

**Distributed at the Planning and Development Council Meeting of August 6, 2019**

**Re: Item 3 - Lakeshore Road West Class Environmental Assessment Update**

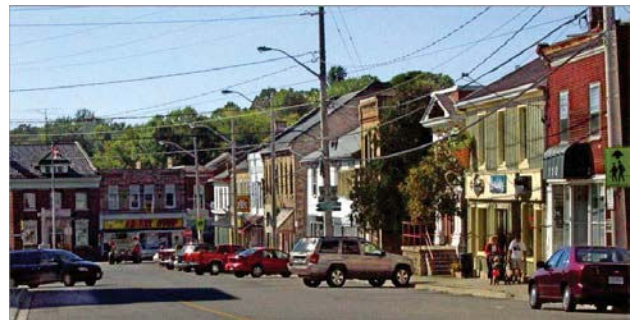
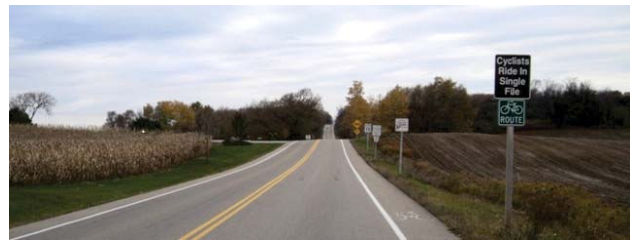


Region of Waterloo

## **Scenic Roads and Special Character Streets**

# **Resource Document**

**December 2011**



Prepared with the support of:  
**The Region of Waterloo  
Heritage Planning Advisory Committee**

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## **1.0 Background**

### **1.1 Purpose of the Resource Document**

In 2010, Regional Council adopted the Context Sensitive Regional Transportation Design Guidelines (P-10-051). The document states, in section 4.4.5 Special Character Streets/Scenic Roads, that “Historic downtowns, heritage buildings, and natural spaces are some of the most valued assets of any community”, and indicates that the design of Regional transportation corridors through such areas should reflect and protect the specific history and/or visual or natural character of each place.

This document, the Scenic Roads and Special Character Streets Resource Document is a supplement to the Context Sensitive Regional Transportation Design Guidelines. With the support of the Heritage Planning Advisory Committee (HPAC), it has been prepared by Regional staff in Cultural Heritage, Transportation Planning, Transportation Engineering and Design and Construction, and is based on earlier research, existing technical documents and current best practices within the Region.

The purpose of this document is to:

- Identify Regional transportation corridors that are Scenic Roads or Special Character Streets (listed as part of Section 4.0 and in Appendix A); and
- Provide a resource for Regional staff to assist with the planning, design, construction, and maintenance of the sections of identified scenic corridors.

The document is organized into four sections:

1. Background Information
2. Identification of Scenic Roads and Special Character Streets
3. Using this Document
4. Recommendations for the Conservation of Scenic Roads and Special Character Streets

The development of this Resource Document supports the Region’s 2011-14 Strategic Plan priority 2.4 to promote and enhance arts, culture and heritage, and directly contributes to the related action of establishing a Regional Heritage Conservation Toolbox.

### **1.2 Parameters of the Resource Document**

The document pertains only to transportation corridors that are part of the Regional road system within the Region of Waterloo. Area municipal roads, private roads and Provincial highways may also be found to be scenic or of special character, but have not been considered in this document. However, Area Municipalities may make use of this information as they develop Official Plan policies in support of Regional Official Plan policies 3.G.28 and 3.G.29, which encourage Area Municipalities to establish policies protecting the value of scenic roads in their Official Plans.

As a supplemental tool to help project teams and staff, the recommendations within the Resource Document do not override established design criteria or engineering judgment in regards to safety, capacity or other engineering requirements. The recommendations are for use during major/significant construction or upgrades, and will not impact minor work such as spot resurfacing, ditch clean out, driveway culverts, etc

Some of the recommendations in the document could result in additional costs and would, if identified as a priority, need to be considered at the discretion of the Region and/or, Area Municipality in relation to project-specific budgets. There are also some recommendations that would be undertaken by Regional Cultural Heritage Planning staff at the request of Transportation and Environmental Services staff.

The recommendations within the document do not deal with lands outside of the corridor right of way. It is however noted that the scenic qualities of a transportation corridor should be considered by Regional and Area Municipal land-use planners when making land-use decisions (i.e. designing new urban areas, and developing Official Plan policies, zoning by-law regulations and site plan control guidelines) in order to better conserve the scenic attributes of the identified corridors.

The Resource Document may be of interest to citizens and elected officials involved in transportation and land-use decisions, and to private developers, architects, landscape architects, planners and engineers involved in corridor design and land-use planning.

### **1.3 Importance of Scenic Roads and Special Character Streets**

Scenic roads and special character streets are transportation corridors which have been recognized for the quality and quantity of natural, cultural heritage and recreational features that contribute to their scenic value or special character.<sup>1</sup> Recognized rural corridors and crossroads are referred to as scenic roads; built-up corridors located in both rural and urban settlement areas are referred to as special character streets.

Conservation of scenic roads and special character streets improves quality of life through the protection of biodiversity and native habitats, the enhancement of cultural heritage resources, an increase in recreational opportunities and the provision of economic benefits through tourism opportunities.<sup>2</sup>

All transportation corridors have a varying degree of scenic value. As stated in report P-10-035, “the function of transportation corridors is shifting from being a pure capacity conduit for motor vehicles to serving as a part of the community identity and fabric.” The understanding of the road as a “place” and as a contributing element in the character of its surroundings provides the foundation for the planning, development and conservation of special character streets and scenic roads.

## **2.0 Identification of Scenic Roads and Special Character Streets**

The identification of Waterloo Regional transportation corridors that are scenic roads and special character streets has been undertaken by the Heritage Planning Advisory Committee and is based on the identification process developed and tested for the *Region of Waterloo Scenic Roads Handbook* in 1995. The identified scenic roads and special character streets are listed as part of Section 4.4 and listed and mapped in Appendix A.

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<sup>1</sup> *Context Sensitive Regional Transportation Corridor Design Guidelines*, Region of Waterloo (2010)

<sup>2</sup> *Scenic Roads Handbook*, p.1

The three step scenic corridor identification process included the:

1. Establishment of an initial list of Regional corridors that were potential scenic roads and special character streets;
2. Physical assessment of each individual corridor section; and
3. Evaluation of each corridor segment in terms of the eight categories of scenic attributes set out in the Scenic Roads Handbook (see Appendix E).

To establish the initial listing of potential scenic roads and special character streets the following resources were consulted:

- Scenic road studies undertaken by the Waterloo Regional Heritage Foundation in 1979 and 1986;
- Historical Driving Tours (2002) developed by the Heritage Planning Advisory Committee; and
- Environmentally Sensitive Landscape (ESL), Cultural Heritage Landscape (CHL) and Heritage Conservation District (HCD) planning documents, as corridors in these areas have a high potential for being scenic or having special character.

During the physical assessment, HPAC members drove, documented and photographed each potentially scenic corridor segment. The corridor was documented using the Scenic Roads Evaluation Tool (see appendix E) which records and evaluates information based on a set of eight categories of scenic attributes: vegetation; road segment; landform/relief; water; cultural built environment; cultural landscape; traffic; and context. Complete documentation of the corridor evaluations is available from the Cultural Heritage Principal Planner.

The evaluation of the corridor segments resulted in a scenic ranking. Corridor that ranked 70% or higher were listed within a range of identified scenic roads and special character streets. Identified Regionally-owned scenic corridors include a number of rural connectors located within the region's most scenic county-side, several rural crossroads, and many of the region's urban and rural main streets.

Fifty-seven (57) sections of Regional road corridor were found to be scenic to some degree (approximately 27% of all Regional road corridors by length), and of those: twelve sections ranked as extremely scenic; fourteen sections ranked as very scenic; fifteen sections ranked as scenic; and sixteen sections ranked as having some scenic qualities.

With respect to the corridor classifications used in the Context Sensitive Regional Transportation Design Guidelines, the scenic roads and special character streets identified are classified as follows: eleven as Neighbourhood Connectors – Main Streets; sixteen as Rural Village Main Streets; and the remainder, thirty as Rural Connectors. None of the Regional corridors that are classified as “Neighbourhood Connectors – Avenues” or “Residential Connectors” were ranked as scenic.

Whenever possible corridor sections were evaluated and mapped using existing corridor classification boundaries. Special character streets and scenic crossroads are listed as “Village name – Street name and Street name”. Scenic roads are listed as “Road name (Crossroad name to Crossroad name).

A complete list and map of the identified scenic roads and special character streets is attached in Appendix A. For planning purposes, the Scenic Roads and Special Character Streets ranking information is mapped in an ArcGIS layer file “**Scenic Roads.lyr**” which is available in K:\GIS\Cultural Resources.

## 3.0 Using this Document

As outlined in the Context Sensitive Regional Transportation Corridor Design Guidelines (2010), the initial stage of the corridor design process determines the planning framework and the policy and physical context of the corridor segment. This stage is followed by confirming the corridor classification, producing high level objectives for the corridor, identifying street priorities, and finally building the corridor section. The following section outlines what additional actions should be undertaken during this process when dealing with an identified scenic road or special character street.

### 3.1 Scenic Roads and the Corridor Design Process

The following steps align with the overall Corridor Design Process outlined in the *Context Sensitive Regional Transportation Corridor Design Guidelines*, in section 5.2, pages 122 - 125.

#### Step 1 Context

As part of determining the planning / policy context and the physical context of the corridor, determine if any part of the corridor segment is identified as scenic or of special character (refer to Appendix A).

If the section of corridor that is being planned, designed, constructed or maintained is a scenic road or special character street, refer to the sections of this document listed below for additional information.

If the section of corridor is not identified as a scenic road or special character street, no further consideration of the recommendations within this document is required.

**Part A Planning Framework & Policy Context** – Refer to **section 3.2** for further information on the planning framework and policy context for scenic roads and special character streets.

**Part B Physical Context** – Refer to **section 3.3** for a list of additional questions that can be used for determining the physical context of a scenic road or special character street.

**Step 2 Confirm Classification** – no change in process

#### Step 3 Produce Objectives

Determine the high level objectives for the corridor by considering the information collected through Steps 1 and 2. For corridor segments identified as scenic or of special character, the conservation of scenic and special character features should be considered for inclusion as one of the high level objectives.

In order to assess the potential opportunities and constraints related to scenic corridor conservation, refer to the appropriate subsection of **section 4.0** which includes recommendations for the conservation of scenic and special



quality features. These recommendations can be used to assist with decision making throughout the process.

Recommendations are subdivided as follows:

- 4.2 General Recommendations for Scenic Roads and Special Character Streets
- 4.3 General Recommendations for the Conservation of Heritage Bridges
- 4.4 Specific Recommendations by Corridor Classification
  - 4.4.1 Neighbourhood Connectors – Main St.
  - 4.4.2 Rural Village Main Streets
  - 4.4.3 Rural Connectors

All recommendations for the conservation of scenic roads and special characters streets would be considered during the development of the corridor design, in the context of other design requirements, engineering standards, community consultation and overall budget.

## **3.2 Planning Framework & Policy Context**

Scenic road policies are included in the Regional Official Plan (ROP) as well as several of the Area Municipal Official Plans. In addition, Area municipalities have developed a variety of planning tools (e.g. Urban Design guidelines, secondary plans, Heritage Conservation District Plans) that speak to the treatment of transportation corridors in specific planning areas.

### **3.2.1 Regional Official Plan**

Regional Official Plan policies address scenic roads, calling for the identification of scenic roads and the enhancement of the scenic qualities of Regional Transportation Corridors as noted below.

Identification of Cultural Heritage Resources

- 3.G.2 The Region will prepare and update a Regional Implementation Guideline for the Conservation of Regionally Significant Cultural Heritage Resources. In accordance with the Ontario Heritage Act, this guideline will outline the criteria and process the Region will follow to identify and conserve *cultural heritage resources* of regional interest including regional roads that have cultural heritage value or interest.

Scenic Roads

- 3.G.27 The Region recognizes that many Regional Roads are characterized by natural, cultural heritage and recreational features that contribute to the scenic value of Regional Roads. During any construction or upgrades, the Region will, wherever feasible, endeavour to protect and/or enhance the scenic value of such features along Regional Roads.

- 3.G.28 Area Municipalities are encouraged to establish policies in their official plans to protect the scenic values of Regional Roads, including the view from the road to prominent heritage buildings or natural landscape features.

The Greenlands Network - Landscape Level Systems

7.B.3 The Region will maintain, enhance or, wherever feasible, restore the scenic qualities of Regional Roads within Landscape Level Systems and Area Municipalities are encouraged to do the same for Area Municipal roads.

### **3.2.2 Area Municipal Official Plans**

ROP Policy 3.G.28 encourages Area Municipalities to protect the scenic values of roads under their jurisdiction. Several Area Municipalities within Waterloo Region have policies regarding the identification and preservation of scenic roads in their current Official Plans. A limited number of Area Municipal roads have been designated as scenic roads. As Area Municipal Official Plans are brought into conformity with the Regional Official Plan (2009) additional policies with regard to scenic roads may be established by Area Municipalities.

Area Municipal scenic road policies may impact the design of Regional road corridors. During corridor design and construction it will be important to assess whether the Regional transportation corridor intersects with any scenic roads identified by Area Municipalities.

Current Area Municipal scenic roads policies are outlined in the following paragraphs.

The City of Kitchener has an extensive scenic roads policy (Appendix C) that includes criteria for identification of scenic-heritage roads, designates scenic-heritage roads, lists roads under study and provides guidelines for the treatment of scenic-heritage roads.

The City of Waterloo has general policies for the conservation of natural and built heritage resources including scenic natural landscapes and the riverbank, and policies that dictate that when undertaking a public works project the impact on heritage resources must be considered. In certain special policy areas, scenic vistas, trails and roads are to be conserved.

The City of Cambridge currently has no policy on scenic roads. At a public meeting in 2005, "The protection of scenic roads" was identified as a priority. The Cambridge Heritage Master Plan (2008) lists Black Bridge Road, Riverbend Drive, Blair Road and Avenue Road as Scenic Routes.

The Townships of Wellesley and Wilmot both have official plan policies that include criteria for the identification of scenic roads and direction for scenic road preservation, but neither Township has identified any scenic road segments. The Township of North Dumfries and Woolwich have general policies on the management of heritage resources. North Dumfries has identified two sections of road as being "of scenic interest" but they have not been formerly recognized.

### **3.2.3 Additional Planning Tools**

Transportation corridor design considerations can only partially conserve a scenic corridor. Many of the attributes that make a corridor scenic are beyond the road right-of-way, within the viewshed of the corridor. Transportation corridors can be designed to protect or enhance views from the corridor, but in order to conserve the scenic viewsheds connected with a transportation corridor, Area Municipal land-use plans need to support the conservation of the scenic features connected to the corridor.

The management of land uses within a viewshed is not within the jurisdiction of transportation planning, design or construction. Area municipalities are able to direct the form and character of development within a specific area through the use of planning tools such as Urban Design Guidelines, Community Plans, Heritage Conservation District Plans and Secondary Plans (see Appendix D for a partial listing of existing plans and guidelines).

These planning tools can be used to maintain or enhance the character of a scenic corridor through requirements such as: sympathetic design for new development that would fit with the scale and character of the existing landscape; protection of views and landmarks; and/or conservation of landscape features (built heritage, vernacular buildings, vegetation, hedgerows/ windbreaks, etc.). The Region will ensure that Area Municipalities are aware of the identified Scenic Roads and Special Character Streets within this document and encourage their consideration as part of future land use planning decisions.

In addition, prior to undertaking corridor improvements, Regional staff may need to consult with Area Municipal planners to make sure that they are aware of all planning documents that make recommendations for the treatment of and/or outline the physical context of the section of corridor to be improved.

### 3.3 Physical Context

Determining the physical context of a transportation corridor is done through answering a series of questions. For scenic roads and special character streets, in addition to the questions listed in the Context Sensitive Regional Transportation Corridor Design Guidelines page 123, the following questions should be answered:

#### **Existing Regional Transportation Corridor**

- Is the road an historic road (e.g. historic alignment, association with an historic person, location or event)?
- What access does the corridor provide the public to views, interpretive information or recreation opportunities?

#### **Open Space and Natural Features / Built Form**

- What is the **existing character** of the surrounding landscape?
- Does the corridor travel through a Cultural Heritage Landscape, Environmentally Sensitive Landscape or Heritage Conservation District?
- What **scenic and special character features** have been listed as part of the corridor's identification as a scenic road or special character street (views, built heritage, landforms, landscapes, vegetation, water features, etc.)?
- Are there additional scenic and special character features not previously identified that should be conserved?

The existing character and scenic features of each identified Scenic Road or Special Character Street have been documented as part of the scenic road evaluations undertaken by the Heritage Planning Advisory Committee (see section 2.0). This information will be made available by the Cultural Heritage Planner for each identified corridor segment as part of the *Preliminary Design Report* (PDR) connected to the corridor improvement project.

### **3.3.1 Existing Character**

Existing character refers to the nature of the landscape or community through which the corridor passes. The landscape may be rural, suburban or urban in nature. It may be local—a historic rural cross-road—or it may be regional, such as a commercial street with businesses catering to the wider community. The character of a landscape is reinforced through common or repeating elements that create identifiable or unique, patterns, colors, and styles along the corridor.<sup>3</sup> The physical qualities of a scenic transportation corridor usually correspond to the character of the surrounding landscape. The existing character of each corridor classification type has been described in section 4.4 of this document.

### **3.3.2 Scenic and Special Character Features**

The Context Sensitive Regional Transportation Design Guidelines calls for the identification and preservation of the key characteristics or scenic features of scenic corridors. During the identification of scenic roads and special character streets within Waterloo Region, specific elements and their scenic attributes were evaluated. These elements included: Vegetation; Road Cross Section; Landforms and Waterways; Cultural Built Environment; Bridges; Cultural Landscape; and Traffic.

The following section describes in general terms the scenic attributes of each element. This information can be used to assist with and support the identification of scenic and special character features within a particular corridor segment.

#### **Vegetation**

A scenic corridor typically has a diversity of vegetation alongside and within sight of the road. The visual texture provided by the vegetation is created by ensuring: species richness; a variety of height and structure (e.g. trees, shrubs, perennials, grasses); a range of colour; and seasonal variations. Rural connectors are typified by naturalized vegetation (forest, meadows, wetlands) and agricultural plantings (crops, woodlots, windbreaks); urban connectors have more designed landscape plantings (street trees, lawns, gardens, planters, parkettes). Roads traveling through mature forest vegetation, along a forest edge, or that are tree-lined producing a canopied effect, are considered highly scenic.

#### **Road Cross Section**

The character of a scenic transportation corridor usually corresponds to the character of the surrounding landscape, be it rural or urban, natural or designed. A scenic road corridor is built at an appropriate scale so that it harmonizes with the landscape and does not appear to be over-built or to dominate the landscape. A scenic road complements the landscape using appropriate road surface treatment; road width; use of barriers, ditches, banks and curbs; lighting; road signage; and vegetation.

Additional amenities such as decorative lighting, benches, stylized concrete, widened sidewalks, etc. may be used to add to the scenic nature of a corridor. Facilities that allow the public to enjoy the scenic corridor and learn about the area such as lookouts, trail connections, parkettes and interpretive signage may be made available when opportunities exist.

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<sup>3</sup> Anatomy of an Historic Road

### **Landform/Relief**

Scenic corridors allow users to appreciate the local terrain (landforms and waterways) through which they are traveling. Local topography that can be seen from or physically experienced on a transportation corridor includes such landscape features as hills, valleys, lakes and rivers. A road may cut through a landform to create an attractive rocky outcrop. Roads that travel through a variety of landforms or follow the natural contours of the landscape are highly attractive.

In built-up areas the relief of the adjoining streetscape is measured in terms of the street wall, rhythm, proportion and scale of the structures adjacent to the corridor. A traditional small town main street lined with appropriately scaled and massed commercial businesses is considered scenic, as is a tree lined residential street in an historic neighbourhood.

### **Water**

Water creates scenic interest and is measured by evaluating the quality, movement, size and shoreline of the existing water feature. Views of and access to water features enhance the scenic nature of a corridor.

### **Bridges**

Historically significant bridges contribute to the character of a scenic corridor. Within the Region of Waterloo, over 100 bridges have been inventoried and ranked according to their heritage significance. Corridor rehabilitation projects that have the potential to impact an historical bridge should make every effort to conserve these Regionally significant heritage resources. Detailed information on specific bridges and recommendations for their treatment can be found in *Spanning the Generations: A Study of Old Bridges in Waterloo Region* (2004).<sup>4</sup>

### **Cultural Built Environment**

Scenic transportation corridors can provide access to and views of significant cultural heritage resources. Built heritage resources located alongside scenic corridors that increase the scenic nature of the corridor include: local architecture that reflects the character of the rural landscape, town, historic district, commercial area or residential neighbourhood; historic bridges (see previous section) and other engineered structures; monuments and cemeteries; and vernacular signage.

A number of built elements within the landscape can be unsightly (e.g. utility poles, pipelines, cell towers, signage) or not blend with the rest of the landscape (e.g. non-farm residence, industrial uses). Minimizing or altering the visual impact of these built elements may increase the scenic nature of the corridor.

### **Cultural Heritage Landscapes**

Cultural heritage landscapes (CHLs) are geographically defined areas of heritage significance which have been modified by human activities and are valued by the community. They contain groupings of cultural heritage resources and attributes which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. CHLs provide an understanding of how an area's residents relate to the land and a sense of place for local residents and visitors.

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<sup>4</sup> *Spanning the Generations: A Study of Old Bridges in Waterloo Region* was published by the Region's Heritage Planning Advisory Committee in 2004. Phase I of the study is an inventory and ranking of more than 100 bridges based on their heritage attributes. Phase 2 documents the 10 most historically significant bridges. Phase 3 focuses on steel truss bridges.

A transportation corridor may be an important vantage point from which to experience a CHL. Scenic corridors can highlight the CHLs which they travel through by providing scenic views and supporting the character of the area; and by conserving the individual features of the CHL (i.e. built heritage features (previously addressed), structures, archaeological sites, street patterns, gardens and lawns, topographical features, vegetation, cropping patterns, farming methods, hedgerows and fences). Cultural landscapes that have naturally evolved into a diverse, multi-layered form of development are often scenic; as are aesthetically designed landscapes.

### **Traffic**

Scenic corridors attract a variety of users including commuters, leisurely 'tourist' drivers, cyclists, farm vehicles, horse and buggies, public transit, goods transportation and pedestrians, and must be designed to balance the broad and diverse needs of the existing range of corridor users. Corridors must also be designed to realistically respond to the speed and volume of existing traffic, bearing in mind that scenic roads have natural traffic calming qualities and overbuilding a corridor may encourage higher traffic volumes and speeds. Traffic speed and volume on a scenic corridor reflects the character of the surrounding development. For example a main street may have a slow moving constant stream of traffic, while a rural road may have fewer faster moving vehicles.

### **Context**

The visual context of a corridor is defined by the views experienced as it is travelled along. A viewshed refers to the "view" from a particular place. Viewsheds may be very large, such as the view across a valley from a ridge road; very narrow such as the view from a city street, no wider than the sidewalk and terminated by the façade of an adjacent building; or very limited such as the view along a road in a densely wooded area.

Views are evaluated in terms of the quality of foreground (adjacent to the corridor), middle ground and distant vistas, and on the experience of enclosure. Narrow, rhythmic urban streets, valleylands and tree lined corridors are highly scenic due to the sense of enclosure they provide. High vantage points where long views are available, views that are framed by attractive foreground elements and corridors that provide a series of changing views are also considered scenic.

## **4.0 Conserving Scenic Roads and Special Character Streets**

The scenic attributes and existing character of a transportation corridor are important considerations in corridor design, construction and maintenance. The following section outlines recommendations for conserving identified Scenic Roads and Special Character Streets.

As some corridor design considerations only make sense for use on either rural roads, village streets or urban streets, the Scenic Roads and Special Character Streets conservation recommendations are listed in two sections.

1. General recommendations suited to all corridors; and
2. Specific recommendations listed by corridor classification as defined in the Context Sensitive Regional Transportation Corridor Design Guidelines. Regional road classifications used within this document included Neighbourhood Connectors – Main Streets, Rural Village Main Streets and Rural Connectors.

As a supplemental tool to help project teams and staff, the recommendations within the Resource Document do not override established design criteria or engineering judgment in regards to safety, capacity or other engineering requirements.

Some of the recommendations in the document could result in additional costs and would need to be considered at the discretion of the Region and/or Area Municipality in relation to project-specific budgets.

There are also some recommendations that would be undertaken by Regional Cultural Heritage planning staff at the request of Transportation and Environmental Services staff.

### **4.1 Guidelines for Scenic Roads and Special Character Streets**

The recommendations in this document augment the Special Character Street/Scenic Roads Guidelines that were included in the Context Sensitive Regional Transportation Corridor Design Guidelines, as follows:

- Priority should be given to maintaining those features which are special or scenic and preserve the character of the street. This includes, built form, heritage planting, scenic road configurations such as bends or valleys, and open space connectivity.
- Priority should be given to maintaining scenic or special features on all Regional Transportation Corridors, or Regional Transportation Corridor segments. Conserve the historic urban fabric along the road corridor to maintain diversity and enrich the experience of corridor users. This will often require specific and idiosyncratic design approaches to building setbacks and the width of the road corridor;
- Avoid narrowing sidewalks and removing on-street parking and/or landscaping. The presence of slow moving through-traffic, on-street parking and a quality public realm are all required to preserve and enhance existing retail uses;
- Only consider a by-pass of a hamlet or village after market feasibility study, which can be included within the Environmental Assessment process, having regard for the provisions of the Regional Official Plan. The creation of by-pass roads around settlements can deaden the retail environment along historic main streets by removing much of the through traffic;

- Examine unique design initiatives, such as higher order landscaping and streetscaping, for places of historic, cultural, or natural importance, in consultation with the public; and
- Integrate the design of the road edge with that of the adjacent open spaces, where arterial roads cross or are adjacent to significant natural areas and open spaces. The design of the road edge should be consistent aesthetically and uphold the same environmental standards.

## **4.2 General Recommendations for Scenic Roads and Special Character Streets**

### **Long-term Corridor Planning**

Proactively identify Regional corridors that are scenic roads or special character streets. When possible, provide input on secondary plans, community plans and/or urban design guidelines for the lands adjacent to identified scenic corridors, and when warranted, develop a corridor management plan in consultation with area municipal land-use planners.

### **Protected Built Heritage**

Consult the Waterloo Regional Heritage Inventory to locate cultural heritage resources along the corridor. Information from the digitally mapped inventory will be provided as part of Preliminary Design Reports (PDRs) and can be accessed at any time through the Regional Cultural Heritage Planner.

Conserve properties designated under the Ontario Heritage Act, Heritage Bridges and properties listed on a Municipal Heritage Register.

Consult the Heritage Conservation District (HCD) Plan and Guidelines if a scenic corridor passes through an HCD designated by the area municipality under Part V of the Ontario Heritage Act (OHA). Consideration of additional plans and guidelines may also be required for scenic corridors within Environmentally Sensitive Landscapes (ESLs) and Cultural Heritage Landscapes (CHLs).

Consider directional signage for heritage sites (monuments, museums, historic sites) on route so that they are visible and/or easy to locate.

### **Vernacular Architecture**

Whenever possible, conserve the historic built fabric along the corridor.

Allow for and enhance views of built heritage resources that are characteristic of the area (e.g. stone cottages, commercial buildings, factories, mills, barns).

### **Historic Buildings adjacent to the Right of Way**

Minimize temporary and permanent negative impacts to historic buildings during and following corridor improvements. Potential negative impacts include, but are not limited to: demolition, alteration, encroachment, isolation, visual disturbances, shadows, and changes in noise and/or air emissions.

Restrict access to vacant heritage resources during construction. Cultural heritage planning staff are available to develop a stewardship and re-use plan for Region-owned heritage resources left unoccupied during or following a road improvement project.

Consult with cultural heritage staff if a built heritage resource must be removed. It may be recommended that the Region try to relocate the building. If relocation is not possible, it may be recommended that prior to demolition specific building materials be salvaged and/or that the Region collect and preserve documentation describing the interior and exterior of the resource including photographs, measured drawings and historical records. Following demolition, the site may warrant commemoration with interpretive signage.



### **Historic Road Attributes and Alignments**

When possible, maintain the existing historical road patterns and alignment. Historic road alignments are important for understanding how homes, commercial, industrial and institutional buildings were originally situated in relation to each other. Many Regional roads have been in use since the area was settled in the early 1800s (see Appendix B – County of Waterloo Map (1885)).

Cultural heritage staff are available to assist with the research, recognition and to provide interpretation of the corridor if it or any of its structural features are associated with:

- the development of an important construction technique or technology;
- a significant period of transportation or community development; and/or a prominent person, location or event.

### **Archaeological Resources**

Consult with the Region's Cultural Heritage Planner to ask if an archaeological assessment is required prior to road improvements.

The Region's Archaeological Master Plan has determined the potential for discovering pre-contact and historic archaeological resources on lands within the region based on a set of standard variables.

Regional corridors may have high archaeological potential due to the fact that:

- many Regional roads have been in use since the region was first settled in the early 1800s (see Appendix B);
- some early roads were originally used as first nations trails;
- early commercial development occurred at road intersections creating settlements which have now disappeared but may have left underground remnants; and
- the earliest homes in the region were often located close to road allowances.

### **Corridor Width**

The character of an area may be enhanced by maintaining a road width and speed that corresponds to the scale and massing of the adjacent buildings and landscape (e.g. narrower, slower road where buildings are close to the street).

Existing features of scenic roads and special character streets may provide traffic calming measures.

When necessary, undertake selective widening by determining the scope of improvements needed, identifying where improvements will be most effective, and then blending the improvements into the surrounding landscape.

The Regional Transportation Master Plan includes a Road Network Plan that has been developed to assist in prioritizing road network improvements, and has taken into consideration the impacts of road widening on cultural heritage resources, mature neighbourhoods and the natural environment.

### **Views**

Identify and when possible, conserve views from the roadway.

Take note of different types of views such as:

- axial views that are linear and may terminate at a significant feature;
- areas of closure where one is surrounded by structural features or vegetation;
- vistas or viewsheds where one can see over a large area from one (often elevated) vantage point; and
- serial vision where there is a change from one type of visual subject to another along a linear progression over a short period of time.

### **Water**

When feasible, plan corridor alignments to parallel or have views of streams, rivers, ponds or lakes.

Bridge crossings can also be scenic opportunities. Where possible, provide lookouts and/or railing designs that allows for appreciation of the water feature. See section 4.3 for bridge related recommendations.

### **Public Art & Gateways**

When feasible, encourage the installation of public art or gateway features (including sculptures, wall murals, fountains, decorative walls, custom designed furnishings) that reflect the character and/or interpret the history of the surrounding area.

### **Trees**

When possible, preserve mature trees and replant appropriate roadside or street trees where mature trees must be or have been removed.

Consider planting and maintaining a variety of species and differently aged trees. A list of appropriate tree species is available from Environmental Planning staff.

Consider conserving or recreating tree-lined streets that produce a canopied effect by ensuring the eventual mature tree canopy is tall and broad enough to create a natural canopy over the new road width.

### **Lighting**

Lighting that enhances the character of an area (e.g. heritage lighting at Bridgeport Bridge and on Queen St.) may be considered in consultation with the local Area Municipality.

Decorative lighting has been addressed in section 4.2.6 of the Context Sensitive Regional Transportation Corridor Design Guidelines.

### **Utilities**

It may be possible to minimize the visual impact of utilities by partnering with utility providers to:

- bury utilities where practical;
- minimize overhead road crossings;
- minimize the number of poles by maximizing joint use of utility poles (eg. Queen St. New Dundee);
- encourage the full use of existing infrastructure such as pedestals and underground vaults or by co-locating utilities within existing poles; and
- work to eliminate areas that may attract graffiti and have a maintenance and removal plan in place.

## **4.3 General Recommendations for the Conservation of Heritage Bridges**

### **Heritage Bridge Rehabilitation & Conservation**

Preserve bridges that are designated under the Ontario Heritage Act and listed on Municipal Heritage Registers. These include the West Montrose Bridge in Woolwich, the Freeport Bridge in Kitchener and the Black Bridge Road Bridge in Cambridge.

Conserve other heritage bridges whenever feasible. Information on historically significant bridges within the Region can be found in *Spanning the Generations: A Study of Old Bridges in Waterloo Region* (2004)<sup>5</sup>.

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<sup>5</sup> *Spanning the Generations: A Study of Old Bridges in Waterloo Region* was published by the Region's Heritage Planning Advisory Committee in 2004. Phase I of the study is an inventory and ranking of more than 100 bridges based on their heritage attributes. Phase 2 documents the 10 most historically significant bridges. Phase 3 focuses on steel truss bridges.

Protection Strategies for the Region's top 10 historic bridges and collection of steel truss bridges are listed in Phase 2 and 3 of the Bridge Study.

### **Maintenance**

Whenever feasible, heritage bridges should be maintained and kept in regular use. Follow industry standards and known best practices to maintain, with an aim to preserve the heritage bridge.

### **Alterations/ Railing Design**

Consider using open style railings on bridges in high pedestrian areas to allow for views of the waterway. The Region has research available on railing options available from Transportation Engineering staff.

### **Recognition**

When possible, provide access for people to visit old bridges, tunnels and overpasses. Refer to Regional Policies and Procedures for Access onto Regional Roads for guidance on appropriate points of access.

Cultural heritage staff is available to provide interpretation and to recognize heritage bridges owned by the Region through the Region's Heritage Bridge Recognition Program, Ontario Heritage Act designations, heritage easements or Provincial plaques.

The Region is installing interpretive plaques at the top ten historically significant bridges in the Region. Currently there are plaques at the Hartman Bridge in New Hamburg, the Freeport Bridge and the Bridgeport Bridge in Kitchener, and the Mill Creek Bridge, Main Street Bridge and Black Bridge Road Bridge in Cambridge.

### **Reduction of Load Limit and By-pass Creation**

#### **Decommissioned Bridges**

Ideally, when regular use is no longer feasible, a bridge should be kept in use in its original location with a reduced load limit and/or for pedestrians only, with traffic being re-routed to an alternate route or by-pass. As this may not be feasible on a Regional corridor, the bridge may need to be relocated or dismantled. Removing the bridge from its original location reduces its heritage value but is preferred over permanent dismantling.

Contact cultural heritage staff prior to relocation or demolition, of an historic bridge. It may be recommended that the Region collect and preserve documentation, measured drawings and photographs of the historic bridge; incorporate resources from a demolished historic bridge into a new bridge structure; and/or provide interpretation of the heritage resource on a plaque.

#### 4.4 Specific Recommendations by Corridor Classification

The Scenic Roads and Special Character Streets within the Region of Waterloo are found within three of the Context Sensitive Regional Transportation Corridor Design Guideline corridor classifications:

- Neighbourhood Connectors - Main Streets,
- Rural Village Main Streets; and
- Rural Connectors.

Recommendations for the conservation of the scenic attributes for each corridor type have been made based on the unique characteristics of each of the corridor classifications.

The following corridor classifications have not been included in this document:

- Community Connectors - high capacity conduits focused on moving vehicles;
- Residential Connectors - well established corridors not expected to undergo design changes that would impact their character; and
- Neighbourhood Connector – Avenues - not currently considered scenic of or special character, but may provide opportunities for scenic enhancement as they are reurbanized and transition to transit supportive and pedestrian friendly streets.

This section contains the following information for each corridor classification:

1. A listing of identified Scenic Road sections and Special Character Street sections;
2. A description of the typical existing character including the adjacent landscape qualities, natural and built heritage features, and the right of way; and
3. Recommendations for the conservation of the scenic attributes of that specific classification of scenic corridor.

As with the general recommendations in the previous section, the recommendations in this section: do not override established design criteria or engineering judgment; may have budget implications; and where noted the recommendation would be undertaken by Regional Cultural Heritage planning staff.

#### 4.4.1 Neighbourhood Connectors – Main St.



Galt Core

##### 4.4.1.1 Identified Special Character Streets

###### Extremely Scenic

Galt – Main St. (George St. to Water St.  
(including Queen’s Square))  
St. Jacobs – King St. N.  
New Hamburg – Waterloo St., Huron St. and Peel St  
Ayr – Northumberland St. and Stanley St.



###### Very Scenic

Waterloo – King St. (Marshall St. to Union St.)  
Preston – King St. (Rogers St. to Chestnut St.)  
Galt – Water St. (Parkhill Rd. to Concession St.),  
Grand Ave. S. (St. Andrew St. to Cedar St.)

###### Scenic

Galt – Ainslie St. (Valour St. to Thorne St.)  
Baden – Snyder’s Rd. and Foundry St.



###### Some Scenic Qualities

Elmira – Arthur St. and Church St.

##### 4.4.1.2 Existing Character

###### Adjacent landscape

These historic main streets are characterized by a mix of old and new buildings that address the street with little or no setback. Many of the original commercial buildings date from the early 1900s and have housed the community’s evolving commercial activities. With the exception of sections of Uptown Waterloo, buildings and lot sizes are small. Intensification and redevelopment that complements the scale and character of the area is encouraged.



New Hamburg

###### Natural and Built Heritage Features

May include: Commercial blocks, churches, inns, parkettes, decorative lighting, street trees, municipal buildings, libraries, post offices, heritage homes, public squares, fountains, bridges, banks, public art, plaques, bridges, etc.

###### Right of Way

The right of way is relatively narrow and highly animated. Pedestrian, vehicles, transit and cyclists must all share the road. Street design is encouraged to enable activities within the right of way including cafes, parades, festivals, buskers, etc. Streets may be decorated seasonally (horticultural displays, Christmas lights) and/or for special events (banners). On street parking is usually available to support the commercial activity.

### **4.4.1.3 Conservation Recommendations – Neighbourhood Connectors – Main Street**

#### **Street Vitality**

People are part of the landscape and provide visual interest. Encourage the animation of the streetscape by allowing for interesting and comfortable places for people to be along the corridor (sidewalks, patios/cafe seating, space for window shopping, parkettes, benches, shaded areas, etc.)

Conserving cultural heritage includes encouraging cultural traditions and ways of life. When possible, ensure the corridor is designed to be functional for community events that may be held adjacent to or within the right of way (festivals, parades, open-air markets, etc.)

#### **Lighting**

Area municipalities may be interested in considering the use of:

- pedestrian-scale or decorative lighting to add to the visual character and pedestrian appeal of the streetscape; and/or
- light poles that accommodate banners, signs, flower baskets, electrical outlets and festival lighting, along main streets, downtown roads or important commercial or institutional roads.

Decorative lighting has been addressed in section 4.2.6 of the Regional Transportation Corridor Design Guidelines.

#### **Amenities**

Consider incorporating fountains, waterfalls and reflective pools into urban streetscapes. When a corridor contains gathering spaces and/or resting spots that would benefit from seating, encourage the area municipality to provide street furniture that is reflective of the character of the corridor.

Existing encroachments (awnings, at-grade signs, overhead signs, plantings, public art, etc.) may add to the character of the corridor, but would require an agreement to be reached in accordance with the Region of Waterloo Sign By-law 10-030.

When feasible, design transit shelters and bike parking to blend with the character of the corridor.

#### **Landscaping**

Consider incorporating designed landscape plantings to add visual interest such as street trees, lawns, gardens, planters, landscaped medians, etc.

When choosing vegetation consider:

- variety in height, colour and structure;
- seasonal variations;
- maintenance requirements;
- existing structural elements; and
- the provision of shelter and shade on the street (i.e. street trees).

#### **Sidewalks and retaining walls**

Sidewalk treatments and retaining walls may provide opportunities to enhance the scenic qualities of a corridor. Consider current best practices to enhance the character of an area.

#### **Parking**

On-street parking on main streets may contribute to the economic viability and continued vitality of a commercial area. Consider the inclusion of parking based on the community's parking needs, including horse tie-ups, and the character of the landscape.

## 4.4.2 Rural Village Main Streets



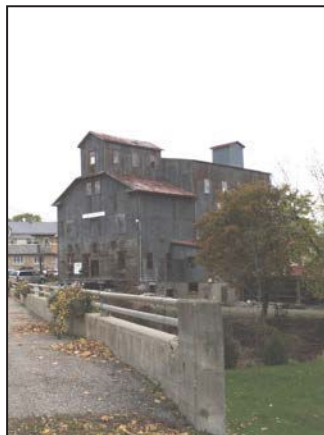
Winterbourne



Maryhill



Philipsburg



Wellesley

### 4.4.2.1 Identified Special Character Streets

#### Extremely Scenic

Philipsburg – Erb’s Rd.

St. Agatha – Notre Dame Dr. and Erb’s Rd.

Wellesley – Queens Bush Rd. and Nafziger Rd.

#### Very Scenic

Maryhill – St. Charles St. W. and Maryhill Rd.

Conestogo – Sawmill Rd. (Northfield Dr. to east village boundary)

Winterbourne – Katherine St. (Holmwood St. to Meadowbrook Pl.)

#### Scenic

Bloomington – Sawmill Rd. and St. Charles St. W.

Ayr – Northumberland, Main St., Scott St. and

Wrigley Rd.

Mannheim – Bleams Rd.

Bamberg – Weimer Ln. and Moser-Young Rd.

#### Some Scenic Qualities

Ayr – Swan St.

Petersburg – Snyder’s Rd. and Notre Dame Dr.

St. Clements – Lobsinger Ln. and Hergott Rd.

Heidelberg – Kressler Rd. and Lobsinger Ln.

Linwood – Ament Ln. and Manser Rd.

Crosshill – William Hastings Ln. and Hutchison Rd.

### 4.4.2.2 Existing Character

#### Adjacent Landscape

These historic crossroads, hamlets and villages are some of the earliest settlements within the region. At one time many of these settlements were complete communities with bustling shops, community institutions and homes. Today, Rural Village Main Streets are the location of groupings of built heritage resources (churches, cemeteries, commercial buildings, restaurants, early industries, libraries, inns, schools, early homes, etc.). Lot sizes and buildings are small. Buildings are close to and address the street.

### Natural and Built Heritage Features

May contain – Commercial buildings, churches, inns, cemeteries, parkettes, decorative lighting, street trees, municipal buildings, schools, libraries, historic homes, public squares, fountains, bridges, banks, etc.

### **Right of Way**

The right of way is often narrow and may need to accommodate vehicles, farm machinery, horse and buggies and pedestrians. The corridor may follow an historic road alignment and/or the community may be located in proximity to a particular landform. Traffic speed should be slow. People may use the main street as a gathering place. People may park on the street to shop and to visit homes in the area. The street may be used for parades, festivals, etc. There is often mature vegetation. Sidewalks and curbs, when present, are in character with a rural village.

#### **4.4.2.3 Conservation Recommendations – Rural Village Main Streets**

### **Community Vitality**

People are part of the landscape and provide visual interest. Support the vitality of the village or hamlet by limiting the vehicular traffic speed, designing the corridor at a pedestrian scale and encouraging interesting and comfortable places for people to be along the corridor (sidewalks, patios/cafe seating, space for window shopping, parkettes, benches, shaded areas, etc.)

Conserving cultural heritage includes encouraging cultural traditions and ways of life. Ensure the corridor is designed to allow for community events that may be held within the right of way (festivals, parades, open-air markets, street sales, etc.)

### **Lighting**

Area municipalities may be interested in considering the use of:

- pedestrian-scale or decorative lighting to add to the visual character and pedestrian appeal of the streetscape; and/or
- light poles that accommodate banners, signs, flower baskets, electrical outlets and festival lighting, along main streets, downtown roads or important commercial or institutional roads.

Decorative lighting has been addressed in section 4.2.6 of the Regional Transportation Corridor Design Guidelines.

### **Amenities**

When a corridor contains gathering spaces and/or resting spots that would benefit from seating, encourage the area municipality to provide street furniture that is reflective of the character of the corridor.

Existing encroachments (awnings, at-grade signs, overhead signs, plantings, public art, etc.) may add to the character of the corridor, but would require an agreement to be reached in accordance with the Region of Waterloo Sign By-law 10-030.

### **Landscaping**

Consider incorporating vernacular landscape plantings that are in character with the corridor including street trees, lawns, gardens, planters, etc.

When choosing vegetation consider:

- variety in height, colour and structure;
- seasonal variations;
- maintenance requirements;
- existing structural elements; and
- the provision of shelter and shade on the street (i.e. street trees).

### **Sidewalks and Retaining Walls**

Sidewalk treatments and retaining walls may provide opportunities to enhance the scenic qualities of a corridor. Consider current best practices to enhance the character of an area.



## Parking

On-street parking on main streets may contribute to the economic viability and continued vitality of a commercial area. Consider the inclusion of parking based on the community's parking needs, including horse tie-ups, and the character of the landscape.

### 4.4.3 Rural Connectors



#### 4.4.3.1 Identified Scenic Roads

##### Extremely Scenic

Weimar Ln. (Kressler Rd. to Bamberg)  
Hawkesville Rd. (Three Bridges Area - Kressler Rd. to St. Jacobs)  
Blair Rd. (Blair Village)  
Ament Ln. (Kressler Rd. to Linwood)  
Sprague's Rd. (Cambridge to Brant-Waterloo Rd.)



##### Very Scenic

Lobsinger Ln. (Crosshill to St. Clements)  
Wrigley Rd. (Ayr to Spragues Rd. (including Wrigley))  
Trussler Rd. (New Dundee Rd. To Brant-Waterloo Rd.)  
Ebycrest Rd. (Sawmill Rd. to Breslau)  
Sawmill Rd. (Bloomingdale to Conestogo)  
Hutchison Rd. (Perth Ln. to Crosshill)  
Gerber Rd. (Moser-Young Rd. to Wellesley)

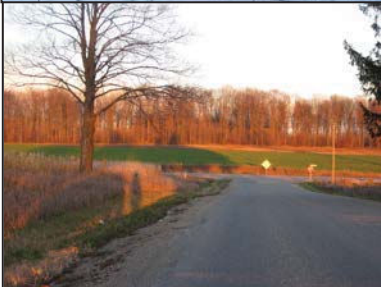
##### Scenic

\*New Dundee Rd. (Dodge Dr. to Trussler Rd.)  
(\* Classified as a Neighbourhood Connector - Avenue)  
Bridge St. (Trussler Rd to New Dundee)  
Blair Rd. (Blair to Cambridge)  
Erb's Rd. (St. Agatha to Sandhills Rd.)  
Bleams Rd. (New Hamburg to Mannheim (including Shingletown))  
Perth Ln. (Hutchison Rd to Road 116)  
Bloomingdale Rd. (Kitchener to Ebycrest Rd.)  
Sawmill Rd. (Ebycrest Rd. to Bloomingdale)  
Waterloo St. (Nafziger Rd. to New Hamburg  
(including Luxemburg))



##### Some Scenic Qualities

Hergott Rd. (Ament Ln. to Wallenstein)  
Katherine St. N. (Weisenburg Rd. to Winterbourne)  
Snyder's Rd. (Baden to Petersburg)  
Roseville Rd. (Brown's to Cambridge)  
Moser-Young Rd. (Bamberg to Gerber Rd.)  
William Hastings Ln (Crosshill to Rd 116)  
Kressler Rd. (Weimar Ln. to Hawkesville Rd.)  
Nafziger Rd. (Snyder's Rd. to Wellesley)  
Notre Dame Dr. (St Agatha to Gerber Rd.)



#### 4.4.3.2 Existing Character

##### Adjacent Landscape

The Region's rural connectors travel through the area's scenic countryside. Scenic rural roads are flanked by farms, woodlots, natural areas and other rural land uses. Many of these scenic roads provide long views of the expansive countryside, travel through valleylands, and follow historically travelled routes; allowing users to appreciate regional topography and landforms.

The Scenic Roads Study (1979) noted the following areas of scenic value within the Region:

**North Dumfries** - the southern kame and kettle topography with small lakes and ponds, the roads paralleling the Grand River's deep winding valley, and the Scottish stone masonry and tree-lined road-ways in the central and west;

**Wellesley and Woolwich** - the Conestoga and Grand River valleys and the conservative Mennonite farmsteads;

**Wellesley and Wilmot** - the Waterloo/Baden Sand Hills;

**Wilmot** - the Nith River and its floodplain and the transitional Scottish and Mennonite settlements;

**Cambridge** - the glacial upland topography and the panoramic views of the Grand River; and

**Kitchener and Waterloo** - the rolling hills, views of the Grand River and the tree-lined roads.

##### Natural and Built Heritage Features

Landscape features may include farmsteads (barns, out buildings, lanes, fences, windmills, silos, farm houses, gardens), agricultural plantings (crops, woodlots, windbreaks, pastures), churches, cemeteries, schools, bridges, natural landforms, valleylands, forests, meadows, rivers, ponds, wetlands, etc.

##### Right of Way

Rural Connectors must accommodate all forms of vehicles, large trucks, farm machinery, horse and buggies and cyclists, and in some cases transit. Corridors that are narrow and undulating enhance the experience of the local topography and add to the rural character of the area. There are often scenic views from the road that can be protected and enhanced. In some instances roads travel through mature forest vegetation, along a forest edge, near a water feature or are tree lined producing a canopied effect. Most of the Rural Connectors are old roads, first developed during pioneer times (see Appendix B – County of Waterloo Map (1885)). Maintaining the historic road alignment is important.

#### 4.4.3.3 Conservation Recommendations – Rural Connectors

##### Long Term Planning

Consider the broad range of potential impacts prior to the reclassification of roads (i.e. from Rural Connectors to Neighbourhood Connectors).

The Regional Transportation Master Plan includes a Road Network Plan that has been developed to assist in prioritizing road network improvements, and has taken into consideration the impacts of road widening on cultural heritage resources, mature neighbourhoods and the natural environment

Encourage the continuation of working farms and conservative Mennonite traditions by ensuring that roads continue to meet the farming community and buggy user's needs.

Consider requiring a Scenic Corridor dedication on lands being developed along the road in order to ensure an adequate vegetative buffer (a 5m scenic road dedication is currently required for local scenic roadways in Kitchener).

### **Rural Landscape Features**

When possible, conserve rural landscape features by.

- Minimizing alteration, isolation and encroachment upon built heritage features;
- Retaining or recreating roadside fencerows, hedgerows and windbreaks. Replacement fences should retain rural character (e.g. page wire); and
- Protecting significant natural features such as wetlands, woodlots, meadows, streams, etc.

Consult with Cultural Heritage staff for assistance with planning for the protection of rural landscape features.

### **Roadside Vegetation**

When possible, establish and maintain a diversity of vegetation alongside the road using an appropriate range of natural and traditional rural species. A listing of preferred species is available from the Region's Environmental Planning staff.

Next to natural areas, consider:

- Maintaining and/or replanting native meadow species (grasses and wildflowers) on roadsides;
- Planting trees in clusters, using a mix of coniferous and deciduous trees;
- Avoiding invasive species and monoculture;
- Feathering the edges of clearings; and
- Leaving stands of trees in the median.

Next to agricultural lands, consider:

- Lining the road with trees. Norway spruce, maple and elm were traditionally used. Refer to Environmental Planning staff for current recommendations.
- Mimicking agricultural plantings by re-establishing hedgerows, treed lanes, woodlots and meadows.

### **Views**

When possible, sightlines to scenic road-side resources should be maintained and enhanced so that views from the road may be appreciated while driving. This can be accomplished by:

- Careful road alignment to focus a tangent on a particular landmark or view;
- Selective vegetation removal and/or occasional pruning;
- Establishing setbacks from the road to protect scenic vistas; and
- Retaining views and vistas from significant hill crests.

Vegetation screens and/or naturalized embankments can be used to block unsympathetic views such as development that does not complement the character of the corridor (e.g. industrial lands, utilities, parking lots).

### **Waysides and Overlooks**

In order to increase public access and enjoyment of the scenic road, when feasible, provide pull off point(s) or rest areas for people to access significant vistas, historical plaques and/or interpretation of the route, and provide direct access to roadside trails, bikeways, parks and picnic areas.

Refer to Regional Policies and Procedures for Access onto Regional Roads for guidance on appropriate points of access.

## **Road Alignment & Terrain Changes**

A road with significant hill crests, valleys and curves can:

- Highlight the areas existing topography;
- Reveal the landscape incrementally;
- Allow road users views in many directions;
- Take road users by historic sites or landscape features; and
- Avoid undesirable features or features that need protection.

While following established design criteria, attempt to minimize the straightening, cutting and filling of roads.

When a corridor requires cutting and filling, consider:

- Exposing the underlying geology of the area; and
- Mimicking the natural terrain by using irregular forms, variation in design, irregular benching, planting pockets, rounding the top of the slope, rock staining and seeding with native plants.

## **Water**

Moving water, shorelines and large bodies of water are all highly aesthetic. Consider opportunities to provide public access to water features through views, an overlook, lookout or trails/pathways when possible.

## **Utilities**

Consider coordinating the provision of utilities to allow for roadside trees, by locating utilities on the opposite side of the corridor or behind trees, and/or choosing smaller tree species.

## **Signage**

Consider developing signage for scenic road identification, way finding and visitor attractions. Unofficial signage should suit the character of the road (e.g. colour, size, placement and type of sign). All signs must be in accordance with the Region of Waterloo Sign By-law 10-030.

Backs of signs can be painted dark brown or green to blend with the landscape.

Encourage area municipalities to prohibit bill board signage and regulate other forms of commercial signage (flashing, animated, pulsating, rotating or otherwise moving components, temporary or portable signs) to ensure they do not detract from the road's scenic qualities.

## **Noise**

Consider alternatives to noise walls, such as well landscaped berms that could also provide open spaces, trails and connect natural features.

Where noise walls are used, plant vines, shrubs or trees and/or use public art to visually break up the fence and to avoid a blank wall.

## **Lighting**

The rural area's dark night sky is an important scenic feature of a rural corridor. Consult the Regional Illumination Policy for design standards for lighting that minimizes obtrusive light (e.g. full cut-off luminaries).

## **Surface Treatment**

Consider using a road surface treatment that complements the existing character of the surrounding landscape.

**Barriers and Fencing**

Explore the full range of options for fences, barriers and retaining walls and consider choosing a design that complements the character of the landscape.

**Curb, Gutters, Shoulders, Ditches and Banks**

Consider maintaining natural ditch and bank contours that complement the existing topography rural landscape.

In order to minimize right of way width, steeper embankments may be considered, as well as the use of appropriate vegetation for slope stabilization.

Paved shoulders and mountable curbs may be advantageous for cyclists, buggies and farm vehicles.

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## Related Scenic Roads and Special Character Streets Data

The Scenic Roads and Special Character Streets ranking information is mapped in an ArcGIS layer file "**Scenic Roads.lyr**" which is available at K:\GIS\Cultural Resources .

Additional Background Data is stored in the following locations.

- I:\HERITAGE\Heritage Mapping\Scenic Roads
- I:\HERITAGE\DrivingTours
- I:\HERITAGE\DrivingTours\Research
  - o This has the findings from the 1975 study mapped and includes the roads ranking (beautiful, attractive etc )
- I:\GIS\_WORK\Archaeology\ Historic Roads

## Appendix A – Scenic Roads and Special Character Streets

### Extremely Scenic

#### Neighbourhood Connectors – Main Street

Galt – Main St. (George St. to Water St. (including Queen's Square))  
St. Jacobs – King St. N.  
New Hamburg – Waterloo St., Huron St. and Peel St  
Ayr – Northumberland St. and Stanley St.

#### Rural Village Main Streets

Philipsburg – Erb's Rd.  
St. Agatha – Notre Dame Dr. and Erb's Rd.  
Wellesley – Queens Bush Rd. and Nafziger Rd.

#### Rural Connectors

Weimar Ln. (Kressler Rd. to Bamberg)  
Hawkesville Rd. (Three Bridges Area - Kressler Rd. to St. Jacobs)  
Blair Rd. (Blair Village)  
Ament Ln. (Kressler Rd. to Linwood)  
Sprague's Rd. (Cambridge to Brant-Waterloo Rd.)

### Very Scenic

#### Neighbourhood Connectors – Main Street

Waterloo – King St. (Marshall St. to Union St.)  
Preston – King St. (Rogers St. to Chestnut St.)  
Galt – Water St. (Parkhill Rd. to Concession St.), Grand Ave. S. (St. Andrew St. to Cedar St.)

#### Rural Village Main Streets

Maryhill – St. Charles St. W. and Maryhill Rd.  
Conestogo – Sawmill Rd. (Northfield Dr. to east settlement boundary)  
Winterbourne – Katherine St. (Holmwood St. to Meadowbrook Pl.)

#### Rural Connectors

Lobsinger Ln. (Crosshill to St. Clements)  
Wrigley Rd. (Ayr to Spragues Rd. (including Wrigley))  
Trussler Rd. (New Dundee Rd. To Brant-Waterloo Rd.)  
Ebycrest Rd. (Sawmill Rd. to Breslau)  
Sawmill Rd. (Bloomingdale to Conestogo)  
Hutchison Rd. (Perth Ln. to Crosshill)  
Gerber Rd. (Moser-Young Rd. to Wellesley)

### Scenic

#### Neighbourhood Connectors – Main Street

Galt – Ainslie St. (Valour St. to Thorne St.)  
Baden – Snyder's Rd. and Foundry St.

#### Rural Village Main Streets

Bloomingdale – Sawmill Rd. and St. Charles St. W.  
Ayr – Northumberland, Main St., Scott St. and Wrigley Rd.  
Mannheim – Bleams Rd.  
Bamberg – Weimer Ln. and Moser-Young Rd.

#### Rural Connectors (\* Neighbourhood Connector – Avenue)

\*New Dundee Rd. (Dodge Dr. to Trussler Rd.)  
Bridge St. (Trussler Rd to New Dundee)  
Blair Rd. (Blair to Cambridge)  
Erb's Rd. (St. Agatha to Sandhills Rd.)  
Bleams Rd. (New Hamburg to Mannheim (including Shingletown))  
Perth Ln. (Hutchison Rd to Road 116)  
Bloomingdale Rd. (Kitchener to Ebycrest Rd.)  
Sawmill Rd. (Ebycrest Rd. to Bloomingdale)  
Waterloo St. (Nafziger Rd. to New Hamburg (including Luxemburg))

### Some Scenic Qualities

#### Neighbourhood Connectors – Main Street

Elmira – Arthur St. and Church St.

#### Rural Village Main Streets

Ayr – Swan St.  
Petersburg – Snyder's Rd. and Notre Dame Dr.  
St. Clements – Lobsinger Ln. and Hergott Rd.  
Heidelberg – Kressler Rd. and Lobsinger Ln.  
Linwood – Ament Ln. and Manser Rd.  
Crosshill – William Hastings Ln. and Hutchison Rd.

**Rural Connectors**

Hergott Rd. (Ament Ln. to Wallenstein)  
Katherine St. N. (Weisenburg Rd. to Winterbourne)  
Snyder's Rd. (Baden to Petersburg)  
Roseville Rd. (Brown's to Cambridge)  
Moser-Young Rd. (Bamberg to Gerber Rd.)  
William Hastings Ln (Crosshill to Rd 116)  
Kressler Rd. (Weimer Ln. to Hawkesville Rd.)  
Nafziger Rd. (Snyder's Rd. to Wellesley)  
Notre Dame Dr. (St Agatha to Gerber Rd.)



Appendix A – Scenic Road and Special Character Streets Rankings Map

Please note:

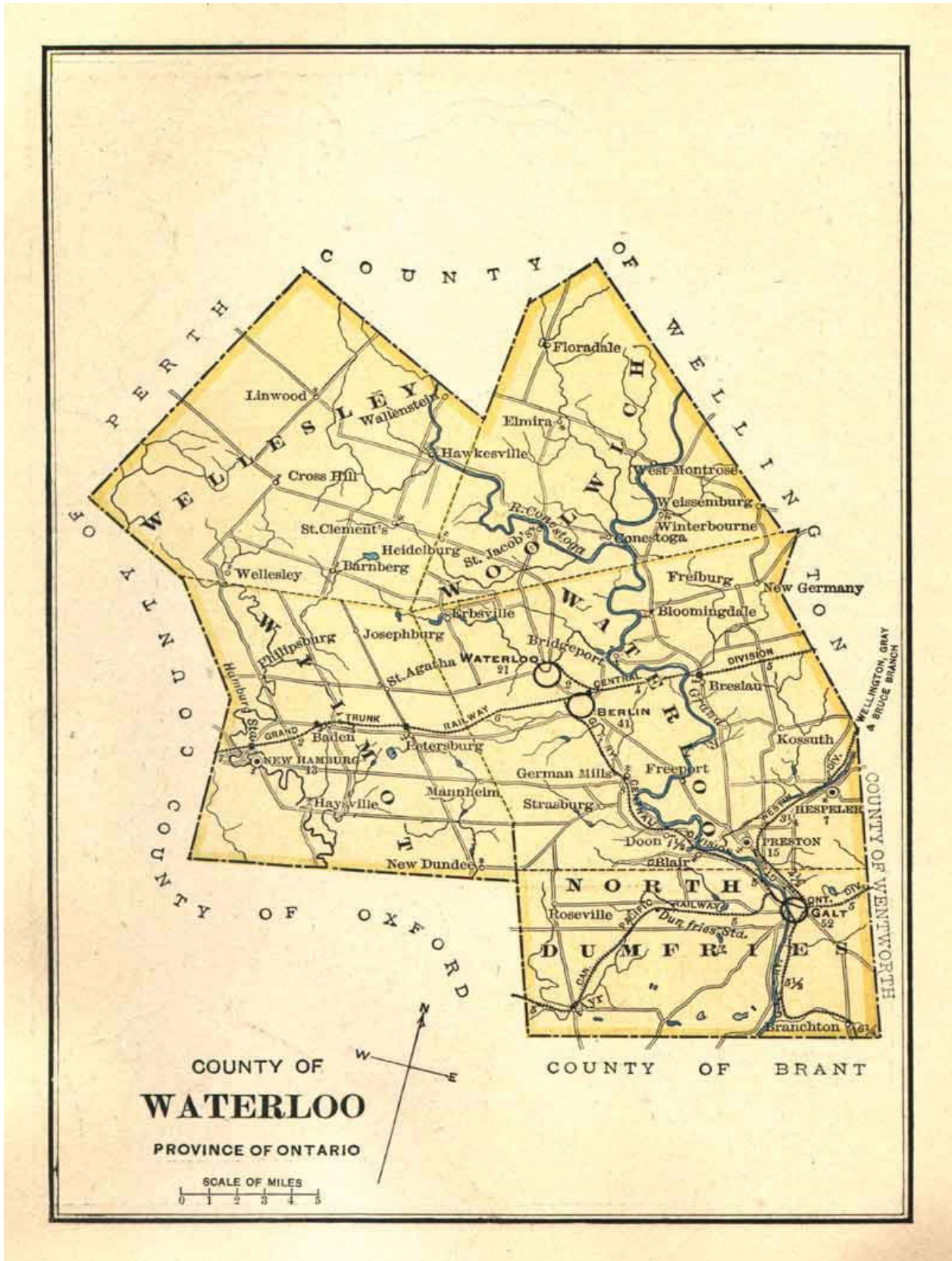
The Scenic Roads and Special Character Street rankings map has been included in this document as a quick reference tool only. Hard copies of the map, unless in colour and at an appropriate scale will be hard to decipher.

If you are viewing the document digitally, you may zoom in on the map image for increased clarity and detail.

For planning purposes, the Scenic Roads and Special Character Streets ranking information is mapped in an ArcGIS layer file "Scenic Roads.lyr" which is available at K:\GIS\Cultural Resources.



Appendix B – County of Waterloo Map (1885)



## Appendix C - City of Kitchener Scenic-Heritage Road Policy

*From the City of Kitchener Official Plan (1995)*

### 8.3.3 Scenic-Heritage Roads

1. The City in consultation with its Municipal Heritage Committee shall, in identifying those streets and roads for designation as Scenic-Heritage Roads, have regard for all or some of the following criteria:
  - i) They have unique structural, topographic and visual features compared to most other roads in the municipality;
  - ii) They have unique abutting vegetation including mature tree cover or enclosure;
  - iii) They are located within or abut a quality woodlot or significant environmental area;
  - iv) They function as a wildlife corridor;
  - v) The abutting built environment and cultural landscape or road segment itself is of heritage or historical significance; and
  - vi) They are located within an approved or proposed Heritage Conservation District. While Scenic-Heritage Roads may be designated in accordance with the provisions of the *Ontario Heritage Act*, the term '*designation*' as utilized within the context of the policies in Section 8.3.3 implies the classification of road and should not be interpreted as meaning designation under the *Ontario Heritage Act*.
2. In designating Scenic-Heritage Roads, assessment of the structural, topographic, vegetation and overall visual character of the road right-of-way and immediate abutting lands shall be considered and not areas extending beyond to include distant vistas and visual viewsheds. The extent of such designation in the Official Plan shall be restricted to the road right-of-way.
3. The Scenic-Heritage Road designation can be applied to both rural and urban roads; as well as to roads in areas designated in the *Regional Official Policies Plan* and Official Plan for future urban development. The Scenic-Heritage Road designation can also be applied to streets and roads within an approved or proposed Heritage Conservation District Plan. In designating Scenic-Heritage Roads in existing or future urban areas recognition is given to the fundamental difference with respect to overall visual character between rural and urban designated Scenic-Heritage Roads.
4. In cases where Council has designated existing streets and roads as Scenic-Heritage Roads, no widenings to the carriage way or changes to the surface treatment or other changes are to be made to such roads and access to abutting lands shall be regulated. The City shall permit maintenance required to ensure the safety of the roads and the ongoing operation of any municipal services located within the road right-of-way. Where proven unavoidable in planning, transportation or traffic studies accepted by the City, new roads may be permitted to cross proposed or existing Scenic-Heritage Roads subject to the preparation and approval of a Heritage Impact Assessment as outlined in Part 2, Policy 5.3.15. Notwithstanding the above, where a road has been designated a Scenic-Heritage Road purely on historical grounds, widening of the carriage way, changes to the surface treatment and other changes may be permitted.
5. The City shall, prior to designating a Scenic-Heritage Road, undertake the necessary planning, transportation and traffic studies to identify and put into place alternative routes capable of off-loading higher speed traffic and future increases in traffic volumes from the proposed Scenic-Heritage Road segment.
6. The City shall encourage the formulation and use of community and other plans and special land use guidelines and development controls on and in the vicinity of Scenic-Heritage Roads to maintain the overall visual character of such roads and their functional operation.

7. The City shall prepare corridor specific plans for designated Scenic-Heritage Roads. Such corridor specific plans should include land use plans, tree management plans, landscape plans, development controls, traffic studies and urban design guidelines. Where possible, such corridor specific plans should be prepared as part of, or in conjunction with, a Heritage District Conservation Plan, Secondary Plan or Community Plan.
8. While not forming part of the criteria for the designation of Scenic-Heritage Roads, the City shall, where practical and feasible, identify and formulate plans and development controls for the retention of vistas and visual viewsheds associated with Scenic-Heritage Roads.
9. **Roads designated as Scenic-Heritage Roads include:**
  - i) **Doon Village Road** from its terminus at Doon Mills Drive to its terminus at Homer Watson Boulevard. Doon Village Road is a Scenic-Heritage Road within the Heritage Conservation District of Upper Doon. The policies of the Upper Doon Heritage Conservation District Plan shall also apply.
  - ii) **Mill Park Drive** from Huron Road to Old Mill Road and Old Mill Road from Mill Park Drive to Doon Valley Drive. While designated a Scenic-Heritage Road, this Plan recognizes the Minor Collector Road function of Mill Park Drive and Old Mill Road.
  - iii) **Tilt Drive** from Doon Village Road to Stauffer Drive. Tilt Drive is a Scenic-Heritage Road within the Heritage Conservation District of Upper Doon and is intended for limited vehicular use. The policies of the Upper Doon Heritage Conservation District Plan shall also apply. Every effort shall be made to maintain and conserve existing trees and hedgerows within its existing right-of-way. Notwithstanding the above, local road crossings shall be permitted to provide access to the abutting lands on the west side of Tilt Drive. As part of the design of such local road crossings, every effort will be made to minimize both the number of crossings and their impact on the scenic value of Tilt Drive.
  - iv) **Union Street** from Margaret Avenue to Sunset Place.
  - v) **Pioneer Tower Road** between Marquette Drive and the Grand River. It is acknowledged that the Scenic-Heritage designation of Pioneer Tower Road is based purely on historical grounds, and as such, widening of the carriage way, changes to the surface treatment and other changes may be permitted.
  - vi) **Lookout Lane** from Pioneer Tower Road to its terminus at the Pioneer Memorial Tower.
  - vii) **Jubilee Drive** from David Street to Devon Street
  - viii) **Huron Road** between Trussler Road and Fischer Hallman Road. It is acknowledged that the scenic-heritage designation of Huron Road is based purely on historic grounds and as such, widening of the carriage way, changes to the surface treatment, and other changes may be permitted. This plan recognizes the present Secondary Arterial function of Huron Road until such time as plans for future urban development abutting the roadway are proposed, at which time the necessary planning, transportation or traffic studies shall be undertaken to re-examine the functional operation of the road and the impact of development on its historic significance. Further, every effort shall be made to maintain the existing road profile (rolling/undulating topographical characteristics) in recognition of the historic significance of the road.
  - ix) **Groh Drive** from Stauffer Drive to Thomas Slee Drive.
  - x) **Stauffer Drive** from Tilt Drive to Reidel Drive.
10. **Roads presently under study for potential designation as Scenic-Heritage Roads include:**
  - i) Reidel Drive;
  - ii) Deleted (MPA 59);
  - iii) Groh Drive;
  - iv) Dodge Drive between New Dundee Road and Groh Drive;
  - v) Trussler Road between Bleams Road and New Dundee Road (Deferral No. 1, MPA 19)
  - vi) Hidden Valley Road;
  - vii) Pinnacle Drive between the northerly leg of New Dundee Road and Pine Hill Place;
  - viii) Old Chicopee Trail between Fairway Road and Daimler Drive;
  - ix) Patricia Avenue between Queen's Boulevard and Highland Road; and
  - x) Plains Road between Fischer Hallman Road and Trussler Road.

## **Appendix D – Related Planning Tools**

This is a partial listing of the existing planning tools that may impact or provide recommendations for identified Regional Scenic Roads and Special Character Streets.

### **Townships**

New Hamburg Heritage Conservation District Plan

### **City of Kitchener**

Urban Design Manual (2010)  
Downtown Design Guidelines  
Mixed Use Corridors  
Neighbourhood Design Initiative (2007)

Victoria Park Area Heritage Conservation District Plan  
St. Mary's Heritage Conservation District Plan  
Civic District Heritage Conservation District Plan

Block Plan (Bloomingdale Road, Stanley Avenue, Schweitzer Street, Grand Avenue)  
Block Plan 58 - Lower Doon  
Block Plan 65 - Lower Doon  
Bridgeport East Community (Secondary) Plan  
Brigadoon Community Plan  
Doon South Community Plan  
Grand River South Community Plan  
Hidden Valley Industrial Community (Secondary) Plan  
Hidden Valley Residential Community Plan  
Highland West Community Plan  
Huron Community Plan  
Laurentian West Community Plan  
Lower Doon Community (Secondary) Plan  
Pioneer Tower West Service Commercial Community (Secondary) Plan  
Upper Doon Community Plan  
Valleyview Road - Howe Drive Community Plan

### **City of Cambridge**

Heritage Master Plan (2008)  
Character Areas – Scenic Routes  
Core Areas Revitalization  
Annual Updates  
Core Areas Monitoring Report (2003)

### **City of Waterloo**

Uptown Streetscape Improvement Project (2010)  
Height and Density Study Policy (2003/2005)  
Albert-MacGregor Heritage Conservation District Plan

Appendix E – Scenic Roads Evaluation Tool

11.2 Figure 2: Scenic Roads Data Sheet (Rural)

REGION OF WATERLOO SCENIC ROADS DATA SHEET RURAL DATA

Road: \_\_\_\_\_ Segment: A: \_\_\_\_\_ Location \_\_\_\_\_ Length: \_\_\_\_\_  
 B: \_\_\_\_\_ Location \_\_\_\_\_

Township / City: \_\_\_\_\_ Date: / / Observer: \_\_\_\_\_  
 D M Y

<p><b>1. VEGETATION</b> L M H</p> <p>Diversity _____                  Maturity _____                  Var. Ht. / Struct. _____                  Colour _____                  Struct. / Edge _____                  Visual Texture _____</p> <p><b>SCORE</b></p>	<p><b>2. ROAD SEGMENT</b> L M H</p> <p>Structural Char. _____                  Ditches &amp; Banks _____                  Surface Condition _____                  Official Signage _____                  Roadside Vegetation _____</p> <p><b>SCORE</b></p>	<p><b>3. LANDFORM / RELIEF</b> L M H</p> <p>Slope _____                  Terrain Changes _____                  Rock Outcrops _____                  Valleys &amp; Hills _____</p> <p><b>SCORE</b></p>	<p><b>4. WATER</b> L M H</p> <p>Water Quality _____                  Water Movement _____                  Water Body Size _____                  Shoreline _____</p> <p><b>SCORE</b></p>
<p><b>5. CULTURAL BUILT ENV'T</b> L M H</p> <p>Utility Poles _____                  Domestic Arch. _____                  Other Buildings _____                  Other Structures _____                  Unofficial Signage _____                  People _____</p> <p><b>SCORE</b></p>	<p><b>6. CULTURAL LANDSCAPE</b> L M H</p> <p>Gardens / Lawns _____                  Cropping Patterns _____                  Farming Methods _____                  Hedgerows, Fences, _____                  Field Edges _____</p> <p><b>SCORE</b></p>	<p><b>7. TRAFFIC</b></p> <p>1. 4 Lane Highway _____                  2. 2 Lane Highway _____                  3. Unpaved Highway _____</p> <p><b>SCORE</b></p>	<p><b>8. CONTEXT</b> L M H</p> <p>A - B _____                  Foreground _____                  Middleground _____                  Vista _____                  Closure _____                  B - A _____                  Foreground _____                  Middleground _____                  Vista _____                  Closure _____</p> <p><b>SCORE</b></p>

segment score: \_\_\_\_\_ / 4x number of elements \_\_\_\_\_ x 100) = \_\_\_\_\_ %


Better Travel Direction: \_\_\_\_\_  
 Roll: \_\_\_\_\_  
 Photos: \_\_\_\_\_  
 Frames: \_\_\_\_\_

1. VEG. 3. LANDFORM 5. CULT. BUILT 7. TRAFFIC  
 2. ROAD SEG. 4. WATER 6. CULT. LAND. 8. CONTEXT

## REGION OF WATERLOO SCENIC ROADS DATA SHEET URBAN DATA

Road: \_\_\_\_\_ Segment: A: \_\_\_\_\_ Location \_\_\_\_\_ Length: \_\_\_\_\_  
 B: \_\_\_\_\_ Location \_\_\_\_\_

Township / City: \_\_\_\_\_ Date: / / \_\_\_\_\_ Observer: \_\_\_\_\_  
 D M Y

<p><b>1. VEGETATION</b> L M H</p> <p>Diversity _____                  Maturity _____                  Var. Ht. / Struct. _____                  Colour _____                  Visual Continuity _____</p> <p><b>SCORE</b></p>	<p><b>2. ROAD SEGMENT</b> L M H</p> <p>Structural Char. _____                  Surface Condition _____                  Official Signage _____                  Street Furniture _____                  Lighting _____                  Utility Poles _____</p> <p><b>SCORE</b></p>	<p><b>3. LANDFORM / RELIEF</b> L M H</p> <p>Street Wall _____                  Rhythm _____                  Proportion _____                  Scale _____</p> <p><b>SCORE</b></p>	<p><b>4. WATER</b> L M H</p> <p>Movement _____                  Formal Feature _____                  Informal Feature _____</p> <p><b>SCORE</b></p>
<p><b>5. CULTURAL BUILT ENV'T</b> L M H</p> <p>Contextuality _____                  Heritage _____                  Monument _____                  People _____</p> <p><b>SCORE</b></p>	<p><b>6. CULTURAL LANDSCAPE</b> L M H</p> <p>Civic Squares _____                  Urban Parkettes _____                  Formal Parks _____                  Informal/Natural Parks _____</p> <p><b>SCORE</b></p>	<p><b>7. TRAFFIC</b></p> <p>1. 4 Lane Highway _____                  2. 2 Lane Highway _____                  3. Regional Paved _____                  4. Unpaved Highway _____</p> <p><b>SCORE</b></p>	<p><b>8. CONTEXT</b> L M H</p> <p><u>A - B</u></p> <p>Axial Open _____                  Axial Terminated _____                  Sig. View Line/Vista _____                  Closure _____                  Serial Vision _____</p> <p><u>B - A</u></p> <p>Axial Open _____                  Axial Terminated _____                  Sig. View Line/Vista _____                  Closure _____                  Serial Vision _____</p> <p><b>SCORE</b></p>

segment score:  
 (sum of element scores \_\_\_\_\_) / 4x number of elements \_\_\_\_\_ x 100 = \_\_\_\_\_ %


1. VEG.                    3. LANDFORM                    5. CULT. BUILT                    7. TRAFFIC  
 2. ROAD SEG.                    4. WATER                    6. CULT. LAND.                    8. CONTEXT

Better Travel Direction: \_\_\_\_\_  
 Roll: \_\_\_\_\_  
 Photos: \_\_\_\_\_  
 Frames: \_\_\_\_\_

11.3 Figure 3: Scenic Roads Data Sheet (Urban)