty Corporation provided such uses are permitted or complementary uses within the designation(s) in which the Hydro One lands are located and are determined to be compatible with adjacent land uses.
- (11) The City shall not permit any residential encroachment of abutting land uses on hydro easements nor support the use of hydro easements for stormwater management facilities.

5.2.9 Site Dewatering

- (1) Development that requires site dewatering to facilitate construction of below-grade structures, foundations and parking garages will be subject to the approval requirements of the Ministry of the Environment, the Region, the Grand River Conservation Authority and the City, as appropriate, concerning pumping, well head protection, discharge, sewer use, treatment and other parameters as may be defined on a site-specific basis.

5.2.10 Cross-Border Agreements

- (1) The City may, at its discretion, approve servicing of lands outside of the City of Waterloo in accordance with the provisions of the Municipal Act. All cross-border servicing proposals must demonstrate that the capacity of the City's stormwater management, sanitary sewer and water systems can accommodate the needs of the proposed cross-border servicing without limiting the potential for City services to accommodate planned growth and density increases within the City.

- (2) Subject to the approval of Council, proponents of cross-border servicing proposals and the local municipality within which the services will extend will be required to enter into formal cross border servicing agreements with the City.

5.3 TRAILS AND OPEN SPACE NETWORK

The trails and open space network is made up of a comprehensive series of interconnected spaces throughout the City. The network will be planned to accommodate a range of functions, including environmental management, social, cultural and recreational activities as well as transportation. The purpose of this section of the Plan is to provide an overview of the network components and the relationships between them, the associated programs and facilities that accompany the network and a description of the various functions that the network is intended to fulfill within the community.

In most cases, the open space components of the network have a land use designation of Open Space and as such, are described further in section 10.5 of this Plan and shown on **Schedule 'A3' – Open Space Land Uses**. Trails provide both on and off-*road* connections between the open space components. Major connections are shown on **Schedule 'F' – Active Transportation**, and more detailed trail components of the network are identified in implementation documents, including the Transportation Master Plan and Community Trails and Bikeways Master Plan.

5.3.1 Supporting Documents and Implementation

- (1) To support the implementation of the policies of this Plan, Council will approve, and update as appropriate, the following additional documents:
 - (a) Transportation Master Plan;
 - (b) Recreation and Leisure Services Master;
 - (c) Environmental Strategic Plan;
 - (d) Community Trails and Bikeways Master Plan; and,
 - (e) *Pedestrian* Charter.

5.3.2 Defining a Comprehensive, Connected and Multi-Functional Network

- (1) The trails and open space network will be planned as a comprehensive and interconnected system that supports transportation, environmental, social, cultural and recreational functions.
- (2) The trails and open space network will be comprehensive, well-connected within the City and to adjacent municipalities, and generally include the following two categories of components:
 - (a) Trails: Trails are linear corridors that provide connectivity for non- motorized movement within and between parks, open space areas and other destinations throughout the community. Trails may provide for either on-*road* or off-*road* linkages.

- (b) Open Space: Open Space can include environmental open space areas, such as *natural features* and natural hazards that are not intended for development and, in some cases, may be planned to accommodate little or no human activity. Open space may also include municipal parkland. These are areas throughout the City that serve a range of users and are generally intended to accommodate active and/or passive recreation and leisure activities. Finally, open space can include cemeteries, municipal landfill, golf courses and other green spaces such as hydro corridors, stormwater management facilities, environmental reserves, conservations areas and buffers associated with *natural features*.
- (3) The trails and open space network will be planned to accommodate the needs of residents with varying levels of mobility and throughout life stages. The City will plan for and design the network to be flexible and adaptable to respond to anticipated changes in demand and to serve the needs of as many user groups as possible and appropriate.
- (4) As a key component of the transportation system, this network will accommodate *active transportation*, where “human-powered” travel modes such as *pedestrian* and bicycle travelers can move safely and conveniently between origins and destinations such as work, home, school and commercial areas.
- (5) The trails and open space network will be planned and designed to provide a continuous corridor for the movement of non-motorized traffic and the movement of wildlife. All crossings of the network will be designed in a manner that strives to create, protect and/or enhance the continuity of the network.

5.3.3 Trails

As linear corridors that provide connectivity within the trails and open space network, trails can take a variety of forms. In some instances, they may be located within a park or in conjunction with a natural feature and as such will be subject to the provisions of the Open Space designation included in section 10.5 of this Plan. In other cases, trails may be located within the municipal road network or appear as a walkway linkage between two neighbourhoods. In all cases, trails perform a key role in providing for connectivity throughout the City.

- (1) This Plan illustrates major high-level trail connections throughout the City on **Schedule ‘F’ – Active Transportation**. The detailed trail network is described comprehensively in implementation documents including the Community Trails and Bikeways Master Plan and Transportation Master Plan, and it is the intent of this Plan that lands for trails within the City of Waterloo will be acquired and developed in accordance with the provisions of those Master Plans.
- (2) In providing for a comprehensive and connected trail network that accommodates *pedestrian*, bicycle and other forms of non-motorized travel, the City will plan for both

on-road and off-road components.

- (3) When planning for off-road components of the trail network, the City will consider the following:
 - (a) Trails will be planned to connect and complete the park and open space system within the City of Waterloo and to adjacent municipalities. Trails will be located in all new park developments and may also be considered in other open space linkages, including stormwater management areas, creek valley lands, utility corridors or other areas as deemed appropriate by the City.
 - (b) The City will seek to protect and, where feasible, may acquire abandoned utility corridors and/or rail rights-of-way for public uses including *pedestrian* and bicycle pathways.
- (4) When planning for on-road trail components of the network, which may include sidewalks, multi-use pathways or other portions of the right-of-way such as on-street bicycle lanes, the City will consider the following:
 - (a) Planning, design and construction of the City road network shall include provision for pedestrians and bicycles, including the safe and convenient crossing of such roadways and appropriate treatment of intersections.
 - (b) Designated on-street bicycle routes and lanes shall be marked and signed.
 - (c) Where feasible, pedestrian and bicycle traffic shall be separated from vehicular traffic.
 - (d) On-road trail components shall be planned, designed and constructed to be connected and integrated with the existing network.

5.3.4 Supporting Facilities and Programs

- (1) The City will plan for the provision of adequate programs, facilities and signage to support the safe and convenient use of the trails and open space network.
- (2) The City will plan to incorporate beginning and end-of-route facilities such as parking lots and bicycle parking in the network. Looped networks will be promoted where possible.
- (3) In collaboration with the Region and adjacent municipalities, the City will continue to develop a comprehensive signage program for the trail and open space network to highlight features and the connectivity of the network within the City and to adjacent municipalities.
 - (a) The City will plan for adequate wayfinding facilities along bicycle and *pedestrian* routes, where appropriate, to increase visibility of the network for *pedestrians*, cyclists and motorists, as appropriate, and to communicate the network's connectedness, destinations, features of special significance and distances or travel times.
 - (b) Standardized park signage design, location and installation will be used to consolidate the visual message and to help identify public parkland. Signage

- will include park name, street address, as well as applicable park bylaws.
- (c) Interpretive signage will be used within or adjacent to environmental open space areas to increase understanding and appreciation of the natural environment and to identify appropriate points of access and planned intensity of use.
 - (d) Interpretive signage may be used in or adjacent to areas of historical significance to increase the understanding of and appreciation for the history of the City.
- (4) The City will identify additional communication opportunities to provide citizens with up-to-date accurate programming information.
 - (5) The City will support greater and safer *pedestrian* and cycling activity through promotion and participation in education initiatives that address issues such as personal security, safe behaviours by motorists, cyclists and *pedestrians*, and an appreciation of the costs and benefits of travel choices.

5.3.5 Collaborations

- (1) The City will pursue and participate in collaborative initiatives with private landowners or other groups including other municipalities or levels of government and agencies such as the school boards, college, universities, Hydro One and the Grand River Conservation Authority to facilitate the development of a comprehensive trails and open space system as described in the policies of this Plan, including potential joint development and use of indoor and outdoor recreation areas and facilities.

5.4 THE ROAD NETWORK

The *road* network is a key component of the transportation system. *Roads* under the City's jurisdiction will be planned as *complete streets*, enabling users of all ages and abilities – *pedestrians*, bicycles, transit riders and motorists - to interact and move safely along and across City streets.

5.4.1 Supporting Documents and Implementation

- (1) The implementation of these Official Plan policies may be supported by additional documents that Council may approve and update as appropriate, including but not necessarily limited to:
 - (a) City of Waterloo Transportation Master Plan, including a component to address *pedestrian* and cyclist movement;
 - (b) Sidewalk Policy;
 - (c) Multi-use Pathways Policy;
 - (d) Traffic Calming Policy;
 - (e) Intersection Control Policy;

- (f) Transportation Demand Management Policy;
- (g) Complete Streets Policy;
- (h) Green Streets and Infrastructure Policy;
- (i) *Pedestrian* Charter;
- (j) Parking Strategies; and,
- (k) Development Manual.

5.4.2 Public Roads

The public *road* network shown on Schedule ‘E’ – Road Classification System will be planned, designed, operated and maintained to support the land use designations defined through this Official Plan by accommodating safe and convenient movement along and across City streets. To support the implementation of these Official Plan policies, the City may further define technical specifications for the municipal *road* network in a City of Waterloo Development Manual.

- (1) The overall road pattern of the City shall relate to the proposed road pattern of adjoining municipalities, the Regional Roads system and the Provincial Highway system.
- (2) The *road* network can be categorized in a hierarchical system, with differentiated speeds and vehicular capacities to suit individual areas and may be under Provincial, Regional or local Municipal jurisdiction. Categories include Primary and Secondary *Roads* (refer to Table 5-1 on the following page). The City will plan for and collaborate with the Regional Municipality of Waterloo to plan for all *roads* within the City to operate as:
 - (a) Complete Streets – As further defined in the City of Waterloo’s Complete Streets Policy, City streets will serve as complete streets, meaning that the road network will be planned, designed, operated and maintained to enable users of all ages and abilities – pedestrians, cyclists, transit riders and motorists –to interact and move safely along and across City streets;
 - (b) Green Streets – City streets will be planned and designed to incorporate “green” development techniques, including stormwater treatment which uses natural processes and landscaping to create visually and environmentally enhanced roads
- (3) The Road Classification System is shown in Table 5-1 on the following page. More detailed characteristics relating to the movement of pedestrians, cyclists, transit and other motorized vehicles within each category within the classification system is defined in the City’s Transportation Master Plan.
- (4) Where a *road* is identified as ‘Proposed’ on **Schedule ‘E’ – Road Classification System**, it is intended to identify a general *road* connection that is desired within the overall public *road* network. The conceptual alignment of the proposed *road* is broadly shown on **Schedule ‘E’ – Road Classification System**, and is not to be

considered exact, nor is it considered final until the preferred actual alignment is confirmed through the completion of subdivision planning, an *Environmental Assessment*, or passing of a by-law to establish a highway.

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Table 5-1 – Road Classification System (Refer to Schedule ‘E’)

CATEGORY	FUNCTION
1. PROVINCIAL HIGHWAY	Provide inter-regional or provincial scale service with an almost exclusive traffic service function, accommodating large volumes of traffic. They are constructed to Provincial Highway Standards and access is strictly controlled.
2. PRIMARY ROADS	Provide regional scale service and include Regional Arterial Roads and City Arterial Roads
(i) Regional Arterial Roads (Shown on Schedule E)	Under the jurisdiction of the Regional Municipality of Waterloo, Regional Arterial Roads will be planned, designed and operated: • To provide safe, direct, accessible, multi-modal transportation links for moving people and goods throughout Waterloo Region and to adjacent municipalities; • In accordance with the Context Sensitive Regional Transportation Corridor Design Guidelines, Regional Transportation Master Plan, Regional Road Access By-law, Regional Pedestrian Master Plan, Regional Road Access Guideline, Regional Active Master Transportation Plan, Transportation Impact Study Guidelines and Area Municipal design guidelines.
(ii) City Arterial Roads (Shown on Schedule E)	Under the jurisdiction of the City of Waterloo, City Arterial Roads will be planned, designed and operated to: • Serve a primary function of people and goods movement and a secondary land use access function, facilitating the movement of large volumes of people, including truck traffic, within the City; • Regulate access to abutting lands except where existing development makes this impractical; access is normally provided from Collector Roads.
3. SECONDARY RADS	Provide local scale service and consist of Major Collector Roads, Minor Collector Roads and Local Streets
(i) Major Collector Roads (Shown on Schedule E)	Major Collector Roads will be planned, designed and operated to: • Collect and distribute movement of <i>pedestrian</i>, bicycle and vehicular traffic between Minor Collector Roads or major traffic generators and the Regional or City Arterial Road system; • Regulate access, except where existing land use development makes this impractical.

CATEGORY	FUNCTION
(ii) Minor Collector Roads (Shown on Schedule E)	Minor Collector <i>Roads</i> will be planned, designed and operated to: - Facilitate movement of <i>pedestrian</i>, bicycle and vehicular traffic between Local Streets or major traffic generators and the Major Collector Road system; - Permit access to abutting properties.
(iii) Local Roads (Shown on Schedule E)	Local Streets will be planned, designed and operated to: - Facilitate pedestrian, bicycle and vehicular travel within local neighbourhoods and connecting to the main transportation system; - Provide access to abutting properties; - Discourage through traffic within residential areas.
(iv) Lanes	Lanes will be planned designed and operated to: - Facilitate pedestrian, bicycle and vehicular travel within local neighbourhoods and connecting to the main transportation system; - Provide access to abutting properties; - Discourage through traffic

5.4.3 Roads under Provincial or Regional Jurisdiction

Provincial Jurisdiction

The City recognizes the jurisdiction of the Ministry of Transportation Ontario within the Corridor Control Area adjacent to the Conestoga Parkway.

- (1) With regard to lands located in the vicinity of Conestoga Parkway (Highway 85), permits are required from the Ministry of Transportation prior to development taking place within the Ministry's permit control area as defined in Section 38 (2) of Public Transportation and Highway Improvement Act.
- (2) The City supports and will plan for safe *pedestrian* and cycling movement across the Conestoga Parkway at all existing crossings that serve automobiles and additionally, where necessary to connect neighbourhoods with the goods and services that support them.

Regional Jurisdiction

- (1) The City will continue to co-operate with the Region to monitor and evaluate noise levels and to reduce noise impacts through the regulation of development adjacent to *road* ways pursuant to the provisions of the Regional Official Plan and section 8.4.4 of this Plan.
- (2) The City will continue to co-operate with the Regional Municipality of Waterloo in applying controls related to access, site circulation and site development affecting traffic to Regional *Roads*.

- (3) Development adjacent to roads under Regional jurisdiction of the Regional Municipality of Waterloo will not necessarily be guaranteed access. Access to roads under Regional jurisdiction shall be subject to the Regional Access Permit process.

5.4.4 Private Roads

Council recognizes the existence of private roads such as access roadways on University lands, condominium developments and laneways in the rural areas of the City of Waterloo. For the purposes of this Plan, a private road is any road that is privately owned and maintained and is not available for use by the general public.

- (1) Municipal services will generally not be provided on private roads. Notwithstanding this, where the servicing of private land would provide a desired linkage within the servicing and utilities network, the City may, at its discretion, plan for municipal services on private roads.
- (2) The City will not assume the responsibility of providing maintenance services on private roads.
- (3) Where private roads are being considered for conversion to public road status, a study shall be carried out to determine the financial implications of the conversion.
- (4) The City of Waterloo will not assume the road improvement costs resulting from the improvement of private roads to minimum standards required by the City or Province.

5.4.5 Traffic Calming

To encourage and support safe and convenient *pedestrian*, bicycle and vehicular movement on the existing *road* network, the City will approve and update as appropriate, a Traffic Calming Policy to plan for the application of appropriate traffic calming techniques and strategies. The Traffic Calming Policy will recognize that the installation of traffic calming measures will be context-sensitive. Any such measures to be installed shall be selected through a process that gives consideration to criteria that include, at a minimum:

- (a) Public safety;
- (b) Traffic operations and effectiveness;
- (c) Measurement of specific or cumulative impacts on emergency response times;
- (d) Impacts on transit operations;
- (e) Property impacts;
- (f) Cost; and
- (g) Facilitating *pedestrian* and cycling movement.

5.4.6 Truck Travel

- (1) The *road* network will be planned and maintained to facilitate convenient access to

areas designated Commercial or Employment by commercial vehicles while minimizing the impact of commercial vehicle operation on overall traffic operations, safety and other activities on and adjacent to *roads*.

- (2) The City will continue a truck route identification program to designate routes for heavy trucks, predominantly on Primary *Roads*, to minimize the impact such traffic will have on residential areas and on transit-oriented routes.
- (3) Land uses and activities generating significant truck or heavy vehicular traffic will be required to locate in close proximity to the Provincial Highway, Primary or Major Collector *Roads*.

5.4.7 Designated Road Allowance Policy – Widenings

- (1) The City, as empowered by the Planning Act, shall require the dedication of land to the City to provide for the widening of *roads* as a condition of *development* approval.”
- (2) The dedication of land to provide for the widening of roads as set out in policy 5.4.7.(1) shall be consistent with Table 5-2 of this Plan - “Road Allowances”, as illustrated on **Schedule ‘G’ – Road Allowances**. Table 5-2: *Road Allowances* establishes the City’s ultimate required road allowances for arterial, collector, and local roads, as well as lanes.
- (3) The *road* allowances identified in Table 5-2 represent the ultimate *road* allowances required by the City to implement its transportation system, which is to support all forms of transportation. The City considers each *road* described in Table 5-2 as a potential highway to be widened. Specifically, where it is determined that the existing *road* allowance is less than the designated *road* allowance shown in Column ‘D’ of Table 5-2, the difference between the existing *road* allowance and the ultimate *road* allowance will constitute the extent of the widening to be dedicated to the City, subject to policies 5.4.7(5) and 5.4.7(6) where applicable.
- (4) In conjunction with *development*, where a municipally accepted Transportation Impact Study or other assessment indicates that additional land beyond that set out in Column ‘D’ of Table 5-2 is required to implement transportation improvements such as turn-lanes, the road allowance width as set out in Column ‘E’ of Table 5-2, being the designated *road* allowance with warranted transportation improvement, shall apply. The dimensions and configuration of the widening to achieve the ultimate *road* allowance as set out in Column ‘E’ of Table 5-2 shall be as set out in the municipally accepted Transportation Impact Study or other assessment, which shall constitute the extent of the required widening under the Planning Act.
- (5) Notwithstanding policy 5.4.7(3), the City may modify the extent of the widening to be dedicated where:
 - (a) it is not feasible or desirable (as determined by the City) to widen an existing

road allowance to the widths set out in Table 5-2 due to significant adverse impacts on:

- (i) existing land uses;
- (ii) the natural environment;
- (iii) an existing streetscape;
- (iv) a known *cultural heritage resource*.

In such cases a narrower *road* allowance may be considered at the discretion of the City;

- (b) an alternative *road* allowance width is recommended by an approved Transportation Impact Study undertaken or accepted by the City of Waterloo, at the discretion of the City;
- (c) a municipal engineering inspection of the affected lands and the terrain indicates that an alternative road allowance width is required (compared to the widths described in Table 5-2) for such matters as cut, fill, utilities, or a component of the active transportation network;
- (d) the City determines that the design and configuration of the *development* are unique and warrant a reduction from the full extent of the widening as defined by this Plan, provided the transportation and infrastructure policies and objectives of this Plan and the City are met.

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- (6) In cases where *road* allowances greater than those described in Table 5-2 are desired, an Amendment to this Plan will be required. If such an Amendment is approved, the required lands shall be acquired by dedication as a condition of *development* approval, where provided for by the Planning Act. If such an amendment is not approved, the required land may be obtained through an in kind donation or purchase.

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- (7) Where possible, the boundaries of the ultimate *road* allowance will be equidistant from and parallel to the centre line of the original *road* allowance except in cases where special circumstances such as topographic features or existing structures may necessitate a greater widening from one side of the *road*. The normal dedication will consist of one-half of the ultimate *road* allowance less the width of the existing *road* allowance measured to the centre line of the original *road* allowance, unless otherwise provided for in this Plan.

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- (8) When considering *development* applications, the City of Waterloo will co- operate with the Regional Municipality of Waterloo to ensure that the Regional Municipality of Waterloo has been afforded a reasonable opportunity to require the owner of the land subject to the application to dedicate land for widening of Regional *roads* and other site related facilities where provided for by the Planning Act, and to enter into one or more agreements as may be required by the Region pursuant to the provisions

of the Planning Act.

- (9) Land dedications provided for the widening of *roads* under the jurisdiction of the Regional Municipality of Waterloo shall be governed by the Regional Official Plan, as amended.

Table 5-2 Road Allowances

Deferral
No. 28

Note: Two red asterisks (**) indicate **Deferral No. 28**.

Roads (A highway as defined by the Municipal Act)	From	To	Designated Road Allowance	Designated Road Allowance with Warranted Transportation Improvement
(Column A)	(Column B)	(Column C)	(Column D)	(Column E)
All Lanes			7.0 metres, unless otherwise specified in this Table	10.0 metres
All Local Roads as illustrated on Schedule E of this Plan			No widening required, unless otherwise specified in this Table	Existing width of the Local Road plus 3.0 metres
Albert Street (See Note 1 below)	Erb Street	Bricker Avenue	20.0 metres	23.0 metres
Albert Street (See Note 2 below)	Bricker Avenue	Columbia Street W	23.0 metres	26.0 metres
Albert Street	Columbia Street	Weber Street	26.0 metres	29.0 metres
Alexandra Avenue	Lourdes Street	Caroline St	20.0 metres	23.0 metres
Allen Street W	Park Street	King Street	20.0 metres	23.0 metres
Allen Street E	King Street S	Mary Street	20.0 metres	23.0 metres
**Allen Street E	<u>Mary Street</u>	<u>Erb Street E</u>	<u>20.0 metres</u>	<u>23.0 metres</u>
Amos Avenue	Keats Way	Erb Street W	20.0 metres	23.0 metres
Auburn Drive	Bridle Trail	University Avenue E	20.0 metres	23.0 metres
Auburn Drive	University Avenue E	University Avenue E	20.0 metres	23.0 metres

Roads (A highway as defined by the Municipal Act)	From	To	Designated Road Allowance	Designated Road Allowance with Warranted Transportation Improvement
Autumn Willow Drive	Rock Elm Street	Mayapple Street	20.0 metres	23.0 metres
Bauer Place	80 metres east of Conestogo Road	Conestogo Road W	20.0 metres	23.0 metres
Bearinger Road	Westmount Road N	Albert Street	26.0 metres	29.0 metres
Beaver Creek Road	Conservation Drive	Laurelwood Drive	20.0 metres	23.0 metres
Beaver Creek Road	Laurelwood Drive	Brentcliffe Drive	20.0 metres	23.0 metres
Beachdrops Drive	Sundew Drive	Lady Slipper Drive	20.0 metres	23.0 metres
Beachwood Drive	Erb Street W	Beachwood Place	26.0 metres	29.0 metres
Beechwood Drive	Beachwood Place	Keats Way	20.0 metres	23.0 metres
Bluevale Street N	Bridgeport Road E	Lincoln Road	20.0 metres	23.0 metres
Brentcliffe Drive	Beaver Creek Road	Gatestone Boulevard	20.0 metres	23.0 metres
Bricker Avenue	Albert Street	King Street N	20.0 metres	23.0 metres
Bridge Street W	King Street N	Northfield Drive E	26.0 metres	29.0 metres
Bridle Trail	Bridge Street	Woolwich Street	20.0 metres	23.0 metres
Burning Bush Road	Northlake Drive	Benjamin Road	20.0 metres	23.0 metres
Caroline Street S	Erb Street W	Allen Street	26.0 metres	29.0 metres
Chesapeake Drive	Bridge Street W	Bridge Street W	20.0 metres	23.0 metres
Churchill Street	Erb Street W	Amos Avenue	20.0 metres	23.0 metres
Columbia Street E	Weber Street N	Marsland Drive	30.0 metres	33.0 metres
Columbia Street W	Sundew Drive	Weber Street N	30.0 metres	33.0 metres
Columbia Forest Boulevard	Erbsville Road	Columbia Forest Court	20.0 metres	23.0 metres

Roads (A highway as defined by the Municipal Act)	From	To	Designated Road Allowance	Designated Road Allowance with Warranted Transportation Improvement
Conestogo Road W	Northfield Drive	Dotzert Court	20.0 metres	23.0 metres
Conestogo Road W	Bauer Place	King Street N	26.0 metres	29.0 metres
Conservation Drive	Wilmot Line	Erbsville Road	20.0 metres	23.0 metres
Conservation Drive	Erbsville Road	Westmount Road N	26.0 metres	29.0 metres
Conservation Drive	Westmount Road	Northlake Drive	20.0 metres	23.0 metres
Country Squire Lane	University Avenue E	Country Squire Road	26.0 metres	29.0 metres
Country Squire Road	Country Squire Lane	Grand River Drive	20.0 metres	23.0 metres
Craigleith Drive	Fischer-Hallman Road N	Old Post Crossing	18.5 metres	21.5 metres
Dansbury Drive	Pastern Trail	Bridge Street W	20.0 metres	23.0 metres
Davenport Road	Lexington Road	Frobisher Drive	26.0 metres	29.0 metres
Davenport Road	Frobisher Drive	Baffin Place	20.0 metres	23.0 metres
Dunvegan Drive	Lexington Road	Sandowne Drive	20.0 metres	23.0 metres
Dupont Street	Albert/Dorset Street	Peppler Street	18.0 metres	21.0 metres
Eastbridge Boulevard	Bridge Street W	New Bedford Drive	20.0 metres	23.0 metres
Elgin Street	King Street N	Peppler Street	18.0 metres	21.0 metres
Empire Street	Alexandra Avenue	Stanley Drive	20.0 metres	23.0 metres
Ezra Avenue	Albert Street	King Street	20.0 metres	23.0 metres
Father David Bauer Drive	Westmount Road N	Erb Street W	26.0 metres	29.0 metres
Forsyth Drive	Stanley Drive	Westmount Road S	20.0 metres	23.0 metres
Frobisher Drive	Northland Road	McMurray Road	20.0 metres	23.0 metres
Gatestone Boulevard	Columbia Street W	Fischer-Hallman Road N	20.0 metres	23.0 metres
Gateview Drive	Westvale Drive	Erb Street W	26.0 metres	29.0 metres
Glen Forrest Boulevard	Beainger Road	Weber Street N	24.0 metres	27.0 metres
Golden Eagle Road	Northlake Drive	Weber Street N	26.0 metres	29.0 metres

Roads (A highway as defined by the Municipal Act)	From	To	Designated Road Allowance	Designated Road Allowance with Warranted Transportation Improvement
Hagey Boulevard	Columbia Street W	Bearinger Road	30.0 metres	33.0 metres
Havelock Drive	Glen Forest Boulevard	Northfield Drive W	18.0 metres	21.0 metres
Hazel Street (See Note 3 below)	Albert Street	University Avenue W	23.0 metres	26.0 metres
High Street	Holly Street	Weber Street N	20.0 metres	23.0 metres
Highpoint Avenue	Northfield Drive W	Northlake Drive	26.0 metres	29.0 metres
Highpoint Avenue	Northfield Drive W	Toll Gate Boulevard	18.0 metres	21.0 metres
Holly Street	Columbia Street W	High Street	20.0 metres	23.0 metres
James Street	King Street N	110 metres east of King Street	18.0 metres	21.0 metres
John Street	Park Street	Dodds Lane	20.0 metres	23.0 metres
<u>** John Street</u>	<u>Dodds Lane</u>	<u>Moore Street</u>	<u>20.0 metres</u>	<u>23.0 metres</u>
Keats Way	Lucerne Avenue	Erbsville Road	(no widening required)	(no widening required)
Keats Way	Erbsville Road	University Avenue W	26.0 metres	29.0 metres
Kumpf Drive	Northfield Drive W	Randall Drive	20.0 metres	23.0 metres
Lady Slipper Drive	Columbia Street	Beachdrops Drive	20.0 metres	23.0 metres
Lake Louise Boulevard	Conservation Drive	Killbear Court	26.0 metres	29.0 metres
Lake Louise Boulevard	Killbear Court	Westmount Road	20.0 metres	23.0 metres
Laurelwood Drive	Wideman Road	Erbsville Road	20.0 metres	23.0 metres
Laurelwood Drive	Erbsville Road	Fischer-Hallman Road	26.0 metres	29.0 metres
Laurelwood Drive	Fischer-Hallman Road N	Westmount Road N	33.0 metres	36.0 metres
Leighland Drive	Erbsville Road	Keats Way	20.0 metres	23.0 metres
Lexington Road	Marsland Drive	Bridge Street W	30.0 metres	33.0 metres
Lexington Road	Bridge Street W	University	26.0 metres	29.0 metres

Roads (A highway as defined by the Municipal Act)	From	To	Designated Road Allowance	Designated Road Allowance with Warranted Transportation Improvement
		Avenue E		
Lincoln Road	Weber Street N	University Avenue E	20.0 metres	23.0 metres
Lodge Street	King Street N	Weber Street N	20.0 metres	23.0 metres
Longfellow Drive	Shakespeare Drive	Westmount Road S	20.0 metres	23.0 metres
Lucerne Avenue	Keats Way	Columbia Street	(no widening required)	(no widening required)
Margaret Avenue N	Lincoln Road	City Limit	20.0 metres	23.0 metres
Marshall Street	King Street N	Lincoln Road	20.0 metres	23.0 metres
Marsland Drive	University Avenue E	Columbia Street E	20.0 metres	23.0 metres
Mayapple Street	Autumn Willow Drive	Sundew Drive	20.0 metres	23.0 metres
McDougall Road	Keats Way	Erb Street	20.0 metres	23.0 metres
McMurray Road	Bridge Street W	Frobisher Drive	20.0 metres	23.0 metres
Millennium Boulevard	University Avenue	50 m west of Oak Park Drive	35.0 metres	38.0 metres
Millennium Boulevard	50 m west of Oak Park Drive	Country Squire Road	30.0 metres	33.0 metres
Moore Avenue	City Limit	Laurel Street	20.0 metres	23.0 metres
New Bedford Drive	Chesapeake Drive	Eastbridge Boulevard	20.0 metres	23.0 metres
New Bedford Drive	Eastbridge Boulevard	University Avenue E	23.0 metres	26.0 metres
Noecker Street	King Street N	Peppler Street	18.0 metres	21.0 metres
Northlake Drive	Skylark Road	Golden Eagle Road	20.0 metres	23.0 metres
Northlake Drive	Golden Eagle Road	Skylark Road	20.0 metres	23.0 metres
Northland Road	King Street N	Bathurst Drive	26.0 metres	29.0 metres
Northland Road	Bathurst Drive	McMurray Road	20.0 metres	23.0 metres
Old Abbey Road	Davenport Road	Rustic Drive	20.0 metres	23.0 metres
Old Post Crossing	Craighleith Drive	Old Post Road	18.5 metres	23.0 metres
Old Post Road	Old Post Crossing	Westmount Road	18.5 metres	23.0 metres

Roads (A highway as defined by the Municipal Act)	From	To	Designated Road Allowance	Designated Road Allowance with Warranted Transportation Improvement
Park Street	William Street	City Limit	20.0 metres	23.0 metres
Parkside Drive	Bearinger Road	Northfield Drive	26.0 metres	29.0 metres
Pastern Trail	University Avenue E	Dansbury Drive	20.0 metres	23.0 metres
Peppler Street	Noecker Street	Bridgeport Road E	18.0 metres	21.0 metres
Peppler Street	Bridgeport Road E	Erb Street W	20.0 metres	23.0 metres
Phillip Street	University Avenue E	Albert Street	20.0 metres	23.0 metres
Pinery Trail	Roy Schmidt Road	Lake Louise Boulevard	20.0 metres	23.0 metres
Princess Street	Dorset Street	Peppler Street	18.0 metres	21.0 metres
Proposed Major Collector	Columbia Street W	Erb Street W	30.0 metres	33.0 metres
Randall Drive	Weber Street N	Kumpf Drive	20.0 metres	23.0 metres
Regina Street (See Note 4 below)	William Street E	Noecker Street	20.0 metres	23.0 metres
Regina Street	Noecker Street	Columbia Street	20.0 metres	23.0 metres
Rideau River Street	Conservation Drive	Pinery Trail	20.0 metres	23.0 metres
Rock Elm Street	Autumn Willow Drive	Sundew Drive	20.0 metres	23.0 metres
Roosevelt Avenue	Warrington Drive	Erb Street W	20.0 metres	23.0 metres
Roslin Avenue	Sunshine Avenue	John Street W	20.0 metres	23.0 metres
Royal Beech Drive	Erbsville Road	Beechwood Drive	20.0 metres	23.0 metres
Rustic Drive	Wissler Road	Old Abbey Road	20.0 metres	23.0 metres
Sandowne Drive	Dunvegan Drive	Bridge Street	20.0 metres	23.0 metres
Seagram Drive	University Avenue W	Albert Street	26.0 metres	29.0 metres
Shakespeare Drive	Keats Way	Longfellow Drive	18.5 metres	23.0 metres
Skylark Road	Northfield Drive W	Northlake Drive	26.0 metres	29.0 metres
Spring Street	King Street N	Regina Street	18.0 metres	21.0 metres
Stanley Drive	Empire Street	Forsyth Drive	20.0 metres	23.0 metres

Roads (A highway as defined by the Municipal Act)	From	To	Designated Road Allowance	Designated Road Allowance with Warranted Transportation Improvement
Sundew Drive	Columbia Street	Rock Elm Street	20.0 metres	23.0 metres
Swallow Street	Northlake Drive	Weber Street	26.0 metres	26.0 metres
Thorndale Drive	Fischer- Hallman Road S	Westvale Drive	26.0 metres	29.0 metres
Thorndale Drive	Westvale Drive	Ira Needles Boulevard	20.0 metres	23.0 metres
Toll Gate Boulevard	Bearinger Road	Glen Forrest Boulevard	20.0 metres	23.0 metres
Union Street W	City Limit	King Street	26.0 metres	29.0 metres
Union Street E	King Street	Margaret Avenue	20.0 metres	23.0 metres
University Avenue	Bridge Street W	Northfield Drive	26.0 metres	29.0 metres
University Avenue	Northfield Drive	New Bedford Drive	35.0 metres	38.0 metres
University Avenue	New Bedford Drive	Bridge Street W	30.0 metres	33.0 metres
Warrington Drive	Fischer- Hallman Road	Roosevelt Avenue	20.0 metres	23.0 metres
Wes Graham Way	320 metres west of Hagey Blvd	Bearinger Road	20.0 metres	23.0 metres
Westmount Road	Northfield Drive	Benjamin Road	30.0 metres	33.0 metres
Westvale Gate	University Avenue	Westvale Drive	26.0 metres	29.0 metres
Westvale Drive	Gateview Drive	Thorndale Drive	20.0 metres	23.0 metres
Westvale Drive	Thorndale Drive	Gateview Drive	20.0 metres	23.0 metres
Wideman Road	Wilmot Line	Erbsville Road	20.0 metres	23.0 metres
William Street	Westmount Road	Park Street	20.0 metres	23.0 metres
William Street	Park Street	Regina Street	26.0 metres	29.0 metres
William Street	Regina Street	Willow Street	20.0 metres	23.0 metres
Willis Way	King Street	Regina Street	18.0 metres	21.0 metres
Willow Street	William Street	Erb Street	20.0 metres	23.0 metres
Willow Wood Drive	Erbsville Road	Willow Wood Place	26.0 metres	29.0 metres
Willow Wood	Willow Wood	Beaver Creek	20.0 metres	23.0 metres

Roads (A highway as defined by the Municipal Act)	From	To	Designated Road Allowance	Designated Road Allowance with Warranted Transportation Improvement
Drive	Place	Road		
Wissler Road	Northfield Drive	Deer Run Drive E	20.0 metres	23.0 metres
Woolwich Street	City Limit	Bridle Trail	20.0 metres	23.0 metres
Woolwich Street	Bridle Trail	University Avenue E	20.0 metres	23.0 metres
Young Street	King Street	Peppler Street	18.0 metres	21.0 metres

Note: Two red asterisks (**) indicate **Deferral No. 28**

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Lanes	From	To	Designated Road Allowance
Dodds Lane	Union Street	Allen Street	7.0 metres
Dommion Lane	Dupont Street	Erb Street	7.0 metres
Hughes' Lane	Erb Street	south of rail line	7.0 metres
Hughes' Lane	William Street	Willis Way	7.0 metres
Kuntz Lane	William Street W	King St S	7.0 metres
Wells Lane	Erb Street	120m south of Dawson	7.0 metres
Unnamed Lane 1 (See Note 5 below)	Erb Street	Dawson Street	7.0 metres
Unnamed Lane 2 (See Note 6 below)	William Street E	King Street S	7.0 metres

Notes:

1. For portions of Albert Street located within the Heritage Conservation District, as shown on Schedule 'D' – Heritage Conservation District, no widening will be taken for the purpose of widening the vehicular travelled portion of the road, unless supported by a Heritage Impact Assessment. Road improvements intended to enhance the safety of pedestrian movement will be undertaken in a manner consistent with the MacGregor/Albert Heritage Conservation District Plan.
2. Existing right-of-way for Albert Street is 18.0 metres.
3. Existing right-of-way for Hazel Street is 20.0 metres.
4. Notwithstanding anything to the contrary in this Plan, all widenings for Regina Street between William Street and Noecker Street will be obtained from the east side of Regina Street.
5. The unnamed lane between Erb Street West and Dawson Street is generally located west of Dunbar Road South and east of Roslin Avenue South.
6. The unnamed lane between William Street East and King Street South is generally located west of Herbert Street, east of King Street South, south of William Street East and north of George Street

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5.5 THE RAIL NETWORK

Although movement of freight via the traditional *rail network* is minimal in Waterloo, policies are included to address safety, noise and vibration for *sensitive land uses* in proximity to the network. The rail corridors are also recognized as an opportunity to serve other functions,

including trail, *rapid transit* and/or utility corridors.

- (1) Where sensitive land uses are proposed adjacent to a rail line:
 - (a) Development shall be subject to the noise and vibration policies included in section 8.4.4 of this Plan.
 - (b) Building setbacks for *sensitive land uses* from rail lines may be established in the Zoning By-Law in consultation with the Region of Waterloo.
- (2) The City will seek to protect and, where feasible, acquire rail corridors for their inclusion in walking and cycling networks and future utility corridors.
- (3) The City encourages the operation of *rapid transit* by the Region within the existing rail corridor where appropriate.