

## Proposed Official Plan Amendment No. 29 (Text)

Proposed wording changes: Section 11.1.3 Specific Provision Area 3 (Erbsville Community) to be deleted and replaced with the following

### 11.1.3 Specific Provision Area 3 (Erbsville Community)

#### **Purpose and Basis of the Erbsville South Block Plan**

- (1) This Block Plan is a planning instrument that provides detailed guidance regarding the expected development pattern and land uses in the Erbsville South Block Plan Area. The location and extent of lands included and subject to this Block Plan are delineated on 'A6b'. This Block Plan provides guidance regarding the City's expectations related to development and conservation within the Erbsville South Block Plan Area. This Block Plan has been prepared through a comprehensive planning process with public and stakeholder engagement.

This Block Plan is intended to ensure the orderly and coordinated development of the Erbsville South Block Plan Area. This Block Plan also sets out requirements to help ensure the protection and enhancement of natural features and functions. Further, this Block Plan is intended to facilitate a desirable, attractive built form that provides for a pedestrian-oriented neighbourhood that is compatible with adjacent residential areas. This Block Plan emphasizes the goal of balancing different modes of transportation through safe and convenient pedestrian and cycling connections, transit-supportive design, and the provision of trails and other recreational opportunities.

The northerly portion of the Erbsville South Block Plan Area is located within the Erbsville Cultural Heritage Landscape as delineated in the City of Waterloo's Cultural Heritage Landscape Inventory. New development and public works within the Erbsville Cultural Heritage Landscape boundaries will be subject to the policies of this Plan.

#### **Vision for Erbsville South**

- (2) The vision for Erbsville South is a pedestrian-friendly residential community. Protecting existing environmental features and functions, development will occur in smaller enclaves that are compatible with their rich natural surroundings. Development will maintain and enhance the character of the former Erbsville settlement. The pattern of development should facilitate access to and conservation of nature, and promote walkability for new residents through a clear pedestrian and complete street network that is supported by pedestrian-scaled and oriented built form, streetscapes, and trail systems.

#### **Guiding Principles**

- (3) The following principles form the basis for the policies contained in this Block Plan and will be used to generally guide development in the Block Plan area.

(a) Environment Principles

- i) Protect and enhance *natural features* and functions through the use of buffers and other mitigating measures, and avoid natural hazards by limiting *development* to areas outside of the regulatory *floodplain*;
- ii) Promote sustainable design that will help minimize the environmental impacts of *development* and strive to implement *low impact development* principles in accordance with principles of good land use planning;
- iii) Establish a trail network that strikes a balance between recreational and nature-viewing opportunities and protecting *natural features* and functions; and,
- iv) Maintain and enhance the Wideman Creek corridor as a high-quality natural linkage.

(b) Built Form Principles

- i) Where feasible, shorter block lengths are preferred;
- ii) Multiple breaks along the street network are encouraged to create a strong visual connection to the natural areas;
- iii) A mix of housing types is encouraged to increase housing options and affordability, and ensure a diversity of land uses;
- iv) Consider a variety of residential housing tenure and built forms for irregular shaped blocks;
- v) Encourage designs that result in *development* facing Erbsville Road, where feasible; and,
- vi) Ensure that the *development* lands east of Erbsville Road are designed in a comprehensive manner.

(c) Mobility Principles

- i) Identify logical and consolidated access points onto Erbsville Road which meet Regional and City standards and guidelines;
- ii) Plan for the future introduction of transit service to the Erbsville District through appropriate roadway geometry and pavement structure, and ensuring that residential lots are generally located within a 400-metre walking distance of Erbsville Road;
- iii) Adopt a *complete streets* approach which includes elements such as sidewalks on both sides of internal roadways, short blocks, traffic calming and where warranted, mid-block crossings and *pedestrian*

refuge islands to increase safety and avoid the need for *pedestrian* backtracking;

- iv) Encourage the Region to adopt a *complete streets* approach to the planned future widening of Erbsville Road, including separated (raised) bicycle lanes and, where feasible, a multi-use trail;
- v) Avoid new cul-de-sacs and dead-end roadways where possible. Where there are no other feasible options, cul-de-sacs and dead-end roads should terminate towards a view, natural feature or open space lands; and,
- vi) Ensure connections are provided between *development* areas and potential trails, and plan for a full range of travel modes including cycling, walking, and transit.

(d) Context and Compatibility Principles

- i) Facilitate complementary *development* (i.e., low-density residential and limited medium-density residential) in proximity to existing residential neighbourhoods through implementing regulations and site planning, to facilitate a seamless transition and built-form compatibility; and,
- ii) Promote the efficient use of land in a low-rise built form, including more compact lot frontages and residential block sizes, while providing sufficient room for the growth of mature canopy trees.

(e) Cultural Heritage Principles

For the portion of the Block Plan Area within the boundaries of the Erbsville *Cultural Heritage landscape*, the following principles apply:

- i) Encourage the retention of and continued use of historic buildings, where possible;
- ii) Encourage new *development* that respects the character of the historic settlement in terms of built form, setbacks and orientation;
- iii) Conserve and enhance the historic street tree canopy by retaining mature trees wherever possible, and ensuring that new *development* allows for mature vegetation such as large shade trees;
- iv) Conserve *natural features* and functions, including woodlands, wetlands and creeks; and,
- v) Design a street and trail network that promote views to *natural features* and open space lands.

## General Policies

- (4) The Erbsville South Block Plan Area is located in the northwest quadrant of the City of Waterloo and within the City's *Designated Greenfield Area* (Schedule B3 of the City of Waterloo Official Plan).
- (5) *Development* applications shall demonstrate consistency with and implementation of this Block Plan, to the satisfaction of Council.
- (6) This Block Plan implements the policies of Specific Provision Area 3 of the City of Waterloo Official Plan (Section 11.1.3). Where a conflict exists, the policies of the Official Plan shall prevail.
- (7) The following Schedules are attached to and form part of this Plan:
  - i) Schedule 'A6b' identifies the land use plan for Erbsville South.
  - ii) Schedule 'A6c' illustrates components of the Environmental System.
  - iii) Schedule 'A6d' illustrates elements of the planned mobility network.
- (8) Protecting and enhancing *natural features* is a guiding principle of this Block Plan. The provision of trails, open spaces and vistas into *natural features* is also a guiding design objective of this Block Plan, to promote public appreciation and appropriate interaction with the environment in a manner that protects *natural features* and functions.
- (9) Open space uses are encouraged to locate adjacent to Wideman Creek east of Erbsville Road to support the linkage function of the corridor.
- (10) The conceptual location of open spaces and stormwater management facilities is shown on Schedule 'A6b'. The specific location, size, and need for these spaces and facilities will be addressed and finalized through the *development* application process, including plans of subdivision, in accordance with the policies of this Plan and the Official Plan. Any modifications to the spaces and facilities as shown on Schedule 'A6b' will not require an amendment to this Block Plan provided the modifications are consistent with the policies and intent of this Plan and satisfy the requirements of the City of Waterloo.
- (11) The conceptual location of proposed future transportation elements is shown on Schedule 'A6d'. The specific location, alignment, and feasibility of the elements will be confirmed through the *development* application process and/or environmental assessment process. Modifications will not require an amendment to this Block Plan provided the modifications are consistent with the policies and intent of this Plan to the satisfaction of the City of Waterloo.
- (12) To ensure that the Erbsville South Block Plan Area achieves a suitable mix of housing types and sizes that contribute to an efficient use of land, it is an objective of this Block Plan that the ultimate build-out of the Block Plan Area achieve a collective density of at

least 55 residents and jobs per hectare as measured in accordance with the policies of the Official Plan. This density target will be monitored by the City over time and is not intended to represent a minimum requirement for each *development* application.

- (13) For reference, Table 1 provides an estimate of the potential *development* area and potential future population in the Erbsville Block Plan. Table 1 assumes that *development* would achieve a net density (excluding Core and Supporting Natural Features, their buffers and the regulatory *floodplain*) of approximately 55 persons and jobs per hectare. However, the actual density and population could vary depending on the ultimate build-out of the Block Plan Area, as the policies of this Plan allow for a range of unit types and sizes. Table 1 is intended to provide guidance only with respect to infrastructure planning and establishing the general *development* yield.

Table 1 – Developable Land Area in the Erbsville South Block Plan Area

|   |                                   |
|---|-----------------------------------|
| Total Land Area   | 29.68 hectares                    |
| Core and Supporting Natural Features, their Buffers and the Regulatory Floodplain   | 17.16 hectares                    |
| Developable Land Area<br>(subject to any other constraints not included in the Core and Supporting Natural Features, their buffers and the regulatory floodplain) | 11.04 hectares                    |
| Assumed Density:  | 55 residents and jobs per hectare |
| Total Estimated Population and Jobs:  | 618                               |

- (14) To help ensure the orderly *development* of land, the *development* parcels east of Erbsville Road are encouraged to be jointly designed and developed.
- (15) Where amendments to an approved Plan of Subdivision, Zoning By-law, or Site Plan are sought, the applicant shall demonstrate that such changes are consistent with the requirements of this Block Plan and all other municipal requirements.

### Land Use Designations

- (16) The land use designations established for the Erbsville South Block Plan Area are listed as follows, and shown on Schedule 'A6b':
- (a) Low Density Residential; and,
  - (b) Low Density Residential – Specific Provision Area #1.
- (17) Schedules 'A6b' and 'A6c' identify the Core and Supporting Natural Features and the conceptual Open Space locations, which are subject to the policies of this Plan.
- (18) The limits of the area designated Low Density Residential south of Regal Place and west of Erbsville Road, and the area designated Low Density Residential – Specific

Provision Area #1, are dependant upon the Wideman Creek culvert under Erbsville Road being upgraded and are based on proposed creek conditions. Per the recommendations of the 2018 Environmental Study and Policy (44) of this Block Plan, the culvert will need to be replaced (upgraded) to convey the regulatory storm peak flow and reduce the extent of the upstream regulatory *floodplain*.

- (19) Government and public services works, facilities, and infrastructure shall be permitted in any land use designation within the Erbsville South Block Plan Area.

#### Low Density Residential Policies

- (20) In addition to Policies (20)-(35), all lands designated Low Density Residential on Schedule 'A6b' shall be subject to the Low Density Residential policies in Section 10.1.3 of the City of Waterloo Official Plan.
- (21) A range of residential unit types are contemplated within the Low Density Residential designation, being single detached dwellings, semi-detached dwellings, triplexes, and townhouse dwellings, excluding stacked townhouse dwellings with more than four dwelling units. In addition, ancillary accessory uses are contemplated, such as home occupations and home office uses as well as secondary residential units.
- (22) Open Space uses, such as parks and trails, as well as *community uses* may be located on lands identified as Low Density Residential on Schedule 'A6b'.
- (23) A mix of different unit types and lot sizes are encouraged within *developments* and across the Block Plan Area, to accommodate a range of housing typologies. This may include laneway housing where deemed appropriate by the City.
- (24) Where possible, residential dwellings are encouraged to face or flank Erbsville Road, without direct vehicular access to Erbsville Road. This is primarily applicable on *development* lands located on the east side of Erbsville Road, as shown on Schedule 'A6b'. Backlotting will only be permitted in circumstances that optimize the use of land and achieve principles of good land use planning as determined by the City.
- (25) Buildings and lots in particularly prominent or visible locations that contribute to the visual characteristics of the streetscape should demonstrate a high standard of landscaping and architectural design/treatment, including:
  - (a) Buildings that frame a gateway into the neighbourhood or street will demonstrate high quality architectural design/treatment on the front and flankage façades, as well as enhanced landscaping and gateway treatment.
  - (b) Buildings that face Erbsville Road will demonstrate high quality architectural design/treatment, including prominent entries and porches.
  - (c) Buildings located on corner lots are encouraged to incorporate wrap-around porches and architectural designs/treatments on the flankage building façade that is consistent with the front building façade treatment.

- (d) Priority lots are T-intersection lots, elbow street lots, corner lots, cul-de-sac lots, and lots abutting open spaces and parks. Depending on the priority lot type, enhanced architectural and landscaping designs and treatments will be used to demonstrate the prominence of the location and exposure. Special attention and design solutions are to be considered, relating to building shape and massing, main entry design, garage treatment and location, architectural design and finishes, exterior building materials and colours, fenestration and landscape elements.
  - (e) Where lots flank onto Erbsville Road, landscaping and enhanced architectural design/treatment will be provided to accentuate the dwelling's relationship to and visibility from Erbsville Road.
- (26) Where residential *development* is directly adjacent to or proximal to existing low-rise residential *development*, compatibility and transition shall be achieved, including through the provision of appropriate setbacks, building heights, buffering and separation that minimize impacts on privacy, including the associated outdoor amenity areas. Where possible, a publicly accessible trail, buffer area or open space strip shall be provided to facilitate this transition.
- (27) Where *development* consists of a mix of unit types, higher density housing forms such as townhouses should be located closer to Erbsville Road, while lower density housing forms such as single detached and semi-detached dwellings should be located further away from Erbsville Road.
- (28) *Development* will use architecture and finishes to create varied and visually interesting streetscapes, while promoting harmony in the built form such as height, setbacks and massing. The City may implement zoning, architectural and urban design controls to support implementation of this policy.
- (29) *Development* will be defined by an orderly and direct street network. Short, walkable block lengths will promote *pedestrian* activity and connectivity to trails and open space amenities. Mid-block *pedestrian* crossings shall be provided, where warranted and feasible.
- (30) Individual dwellings shall not incorporate private garages wider than 2-cars and the width of the garage is to be minimized relative to the building façade to visually emphasize the habitable portion of the building. Garages should be setback from or parallel to the habitable portion of the dwelling or porch to further emphasize the building entrance. Specific requirements for garages and driveways shall be set out in the implementing zoning by-law.
- (31) Where proposed, townhouses and stacked townhouse units shall meet the following policies:
- (a) Townhouse buildings will consist of a maximum 6 units within each block. Stacked townhouse buildings will be a maximum 6 units in width and a maximum of 2 units vertical.

- (b) Townhouses and stacked townhouse buildings shall achieve a high standard of architectural design/treatment, including roof design, enhanced finishes, setback variations, and entry and garage treatments to help visually break up each unit within the block, while ensuring an overall harmonious design through repeating elements, materials and features.

(32) Where *development* proceeds via a plan of condominium, the following policies shall apply:

- (a) Condominium dwelling units shall not back onto public streets.
- (b) Private outdoor amenity areas will be incorporated into the implementing zoning by-law. In establishing the requirement, consideration shall be given to the specific nature and design of the *development* and its proximity to public open space and trails.
- (c) Public areas, walkways and accesses shall be clearly identified by signage provided by the developer.
- (d) An appropriate amount of visitor parking shall be provided in conjunction with the condominium *development*. A visitor-parking requirement shall be set out in the implementing zoning by-law.
- (e) Where common element roads form part of the condominium and are not intended for public use, public access to trails, open space features, or other connections shall be secured through easements through the condominium approval process and integrated within and/or adjacent to the *development*.

(33) Given the unique configurations and constraints of the various *development* areas in the Block Plan Area, *development* in each area shall:

- (a) Facilitate and promote *pedestrian*, bicycle, and vehicular travel and ensure connectivity within and external to the Block Plan to greatest extent possible;
- (b) Provide sufficient density to achieve an efficient use of land; and,
- (c) Be configured to ensure visual diversity and use short block lengths.

(34) Built form and building siting shall minimize the impacts of noise, wind, shadows, and lighting on the *development* and on adjacent properties, and shall enhance views of the Environmental System and open space lands. Where possible, environmental sustainable construction methods and materials are encouraged.

(35) New *development* will be compatible with adjacent and nearby *development* and natural areas by ensuring that the siting and massing of new buildings is context-sensitive.

## Low Density Residential – Specific Provision Area #1 Policies

- (36) The permitted uses on lands designated Low Density Residential – Specific Provision Area #1 as shown on Schedule 'A6b' of this Block Plan shall include all of the uses in the Low Density Residential Designation detailed in Policy (21), and be subject to all of the associated policies. In addition to Policy (21), apartment dwelling units and stacked townhouse dwellings will be permitted to a maximum of 4 storeys (12 metres), subject to the following additional criteria:
- (a) While it is desirable to orient residential buildings close to Erbsville Road to promote *pedestrian* connectivity and define the street edge, building siting is likely to be constrained by *natural features*, buffers and other constraints on the site. Given the nature of the site and the extent of environmental constraints, it is anticipated that the site will be developed via a plan of condominium. The site design will incorporate a direct *pedestrian* connection from the building entrance to the future Erbsville Road sidewalk / pedestrian infrastructure.
  - (b) The site design should incorporate public trails and open space features, and signage shall be provided with respect to publicly accessible components.
  - (c) Private amenity areas and appropriate visitor parking shall be provided on the lot and as set out in the implementing zoning by-law.
  - (d) Consideration shall be given to orienting and designing the building(s) in a manner that provides an effective transition to and compatibility with adjacent and nearby lands.

## Environmental System, Parks and Open Space

### Environmental System Policies

- (37) All lands shown as Core and Supporting Natural Features on Schedule 'A6b' shall be subject to applicable policies in Chapter 8 and Section 10.5 of the City of Waterloo Official Plan.
- (38) Schedule 'A6c' provides additional detail with respect to the components of the Environmental System, including:
- (a) Core and Supporting Natural Features;
  - (b) Buffers; and
  - (c) the Regulatory *Floodplain* (based on culvert replacement and upgrades).
- (39) The basis for the Environmental System is the 2018 Erbsville South Environmental Study.

- (40) *Development* applications shall be subject to the *Environmental Impact Statement* requirements of the City of Waterloo Official Plan, the Regional Official Plan, the Grand River Conservation Authority's policies and the 2018 Environmental Study. *Environmental Impact Statements* shall be based on agency-approved Terms of Reference. Further, per the 2018 Environmental Study, an Information Gathering Form is to be completed and submitted to the Province to address species at risk requirements.
- (41) Buffer widths for Core and Supporting Natural Features shall be confirmed and finalized through *Environmental Impact Statements* based on the minimum widths recommended in the 2018 Environmental Study.
- (42) Consistent with the recommendations of the 2018 Environmental Study, portions of stormwater management facilities may only be permitted within buffers where it has been demonstrated that the criteria set out in Sections 8.2.4 and 8.2.5 of the City of Waterloo Official Plan are met.
- (43) Trails and associated creek crossings are conceptually shown on Schedule 'A6d' Consistent with the City of Waterloo Official Plan and the recommendations of the 2018 Environmental Study, publicly owned trails and creek crossings proposed within buffers shall be subject to site-specific assessments as part of an *Environmental Impact Statement*. Site-specific assessments shall identify potential *adverse environmental impacts* and demonstrate how those impacts will be prevented or mitigated.
- (44) Prior to any grading or construction on lands within the Erbsville South Block Plan Area west of Erbsville Road which contribute water to Wideman Creek, the existing Wideman Creek culvert at Erbsville Road shall be replaced and upgraded with a new culvert to convey at a minimum the regulatory storm peak flow and reduce the extent of the upstream regulatory *floodplain*. The design of the culvert shall incorporate an open bottom to benefit aquatic resources and small wildlife. The culvert replacement is to be carried out in coordination with the Region of Waterloo, at no cost to the City of Waterloo.
- (a) The scoped Environmental Impact Statement required in Policy 40 shall include an evaluation and recommendations on safe wildlife crossings of Erbsville Road.
- (45) The Wideman Creek corridor shall be maintained and enhanced as a natural linkage across the Erbsville South Block Plan Area. This is to be achieved by planting and naturalizing a minimum width of 30 metres along each side of the creek and incorporating terrestrial benches and other design features that enable safe wildlife passage into the replacement culvert under Erbsville Road that is required through Policy (44).
- (46) Recognizing the existing (H) R8 zoning on the lands municipally known as 672 Erbsville Road, opportunities to protect, expand and enhance the creek corridor and its linkage function shall be identified as part of the Site Plan process if a rezoning application is not submitted.

- (47) Through the *development* process, measures to establish and enhance buffers, including regeneration, invasive species control, and habitat creation shall be provided to improve the ecological integrity of the Environmental System.

#### Open Space Policies

- (48) Schedule 'A6b' identifies conceptual Open Space locations, which could consist of small parks, trail connections, *community gardens* and similar features that provide recreational opportunities for the future residents. Open Space areas will provide opportunities for each individual *development* enclave and the broader neighbourhood to interact and gather locally, and thus designed and located as focal points within each enclave.
- (49) All lands contemplated for Open Space uses shall be subject to the policies applicable to Open Space and Parks in Section 10.5 of the City of Waterloo Official Plan.
- (50) The specific location, need and opportunity for parks and associated programming will be determined through the *development* application review process. Parks shall meet the City of Waterloo's standards for size and street frontage. The City will consider overall cost and benefit in determining the need for parks, in accordance with its policies and practices. Generally, due to the small size of some of the *development* blocks, the City may elect to require cash-in-lieu of the 5% land dedication (or as set out in the Official Plan) to acquire or enhance parkland elsewhere for public recreational purposes; there may not be a need for a park or open space area within each *development* site. It is anticipated that parks and open space areas will be smaller parcels of land, and will consist of trails, seating, passive areas, outlooks, active play areas or similar small-scale features.
- (51) To achieve adequate provision of park spaces and trails, the City may consider Privately Owned Public Spaces (POPS) within the Erbsville South Block Plan Area as a condition of *development*. Under all circumstances, such spaces shall be welcoming to the general public, and not viewed as "private".
- (52) The specific location of parks will be refined through the *development* application review process, having regard to the road network as well as the location of stormwater management facilities. Parks should be thoughtfully located, such as at the terminus of a road, with sufficient road frontage to create a focal point in the neighbourhood. Parks shall be located outside of *natural features* and their buffers, but are encouraged to be located adjacent to buffers and trail connections.
- (53) Parks should have sufficient street frontage and configuration to provide good access and to promote the principles of Crime Prevention Through Environmental Design (CPTED).
- (54) Where appropriate, parks should enhance at-source infiltration where soils are conducive to infiltration. Portions of the park used for infrastructure not directly required by the park and not providing useable recreational space will not be included in the overall parkland calculation.

- (55) The location and configuration of Open Space blocks will be determined in conjunction with the determination of the preferred internal road network within the Block Plan Area through the *development* application review process.

## Transportation and Streetscaping

### Road Network and Streetscaping Policies

- (56) The specific location and alignment of roads shall be determined through the *development* application review process, to the satisfaction of the City and Region of Waterloo, and in accordance with the requirements of this Block Plan.
- (57) *Development* shall be coordinated with adjacent properties to ensure that access onto Erbsville Road is consolidated, where appropriate, and that *development* is coordinated and efficient.
- (58) The internal local road network will be based on a well-connected pattern that promotes vehicular circulation and maximizes opportunity for *pedestrians* to be within a short walking distance of Erbsville Road (in conjunction with trail design). Cul-de-sacs and dead-ends are discouraged.
- (59) The internal local road rights-of-way width shall be a minimum of 18 metres. Where single-loaded roads are provided, a minimum right-of-way width of 14 metres will apply, while the minimum asphalt width shall be 8.5 metres. Where a cul-de-sac is provided, a minimum right-of-way width of 16 metres will apply. Where rear access laneways are provided, the minimum right-of-way width shall be typically 15 metres, while the maximum asphalt width of the access or laneway shall be 6 metres wide. The right-of-way and asphalt width requirements of this policy are provided for general guidance. The specific rights-of-way and asphalt width shall be subject to the approval of the Director of Engineering Services through the *development* application review process.
- (60) Streets and boulevards shall be designed with buried hydro and to accommodate the soil volumes required for natural tree growth to achieve a continuous canopy cover along the streetscape and public realm.
- (61) Consideration will be given to retaining the existing narrow rights-of-way and the rural cross section for roads within the Erbsville *Cultural Heritage Landscape* boundary, in accordance with the City of Waterloo's standards and requirements.
- (62) Single-loaded internal roadways along Erbsville Road or adjacent to the Environmental System are encouraged to provide sightlines to natural areas, homes, and other community features and mitigate road noise impacts on rear yards, as described in the policies for the Low Density Residential Designation. Single-loaded roads are preferred over dead-end streets adjacent to Erbsville Road.
- (63) A traffic impact study / traffic management plan shall be submitted with *development* applications, in accordance with the Official Plan, unless otherwise agreed to by the City of Waterloo.

- (64) The City of Waterloo will continue to work with the Region of Waterloo to mitigate impacts of *development* on the intersection of Erbsville Road and Conservation Drive and improve the intersection's function and safety.
- (65) A *complete streets* approach shall be used in the design of internal local roads. This should include:
- (a) Sidewalks on both sides of the street;
  - (b) Traffic calming measures; and
  - (c) Intersections featuring a distinctive surface treatment for *pedestrian* and trail crossings, including wider sidewalks and tactile plates.

#### Active Transportation Policies

- (66) The *Active Transportation Network* is conceptually delineated on Schedule 'A6d'. The precise locations, alignments and facilities will be determined as part of the *development* application review process and subject to any improvements to Erbsville Road.
- (67) The applicable policies of Section 6.5 of the City of Waterloo Official Plan shall apply to *Active Transportation* planning and initiatives.
- (68) Trails should be primarily located within developable areas, where possible. Trails may be permitted within the buffers of *natural features* in accordance with Policy (43).
- (69) Trails should be linked with open space uses and stormwater management facilities.
- (70) Trails shall be publicly accessible and signed to clearly indicate public access and terms of use.
- (71) The *Active Transportation Network* shall be designed to ensure direct and safe travel within the Block Plan Area and the broader community, including existing schools, nearby commercial areas and open space features.
- (72) The City of Waterloo will work with the Region of Waterloo to enable improvements to Erbsville Road, such as traffic calming, sidewalks, *pedestrian* refuge islands (where warranted), separated (raised) bicycle lanes, and where feasible, a multi-use trail. Shared *pedestrian* and cycling facilities should be clearly demarcated to minimize conflicts between *pedestrians* and cyclists, and other road users.

#### Transit Policies

- (73) Consideration shall be given to the potential future location of and servicing by transit routes when evaluating development applications. In particular, future internal roads shall be designed to facilitate direct and convenient pedestrian access to any potential transit stops. The walking distance for residents should generally be less than 400 metres (5-minute walk) to a proposed local bus stop.

## Servicing Policies

- (74) With respect to the servicing and utilities network, the relevant policies of Section 5.1 and 5.2 of the City of Waterloo Official Plan shall apply.
- (75) *Development* in the Erbsville South Block Plan Area will be serviced by the municipal sewage treatment system and the municipal water supply system.
- (76) *Development* or redevelopment of the lands located immediately south of Schnarr Street and west of Erbsville Road shall be subject to the provision of a water distribution system to service the lands which is designed to loop the existing 200mm diameter dead-ended watermain on Regal Place.
- (77) The 2018 Environmental Study identifies conceptual locations for stormwater management facilities. The conceptual locations are indicated on Schedule 'A6d'. Opportunities to consolidate or reduce the number of facilities should be facilitated through the *development* application review process without the need to amend this Block Plan. The locations, sizes, and design of stormwater management facilities shall be determined at the detailed design stage, to the satisfaction of the City of Waterloo and the Grand River Conservation Authority.
- (78) Stormwater management facilities shall be designed as follows:
- (a) Stormwater management facilities shall meet the requirements outlined in the 2018 Environmental Study, unless otherwise determined by the City of Waterloo.
  - (b) Where feasible, stormwater management facilities shall be designed to facilitate trail connections, and provide passive recreation opportunities.
  - (c) *Low impact development* measures are encouraged in the proposed *developments* in accordance with City of Waterloo standards and practices.
  - (d) Thermal impacts on Laurel Creek and Wideman Tributary shall be avoided or mitigated to the extent possible, through infiltration, stormwater management facility configuration, and planting strategies in accordance with the 2018 Environmental Study.
  - (e) An enhanced level of water quality control for flows across the Block Plan Area shall be implemented in accordance with the 2018 Environmental Study.
  - (f) Grading and servicing design shall not have adverse impacts on groundwater and adjacent *natural features* and systems.
- (79) A servicing strategy / functional servicing report shall be prepared in support of *development* applications, and shall demonstrate that a pumping station is not required to service the lands. *Development* applications should consider the Beaver Creek Road and Conservation Drive Upgrades and Extension of Municipal Services

Class Environmental Assessment Study (completed by Stantec, dated December 14, 2015) and the Implementation Plan for Consolidating Pressure Zones in North-Central Waterloo (completed by Stantec, dated October 4, 2016), to the satisfaction of the City of Waterloo and the Region of Waterloo.

- (80) Where a new cul-de-sac or dead-end street is proposed, dead-end watermains are to be avoided. When a dead-end watermain is necessary as determined by the Director of Engineering Services, it must comply with Section B.2.5.8 of the Region of Waterloo and Area Municipalities Design Guidelines and Supplemental Specifications for Municipal Services.

### **Cultural Heritage**

- (81) A Heritage Impact Assessment will be required, in accordance with the Official Plan, for:
- (a) *Development* applications involving properties that are listed as non-designated properties of cultural heritage value or interest on the Municipal Heritage Register;
  - (b) *Development* applications involving properties that are designated under the *Ontario Heritage Act*, and,
  - (c) *Development* applications involving multiple lots and public works within an approved *Cultural Heritage Landscape* boundary.
- (82) Street tree canopy in both the private and public realm will be conserved and enhanced by:
- (a) Locating infrastructure and designing streets, boulevards and building setbacks to accommodate the soil volumes required for mature tree growth;
  - (b) Identifying opportunities to retain existing mature, healthy trees;
  - (c) Replacing trees that are removed as a result of poor health, redevelopment or construction;
  - (d) Designing and preparing *development* sites to support the growth of mature, large canopy trees, including providing an appropriate soil volume, depth, and quality; and,
  - (e) Planting native trees to achieve a continuous canopy cover in accordance with preferred species and spacing identified in the City's Urban Design Manual.
- (83) New *development* will integrate existing *natural features* and topography where possible.
- (84) The Municipal Heritage Committee shall be consulted as part of the *development* application review process on heritage resources and *development* within an approved *Cultural Heritage Landscape*.

## Implementation

- (85) This Block Plan guides future *development* applications in the Erbsville South Block Plan Area, to ensure that *development* meets the vision and principles of this Block Plan. *Development* shall conform to the policies and objectives of this Block Plan.
- (86) Future development proposals shall be subject to pre-application consultation requirements in accordance with section 12.2.14 of the Official Plan.
- (87) Future *development* applications shall be accompanied by a detailed planning report and urban design brief that demonstrates compliance with this Block Plan and City-wide urban design standards as well as any other studies applicable to the Block Plan Area and the City of Waterloo Official Plan.
- (88) Future *development* applications shall be accompanied by an Environmental Noise Feasibility Study to determine setbacks required to mitigate noise levels to applicable standards, to avoid the use of noise attenuation walls, and to ensure that the proposed land use will not be adversely impacted.
- (89) *Development* proceeding in the Erbsville South Block Plan Area is contingent upon the provision of municipal services (including capacity) and infrastructure to the Erbsville South Block Plan Area.
- (90) The environmental monitoring recommendations contained in the 2018 Erbsville South Environmental Study shall be implemented through Planning Act applications, and/or through City initiatives or coordination with other public agencies, as appropriate.
- (91) Future *development* in Erbsville South shall be in conformity with the City and Regional Official Plans, Provincial requirements and policies, regulations and policies of the GRCA and other relevant agencies.