

City of Cambridge

Official Plan Review

**Transportation & Infrastructure
Draft Policy Paper**



May 2011

Please note that policy numbers and cross references are subject to change when the overall draft Official Plan is prepared

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1. Overview

This policy paper provides an update to the existing Transportation and Infrastructure policies in Chapter 4 and 18 of the current Official Plan and revises Map 6, “Major Transportation Corridors and Hydro Corridors”. The proposed updates and revisions have been drafted in accordance with the Provincial Policy Statement (2005), the Growth Plan for the Greater Golden Horseshoe (2006) and the provincially approved Regional Official Plan (2011).

The City of Cambridge is forecasted to have a population of 173,000 by the year 2029 and 100,000 jobs. Policies and land use designations to support this level of employment growth are needed in the Official Plan. The proposed updates and revisions are focused on planning for a safe and effective transportation and infrastructure system to accommodate future growth in the City.

2. Rationale for Changes

These policies are proposed for the Official Plan to implement elements of the Provincial Policy Statement (2005) and the Growth Plan for the Greater Golden Horseshoe (2006) and to conform to the Provincially approved Regional Official Plan (2011). These elements include new policies for transportation and infrastructure to reflect the importance of a comprehensive transportation system, which supports all modes of transportation. In keeping with the Provincial Growth Plan and the Provincially approved Regional Plan, the proposed changes are intended to foster increased use of public transit, transportation demand management and active transportation measures to achieve a more balanced and effective transportation system.

The following provides a summary of the Provincial Policy Statement and Regional Official Plan policy that have been incorporated into the proposed updated Transportation and Infrastructure section of the Official Plan:

Provincial Policy Statement (PPS) 2005

The PPS provides policy direction on matters of provincial interest for land use planning and development. The policies for transportation and infrastructure focus on providing a safe, energy efficient system for moving people and goods using a full range of transportation modes, while making efficient use of existing and proposed infrastructure. The Cambridge Official Plan must be consistent with the PPS.

Places to Grow Act and Growth Plan for the Greater Golden Horseshoe (Provincial Growth Plan)

In 2006, the Ontario Government approved the Growth Plan for the Greater Golden Horseshoe. The Growth Plan contains a set of policies for Infrastructure and Public Service Facilities, Transportation Systems, as well as Transportation and Infrastructure Corridors and Airports to

the year 2031 within the Greater Golden Horseshoe, which includes the Region of Waterloo. The transportation and infrastructure policies in the Provincial Growth Plan address the following:

- Providing a balance of interconnected transportation choices that are financially and environmentally appropriate, while providing for the safety of system users;
- Infrastructure planning will be coordinated with land use planning and infrastructure investment; and
- Future development will be focused within the urban area and will be based on the provision of municipal potable water and wastewater collection, providing that these can be provided in a reasonable and efficient manner.

The water and wastewater management policies in the Provincial Growth Plan address the following:

“Plan for expansion or for new services in order to serve growth in a manner that supports achievement of the intensification target and density targets.”

Regional Official Plan (ROP)

The Provincially approved Regional Municipality of Waterloo new Regional Official Plan (ROP), 2010 contains policies, developed through the Region’s Master Transportation Plan, Master Cycling Plan, Master Pedestrian Plan and Pedestrian Charter, which implements the Provincial Policy Statement and the Provincial Growth Plan policies. The ROP provides transportation policies, including provisions for improved public transit, road improvements, and active transportation, to facilitate the efficient movement of people and goods within the Region.

The ROP also provides direction regarding wastewater treatment, the water supply and infrastructure planning agreements and monitoring.

3. Proposed Official Plan Policies

Chapter 6: Transportation and Infrastructure

6.1 Objectives

- a) To provide, in partnership with the *Province* and *Region*, for a safe, *sustainable*, effective, accessible and energy efficient transportation system, using a wide range of travel modes to move people and goods.
- b) To reduce dependence on the automobile by increasing the number of people using public transit, walking and cycling.
- c) To protect rail corridors to allow for the provision of improved passenger and freight rail service.

New P.P.S. Sect. 1.6.5. Growth Plan Sect. 3.2.2. ROP 5.1

New

New

New

New

d) To encourage the appropriate land use for discontinued rail corridors.

e) Working with the Region to ensure that there is capacity in the water and wastewater system to accommodate new development in the urban area before allowing it to proceed.

f) To allocate capacity available within the water and wastewater system in a manner which will allow the *City*, in co-operation with the *Region*, to meet the targets established in this Plan, which are in conformity with the Provincial Growth Plan and Regional Official Plan.

6.2 Hierarchy of Roads

Section 4.1

1. The *City* recognizes a hierarchy of existing and future roads comprising a multi-functional road network of the following systems, which provide a critical component of a comprehensive transportation network to safely and efficiently move people and goods.

Road Type	Access Control	Function	Design Guidelines
Provincial Highway - Freeway (e.g. Hwy. 401)	Restricted to existing or potential grade-separated interchanges	-Inter-regional and long distance traffic (part of Provincial highway system) -Inter-regional high order transit -Connect major centres in different regions -Carry high volumes of traffic including truck traffic	-Full access control -Minimum 4 travel lanes -Noise sensitive land uses discouraged along R.o.W. -Geometric and access control by the Province
Provincial Highway – Non Freeway (e.g. Hwy. 8 (Branchton Rd. area), Hwy. 24 (Water St. S.),	Partial (Access control by Province)	-Inter-municipal and inter-regional travel -Regional or high order transit -Connect centres in different regions -Carry high volumes of traffic including truck traffic	-Partial access control, especially for new development by the Province -Minimum 2 travel lanes -Transit supportive land use encouraged in urban areas
Arterials (Regional roads)	Partial (Access control by Region)	-Serves regional and local travel demands -Connects to Provincial Highway system -Connect local and regional nodes -Carries high volumes of traffic including truck traffic -Accommodate public transit	-Some access control -2 to 6 lanes, usually undivided -Transit supportive land use encouraged along R.o.W. -R.o.W. width up to 50 m. -encourage bike lanes

Road Type	Access Control	Function	Design Guidelines
Collectors (Local roads)	Limited (generally not required)	-Connects neighbourhoods -Distribute traffic to and from arterials -Provide transit routes -Provide access to adjacent land uses	-2 to 4 travel lanes -On street parking permitted (subject to specific regulations) -R.o.W. width up to 30 m -encourage bike lanes
Local (Local roads)	Not required	-Provide access to adjacent land uses -May accommodate transit connections	-2 travel lanes (potential for additional turning lanes) -On street parking permitted (subject to specific conditions) -R.o.W. width 18.5 to 20m -encourage bike lanes
Rapid Transit Corridor (Regional roads)	Where operated on exclusive R.o.W. May use Arterial Roads	-Serve inter-municipal and higher order transit demands -Connect nodes	-Exclusive R.o.W. for transit vehicles preferred -Transit supportive land use to be encouraged, especially around stations
Rural Roads (Generally outside of urban area) (Local & Regional)	Limited (generally not required)	-Provide access to adjacent land uses	-2 travel lanes + shoulders and ditches -R.o.W. width to 30m -possible active transportation facilities

- (This table can be used as an alternate or a supplement to written description below)
- R.o.W. is used for right-of-way

4.1.1.a revised

a) Provincial Highway - Freeways, consisting primarily of multi-lane facilities shown on Map 7A, which are owned and under the jurisdiction of the *Province*, generally having the capacity for two to six lanes divided, with access to the right-of-way anticipated to be restricted by the *Province* to existing or potential grade-separated interchanges, serving long distance travel and including staged freeway development, where the initial phase may include less lanes than planned with intersections at grade;

New

b) Provincial Highways – Non Freeway, consisting primarily of two or multi-lane facilities as shown on Map 7A, which are owned and under the jurisdiction of the *Province*. Access and land use controls for properties fronting on these highways are controlled by the *Province*. These roads connect centres in different regions and are expected to carry high volumes of traffic including truck traffic and will be used for inter-regional transit;

4.1.1.b revised

c) Arterial roads, consisting of two or multi-lane facilities as shown on Map 7A, which are under the jurisdiction of the

Region, generally having a capacity for two to six lanes usually undivided, with access to the right-of-way anticipated to be restricted wherever possible to intersections at grade with other arterial or collector roads and, where not possible, to individual driveways where access, in the opinion of the *Region* can be safely provided, serving local and *Regional* transportation needs and bicycle lanes will be encouraged. These roads will have a maximum right-of-way width of 50 metres;

4.1.1.c revised

- d) Collector roads, consisting of facilities as shown on Map 7A, which are under the jurisdiction of the City, generally having a capacity for two to four lanes usually undivided, with access to the right-of-way anticipated to be restricted where necessary to intersections at grade with other roads or to individual driveways which, in the opinion of the *City*, can be safely provided, serving public transit and to collect local traffic for distribution to major arterial roads and, where safety consideration warrants it to provide direct access to abutting land uses and bicycle lanes will be encouraged. These roads will have a maximum right-of-way width of 30 metres and bicycle lanes are encouraged;

4.1.1.d revised

- e) Local roads, consisting of roads not shown on Map 7A, which are under the jurisdiction of the City, generally having a capacity for two travel lanes usually undivided, with access to the right-of-way controlled by safety considerations and serving to provide direct access to abutting land uses. Local access roads may be further regulated by the *City* to deal in greater detail with such matters as pedestrian safety, access and potential traffic volumes and flows. These roads will have a right-of-way width ranging from 18.5 metres to 20 metres and bicycle lanes are encouraged;

New

- f) Rapid transit corridors, consisting of a separate right-of-way or as part of an arterial road will accommodate higher order, inter-municipal transit service. *Transit oriented development* will be supported along these corridors along with transit priority measures and especially in proximity to *Major Transit Station areas*;

New

- g) Rural roads, consisting of roads generally outside of the urban area, not shown on Map 7A, which are under the jurisdiction of the *City* or *Region*, generally having a capacity for two travel lanes, with access to the right-of-way controlled by safety considerations and serving to provide direct access to abutting

land uses. These roads will include unpaved shoulders and drainage ditches and possibly active transportation facilities, such as bicycle lanes and pedestrian walkways within the maximum right-of-way width of 30 metres.

ROP 5.A.36
a)

2. The *City* will work with the *Region* in consultation with the *Province* to identify improvements to existing roads and potential new roads to improve accessibility and safety, including accommodations for pedestrians and cyclists on arterial roads. The *City* recognizes the need for appropriate context sensitive design in some situations, such as *Scenic Heritage Roads* and *Environmentally Sensitive Landscapes*.

4.1.1.2

3. The establishment of the major transportation facilities shown on Map 7A of this Plan may preclude the development of any affected lands in accordance with the designations shown on Map 2. New transportation facilities and future study areas, as shown on Map 7A, are subject to approval through the environmental assessment process, which will determine their need and further define the route and design of these proposed transportation improvements.

6.3 Protection of Required Rights-of-Way

18.7.1,
18.7.2, 18.7.3
revised

1. As a condition of approval for any *development* application, the applicant is responsible to dedicate to the *City*, free of charge, any lands required to bring that public road to the right-of-way width identified in this Plan, including elements such as grade-separated interchanges, turning lanes at intersections, day-lighting corners, roundabouts, cut and fill, utility easements, sidewalks and noise attenuation structures and berms, in accordance with the provisions of this Plan. The extent of proposed road widening for the following road categories are as follows, except where specifically identified in Schedule 4 and 5 of this Plan:

Urban Roads:

Local Road	18.5 metres (minimum), 20 metres (maximum)
Collector Road	30 metres (maximum)
Arterial Road	50 metres (maximum)

Rural Roads: 30 metres (maximum)

New –
revision of
4.1.2

The actual right-of-way width will vary depending on the number of travel lanes, parking lanes, bicycle lanes, the width of sidewalks and whether sidewalks are provided on both sides. For rural roads the right-of-way width will vary depending on number of travel lanes, shoulder width, ditches and whether an active transportation facility is provided.

18.7.2
revised

2. A road widening shall be taken equally from both sides as measured from the centre line of the original road where feasible. However, where circumstances, such as topography, existing or proposed development or utilities, make widening of the road equally on both sides not feasible, the *City* may take a greater proportion on one side to the maximum extent of widening identified in this Plan.

New

3. The *City* will confirm whether a road widening is required as per the Official Plan or whether the property for the road widening has already been acquired, upon receipt of a *development* application.

6.4 Provincial Roads

Section
4.1.3

1. The *City* will work with the *Province* in matters dealing with the maintenance, expansion, addition or delegation of roads under *provincial* jurisdiction. Such road related matters will be reviewed in the context of the overall road network needs, as defined by comprehensive transportation studies undertaken by the *City* in partnership with the *Region*, and the *Province* including the financial implications of capital expenditures, ongoing maintenance requirements and compatibility issues.

ROP
5.A.25,
18.8
revised

2. The *Province* shall be consulted where development is proposed adjacent to a *Provincial* highway and required permits, such as road entrance permits, shall be obtained prior to construction being undertaken. To assist in this process, any major *development*, which may generate a significant amount of traffic, or have a specific impact on traffic movements and safety, must submit as part of the *development* review process, a comprehensive *traffic impact study*.

6.5 Regional Roads

Section
4.1.4
modified,
ROP 5.A.1,
5.A.2,
5.A.15,
5.A.18,
5.A.23

1. *Regional* roads are an important component of the transportation system. All of the arterial roads within the *City* are *Regional* roads. The *City* will cooperate with the *Region* to ensure that these roads are planned, built and maintained to move people and goods in a safe, efficient and effective manner throughout the *City* and provide connections to other parts of the *Region* in conjunction with *Provincial* and local roads. *Transit oriented development* will be encouraged along *Regional* roads where appropriate, in accordance with the *Region's* Context Sensitive Transportation Guidelines. The *City* will collaborate with the *Region* in any reviews of the *Regional* plans and guidelines associated with transportation matters.

Sect. 4.1.4.2

2. The *City*, after joint review, and with the agreement of the *Region* may pass By-laws to modify which roads are under the jurisdiction of the *Region* in order to further improve the transportation system. If there is no change in the function of the road then an amendment to this Plan will not be needed.

4.1.4.2, 18.8
revised

3. The *City* will co-operate with the *Region*, regarding matters associated with *Regional* roads, including access, site circulation, development affecting a *Regional* road and traffic control, in accordance with the provisions of the Regional Official Plan.

ROP 5.A.25,
5.A. 26, 5.A.
36

4. The *Region* will be consulted regarding any *development* application associated with a *Regional* road and the applicant may be required to undertake various measures, such as *transportation impact analysis* and associated improvements, land dedication for various purposes, easements, noise attenuation, fencing, grading, associated transit and *active transportation* amenities and stormwater management, as well as obtain the necessary road entrance permits, to the satisfaction of the *City* and the *Region*.

New

5. The *City* may prepare a Transportation Master Plan to identify changes and improvements to the local road system, which will be reflected on Map 7A.

6.6 Truck Routes

New plus
ROP 5.A.30

The *City* may identify specific routes for the use of heavy trucks, including *Long Combination Vehicles*. These routes will generally make use of Freeways, *Provincial Highways*-Non Freeways, Arterial Roads, and in some cases may include Collector Roads. The rationale for establishing truck routes will include the ability of the roads from a design and construction perspective, to handle this form of traffic in a safe manner and whether this type of traffic is compatible with the neighbouring area.

6.7 Private Roads and Laneway

New

1. The *City* may permit public and private laneways subject to an evaluation by the *Region* and the *City* regarding their function, operation, servicing and financial feasibility.

New

2. The *City* will not assume any existing or new private roads, including common element roads or associated features, such as retaining walls created through the *development* process.

New

3. Private roads and laneways must be maintained by the owner(s) and remain unobstructed in order to meet the access requirements for which they were designed including access by emergency services.

New

4. All private roads and laneways must be designed to meet the *City's* and Ontario Building Code requirements for a fire route or any other applicable legislation.

Policy 18.6
modified and
relocated

6.8 Interchanges

The *City* will encourage the installation of grade-separated interchanges at the intersection of roads carrying high traffic volumes and require the protection of sufficient lands to accommodate such potential interchange facilities until such time as appropriate analysis confirms that a grade separated interchange in such locations are no longer necessary and advisable or until such time as traffic flows, safety and other considerations warrant the *development* of interchange facilities at these locations.

6.9 Traffic Calming and Signalization

New

1. The *City* will employ a wide range of measures, including traffic calming techniques, such as roundabouts, where justified, to increase safety and effectiveness of the transportation system for pedestrians, cyclists and vehicles.
2. The *City* will cooperate with the *Region* regarding installation of signalization in appropriate locations to improve safety and the effectiveness of the transportation system.
3. Implementation of these measures will be subject to a review in accordance with the provisions of this Plan and the Environmental Assessment Act and the Municipal Class Environmental Assessment.
4. Where appropriate the *City* will evaluate and implement traffic calming measures on a neighbourhood basis.

6.10 Public Transit

ROP 5.A.6/
Provincial
Growth
Plan 3.2.3/
PPS 1.6.5

1. The *City* supports a coordinated, multi-modal approach to transportation, which includes a strong public transit system. To this end the *City* will work with the *Region*, the *Province* and other partners to plan, improve and promote the public transit system as an alternative form of transportation within the *City*. In addition, the *City* supports the addition of effective inter-municipal transit links including the extension of GO Transit services to Cambridge.

New,
Growth Plan
2.2.4.5, 2.2.5

2. In accordance with the approved Regional Official Plan, Regional Transportation Master Plan and *Provincial* initiatives the *City* will support transit supportive densities in appropriate areas, as shown on Map 1A, to assist in strengthening the public transit system including:

- a) *Urban Growth Centre*;
- b) Community Core Areas;
- c) Nodes;
- d) *Re-urbanization* Corridors;
- e) Major Transit Station areas; and
- f) Regeneration Areas.

ROP 5.A.3,
5.A.12

3. *Council* may take other actions, including studies, passing of by-laws, as well as design and operational measures, such as provision of sidewalks and transit associated facilities to improve the effectiveness of the public transit system in the city.

New

4. Measures to encourage *transit oriented development*, such as reductions in the amount of required parking, limiting the amount of surplus parking and considering *transportation demand management* programs as a community benefit under Section 10.16 of this Plan, may also be used.

ROP 5.A.8,
5.A.11

5. The *City* will encourage higher density development along transit routes, in accordance with the Provincial Growth Plan, when reviewing *development* proposals if appropriate. *Council* may introduce transit priority measures to increase the efficiency of transit, including bus only lanes, traffic signal priority, and bus activated signals.

Growth Plan
3.2.2.

6. The *City* will continue to explore opportunities for multi-modal passenger terminals, in co-operation with the *Region* and other agencies.

New

7. Major public transit corridors, within the *City*, are shown on Map 7B.

6.11 Active Transportation

ROP 5.A.2,
5.A.3., 5.A.4.,
5.A.18, 5.A.25,
3B1, 3B2, 3B3

1. The *City*, in partnership with the *Region* and other agencies, will seek to enhance the provision of safe facilities for pedestrians and cyclists. Consideration will be given to ways to encourage walking and cycling throughout the *City*, in accordance with the *Region's* Pedestrian Charter, as well as other *Regional* and *City* Master Plans and guidelines, which may be updated as required on a collaborative basis with the *Region*.

New

2. Measures, to increase *active transportation* will be considered as part of *development* proposals such as, bicycle paths, bicycle racks, pedestrian walkways, sidewalks, enhanced sidewalks and transit shelters.

New

3. The design of municipal roadways will include provisions for measures to facilitate safe and accessible *active transportation*, while providing for the safe and effective movement of vehicles. The provision of such features may be considered as a component of a community benefit package, under Section 37 of the Planning Act and Section 10.16 of this Plan.

6.12 Bridges

Policy 18.5
modified and
relocated

There are a limited number of bridge crossings of the Grand and Speed Rivers, and other major barriers like Highway 401, as shown on Map 7A. The *City* will consider, where appropriate, opportunities to improve accessibility across major barriers for pedestrians, cyclists and vehicles in a safe and sustainable manner. Improvements will be in conformity with the provisions of this Plan, the Regional Official Plan, Grand River Conservation Authority regulations and the Environmental Assessment Act.

6.13 Railways

4.1.6. revised
ROP 5.A.40

1. The *City* encourages and will work with the railways, appropriate agencies and affected parties to provide effective freight rail service in the Employment Corridor, Business Industrial and Industrial designations on Map 2 of this Plan. The extension of railway lines into or adjacent to a residential designation, as designated in this Plan, will be subject to an environmental assessment process, which will consider impacts, such as noise and vibrations, on the neighbouring areas.

4.1.6, ROP
5.A. 40
Growth Plan
3.2.2.3 c

2. The *City* encourages the provision and expansion of scheduled passenger rail service, including GO Transit service to Cambridge. The *City* may take actions required to encourage and implement the expansion of passenger rail service, including supporting facilities and services without amending this Plan.

4.1.6.5

3. The grade separation of railway main lines and the arterial roads, shown on Map 7, is an objective of this Plan. The *City* may take actions required to encourage and implement the elimination of existing main line grade crossings without amending this Plan.

ROP 5.A.4

4. The *City* will consult with the affected railways, the *Region*, other agencies, potential purchasers and other affected parties, regarding discontinued railway lines, to reach an appropriate solution, which results in the productive use of these lands and where feasible maintain a continuous corridor. The *City* will review its interest in these rights-of-way for uses, such as roads, transit corridors, *active transportation*

facilities, bicycle paths and utility corridors. *Council* may pass by-laws, acquire and develop and dispose of these lands for such alternative uses, without amendment to this Plan.

ROP 5.A.4
3.B.6.2.1

5. The acquisition of discontinued railway lines and *utility* corridors will be subject to the Record of Site Condition policies contained in the Environmental Management Section of this Plan.

ROP 5.A.4

6. For discontinued *utility* corridors, such as electric transmission corridors and pipeline easements, the *City* will consult with the affected *utility* corridor owner, the *Region*, other agencies, potential purchasers and other affected parties, in order to reach an appropriate land use solution for these lands. The *City* will review its interest in these rights-of-way for uses, such as roads, transit corridors, *active transportation* facilities and other *utility* corridors. *Council* may pass by-laws, acquire and develop and dispose of these lands for such alternative uses.

6.14 Region of Waterloo International Airport

4.1.7 plus ROP
5.A.20

1. The *City* encourages the development of the Airport, located adjacent to the *City* boundary, as a general aviation facility providing the people and businesses of Cambridge and surrounding area with a freight and passenger service and opportunities for flying instruction and recreational flying. The *City* encourages all levels of government and regulatory agencies to take the necessary actions required to ensure the appropriate development and maintenance of the Airport facilities and operations.

ROP 5.A.20

2. The *City* will prohibit any land use or structure which could affect the operation of the Airport or cause a potential aviation safety hazard. Measures will be required to ensure mitigation of noise, odours and other potential contaminants for *sensitive land uses* being located in proximity to the airport. Where appropriate the *City* will require warning clauses in *development* agreements regarding restrictions and impacts associated with the Airport and flight paths.

6.15 Transportation Demand Management

New ,
Growth Plan
3.2.2.5.
ROP 5.A.3. ,
5.A.5

1. In order to maximize the efficiency of the transportation system through *transportation demand management*, the *City* will encourage the private and public sectors to implement measures, such as walking, cycling, transit, car pooling, car sharing and flexible working hours, where feasible. *Transportation demand management* measures will be considered in evaluating *development* proposals.

New, Growth
Plan 3.2.2.5

2. A comprehensive *transportation demand management* plan, including implementation measures, may be considered a component in justifying a

reduction in the required amount of parking for a *development* or redevelopment, based on Section 10.10 of this Plan.

3. The *City* may prepare a city wide *transportation demand management plan*, which could be part of a future master Transportation Plan.

6.16 Water and Wastewater

ROP 5.B.2.

1. Future growth will be focused within the Urban Area Boundary, as shown on Map 1A, subject to the availability of adequate capacity within the municipal water supply and wastewater collection system being available, in order to protect human health and the environment, including the assimilative capacity of receiving watercourses.

ROP 5.D.2,
5.D.3

2. The *City* will collaborate with the *Region* on the allocation of capacity within the water and wastewater system to achieve effectiveness and efficiency within the system, in conformity with the Provincial Growth Plan.

ROP 5.C.2

3. Extensions of the water and wastewater systems beyond the Urban Area Boundary will be considered only if other options are not available to protect the health and safety of residents.

New

4. Any extensions of the water and wastewater system within the Urban Area Boundary will maximize the efficiency of the current systems.

New

5. Extensions of the water and wastewater system, which can be accommodated efficiently and with minimal capital investment to treatment plants and other major components of the system, will be given a higher priority than projects which require more extensive capital investment and extension of necessary *infrastructure, except where priorities have been established in other policies of this Plan, such as the Urban Growth Centre, Community Cores, Nodes, Reurbanization Corridors, Major Transit Station Areas and Regeneration Areas.*

New based on
Growth Plan
3.2.5.4 b)

6. The *City* supports the allocation of servicing capacity to achieve the targets included in this Plan, the Regional Official Plan, the Provincial Growth Plan and the Regional Water and Wastewater Master Plan, generally based on the following order of priorities:

a) *Employment areas*, with priority given to those developments meeting or exceeding the *Provincial* Growth Plan employment density targets;

Based on
Growth Plan
and ROP 5.D.2

b) *Urban Growth Centre, Community Core Areas, Re-urbanization Corridors, Major Transit Station Areas, Regeneration Areas* and Nodes to accommodate infill, intensification and redevelopment projects, which meet or exceed *City* targets for people and jobs per hectare in compliance with the Regional Official Plan and Provincial Growth Plan targets;

c) Residential or mixed use developments, which meet or exceed *City* targets in compliance with the Regional Official Plan and the Provincial Growth Plan targets for people and jobs per hectare;

d) Other residential and commercial projects, with lower population and jobs per hectare.

New

7. The *City* will develop and update as needed, a municipal master servicing strategy.

ROP 5.B.1

8. The *City* will co-operate with the *Region* in updating the Regional Water and Wastewater Master Servicing Plan on a regular basis.

ROP 5.D.2

9. The *City* will update the Staging of Development Report on a regular basis and cooperate with the Region in reviewing the phasing of proposed *developments* to ensure there is adequate servicing capacity prior to permitting them to proceed.

Based on ROP
5.B.4

10. The *City* may require in advance of, or in addition to the *City's* master servicing strategy the preparation of a functional servicing plan as part of any *development* application, in keeping with the complete applications policies of this Plan, in order to ensure there is adequate capacity within the water and wastewater system to accommodate the proposed *development* or *redevelopment*. Such a study will address potential downstream impacts, where applicable, and must be prepared by a qualified professional in this field.

ROP 5.B.4

11. The *City* will monitor inflow and infiltration and the impacts on centralized wastewater treatment facilities.

New

12. The *City* in cooperation with the *Region* may permit, where the existing municipal system does not have the treatment capacity and an Environmental Impact study has shown that there will be no adverse impacts to the local environment, including ground water, the use of on-site wastewater pretreatment for major wastewater generators.

6.17 Storm Water Management Facilities

New

1. All new stormwater management facilities must be approved by the *City* and be in keeping with the provisions of this Plan.

New

2. The *City* will explore opportunities to improve the quality and quantity of stormwater runoff in retrofit situations.

New

3. As a condition of *development* or *redevelopment*² the *City* may accept cash in lieu for stormwater management facilities, where a centralized facility will be more effective, subject to the analysis provided in a master drainage plan and/ or an area specific functional drainage study.

New

4. The *City's* objective is that all elements of the storm water drainage system should be separated from the wastewater system.

6.2.5.7
E.P.A. Sect. 9

5. Privately owned stormwater management facilities must be maintained to their approved design standard, including those of the Environmental Protection Act certificate of approval. The *City* does not intend to assume the ownership or maintenance of these privately owned facilities.

New

6. The *City* will provide and maintain municipal drains in compliance with the Drainage Act.

6.18 Utilities

ROP 5.F.4
3.B.4.2

1. The *City* will review proposals to locate or replace *utilities*, including natural gas, water, sewer, electrical and communications facilities, within road allowances in order to minimize the impact on the existing and proposed community as well as landscaping and *natural features*.

ROP 5.F.5

2. The *City* will promote the coordinated planning of public and private *utilities*, including the use of common corridors, burial of *utilities*, and grouping of above ground *infrastructure* where feasible, in order to minimize their impact on the surrounding area, including *cultural heritage resources* and the *natural heritage system*.

ROP 5.F.5

3. As part of the *development* review process an analysis of whether necessary *utilities* can be provided in a timely manner will be undertaken, and, where necessary, appropriate locations for large *utility* equipment and cluster sites will be determined.

New

4. Secondary uses, such as passive recreation and *active transportation* facilities along *utility* corridors will be encouraged, where feasible.

New

5. The priority for re-use of *utility* corridors will be for other *utilities* or for recreational uses and *active transportation* facilities.

6.19 Environmental Assessment Act and Municipal Projects

1. The purpose of the Environmental Assessment Act is to ensure that environmental factors are taken into account in the earliest stages of planning an undertaking. An *environmental assessment* is the identification and evaluation of the effects of an undertaking and its alternatives on the environment including the natural, social, cultural, built and economic environments. Many of the activities undertaken by the *City* are subject to the Environmental Assessment Act.

2. The *City* will conduct the appropriate level of environmental assessment for *City infrastructure* projects subject to the Environmental Assessment Act.

3. Where a *development* application has an associated infrastructure project(s), subject to the E.A. Act, the *City* will endeavour to use an integrated Planning Act / E.A. Act process to streamline and more effectively meet the requirements of both Acts.

4. Where a proponent is required under the Environmental Assessment Act to complete an environmental assessment of an undertaking, any license, regulation, by-law or other requirement in order to proceed with the undertaking shall not be issued or granted prior to completion of the environmental assessment.

4. Glossary

Please see separate glossary.

5. Mapping Updates

Maps in the current Official Plan will require updates to maintain consistency with new proposed road corridors. These include:

- **Map 7 (Current Map 6) : Major Transportation Facilities And Hydro Corridors :**
 - Identify existing grade separations at: Hwy. 401 and Speedsville Rd., Hwy. 401 and Fountain Street North
 - Identify active and abandoned railway lines
 - Identify *Provincial Highways – Non Freeway* (Hwy. 24, and Hwy 8)

- Identify alignment of new road across Fairway Bridge at Fountain Street, and delete Future Study Area designation on this facility
- Identify the municipal boundary where possible and indicate that due to computerized mapping software that municipal boundaries will not be visible when they correspond with roadway features shown on Map 7
- Delete Hunt Club Road as a collector road
- Identify Speedsville Road from Pine Bush Road to Kossuth Road as a future study area
- Identify East-West road (North Boundary Road) Study Area between Maple Grove Road and Kossuth Road from Townline Road to Fountain Street
- Identify modified South Boundary Road Study Area, including areas outside City limits.

6. Proposed Policies to Be Deleted

No sections are proposed for deletion but some re-organization is proposed, including moving the Tables attached to Policy 18.7.1 and 18.7.2, to an Appendix. A general limit for widening of different classes of roads has been incorporated into Policy 6.3.2.

Schedule 4: Designated Road Allowance Widths

Road	From	To	Designated Road Allowance (metres)
Adam St.	Queen St. W.	Franklin Blvd.	18
Allendale Road	Fountain St. N.	Riverbank Dr.	30
Avenue Rd.	Hespeler Rd.	Townline Rd.	20
Beaverdale Road	Kossuth Rd.	Regional Road 24	30
Beverley Street	Wellington Street	Dundas St.	20
Blair Road	Blenheim Rd.	Grand Avenue	20
Blackbridge Rd.	Guelph Ave.	Townline Rd.	26
Blenheim Road	West City Limits	CPR Tracks	30
Blenheim Road	CPR Tracks	Blair Road	20
Briardean Rd.(E/W leg)	Speedsville Rd.	Briardean Rd.(N/S leg)	26
Bruce St.	Water St. S.	Main St.	20
Chilligo Rd.	Kossuth Rd.	Fisher Mills Rd.	30
Cooper St.	Queen St. E.	Ramsay Ave.	18
Ellis Rd.	New Hope Cemetery	Townline Rd.	26
Fisher Mills Rd.	Beaverdale Rd.	Guelph Ave.	20
Franklin Blvd.	Adam St.	Edward St.	20
Grand Avenue	St. Andrews St.	Parkhill Rd.	20
Guelph Avenue	Milton Ave.	Queen St. W.	20
Guelph Avenue	Regional Road 24	Milton Avenue	26
Langdon Dr.	Blair Rd.	S. City Limits	20
Main Street	Wellington St.	Water St.	20
Middle Block Rd.	Riverbank Dr.	Speedsville Rd.	30
Mohawk Rd.	Speedsville Rd.	Beaverdale Rd.	30
Queen St. E.	Guelph Ave.	Cooper St.	18
Queen St. W.	Regional Road 24	Guelph Ave.	20
Queen St. E.	Cooper St.	River Rd.	20
River Rd.	Queen St. E.	Townline Rd.	20
Riverbank Dr.	West City Limits	Fountain St.	20
Royal Oak Rd.	Cherry Blossom Rd. (easterly end)	Speedsville Rd.	30
Samuelson St.	Water St. N.	Beverly St.	20
Speedsville Rd.	Eagle St.	C.P.R. tracks	26
Speedsville Rd.	C.P.R. Tracks	Kossuth Rd.	30
State St.	Bruce St.	Concession St.	20
Townline Rd.	Wellington County Rd. 34	Blackbridge Rd.	26
Wellington Street	Beverly St.	Main St.	20

Schedule 5: Unequal Road Allowance Widening:

	<i>Column A</i>		<i>Column B</i>
Road	From	To	
Adam St. (east side only)	Queen St. W.	Tannery St.	5.47 m.
Adam St. (west side only)	Queen St. W.	Franklin Blvd.	2.47 m.
Cooper St. (east side only)	Lot 4, R.P. 149	Cooper St. (E/W leg)	7.9 m.
Cooper St. (west side only)	Lot 25, R.P. 801	Cooper St. (E/W leg)	12.1 m.