



CITY FORM



CHAPTER 3 CITY FORM

The City of Waterloo will be planned to accommodate a population of 138,000 (excluding post-secondary students who reside temporarily in the Region) and employment of 88,000 jobs by the year 2029. Some of this growth will occur outside of the existing Built-Up Area in *Designated Greenfield Areas*. However, because Waterloo's supply of *Designated Greenfield Areas* is limited, they are expected to be fully utilized over the life of this Plan. In keeping with the intent of both Provincial and Regional policy, newly developing areas will be planned to accommodate greater densities than previous suburban Waterloo development, with a view of making them more *pedestrian* and transit friendly, supportive of healthy lifestyles and efficient with regard to use of *infrastructure*. As urban development reaches the Urban Area Boundary as shown on **Schedule 'A' – Land Use Plan**, growth will be increasingly accommodated through intensification within the existing Built-Up Area in key *reurbanization* areas including: the Uptown Waterloo Urban Growth Centre, other designated Nodes and Corridors and *Major Transit Station Areas*. To support this direction, the policies of this Plan: (i) Incorporate density targets that will regulate densities to be achieved in the Uptown Waterloo Urban Growth Centre and *Designated Greenfield Areas*; and, (ii) Define a minimum amount of residential *intensification* that will be directed to the existing Built-Up Area.

Deferral
No. 2

The City will be planned to provide access to a broad range of opportunities for residents to live, work, learn, shop and play in close proximity, thereby contributing to a *complete community*. Planning policy at the overall community level focuses on providing for a full range of housing choices, as well as commercial, employment, recreational, cultural, and educational opportunities, which all serve to meet residents' needs throughout their lifetime. Planning policies at the Planning District level address people's day to day needs, recognizing that there will be distinctions in the planned uses, depending on the whether the primary function of the District is employment or residential. Some Districts have been planned to include a greater mix of uses than others, depending on their proximity to designated Nodes and Corridors, and thus are already able to support people's needs for daily living. This Plan provides opportunities for the suburban Planning Districts to evolve into more *complete communities* over time, through context-sensitive *intensification*, where appropriate. Policies of this Plan envision that access to transit and comprehensive *active transportation* networks at the Planning District and neighbourhood level will be crucial in terms of providing access to some land uses (e.g. employment) that contribute to a *complete community* at the City level.

Waterloo is transforming from a low-rise suburban community to a more compact urban form, particularly within the Uptown Waterloo Urban Growth Centre, other designated Nodes and Corridors and *Major Transit Station Areas*.

To support this *intensification*, the objectives and policies of this chapter place emphasis on achieving a high standard of urban design for public and private development throughout the City by using a range of implementation tools, including urban design guidelines. It is anticipated that the interpretation and implementation of the policies within this chapter will lead to a series of well- designed, vibrant, accessible and well-connected neighbourhoods that contribute to Waterloo as a *complete community*.

3.1 OBJECTIVES

It is the Objective of the City to:

- (1) Plan for growth that:
 - (a) Accommodates future growth within the existing Urban Area Boundary through *intensification* primarily within designated Nodes and Corridors, Uptown Waterloo Urban Growth Centre, *Major Transit Station Areas* and through the development of appropriate vacant lands, including *Designated Greenfield Areas*;
 - (b) Is environmentally responsible;
 - (c) Supports the *complete community* concept at the City level and provides for the day to day needs of residents and employees at the Planning District level; and,
 - (d) Is appropriately funded.

- (2) Develop an urban form that:
 - (a) Provides for an appropriate mix of land uses in close proximity to one another, increasing the opportunity for people to walk, bike or take public transit to where they work, shop, learn and play;
 - (b) Provides for compact urban growth to facilitate reduced reliance on the automobile while supporting transit and promoting walking and cycling as active forms of movement;
 - (c) Accommodates all people at all stages of life;
 - (d) Promotes high quality architecture and landscape;
 - (e) Provides for a community of unique neighbourhoods that offer a range of safe, comfortable, lively and accessible spaces for people to interact;
 - (f) Supports efforts to manage the impact of our community on the natural environment;

- (g) Retains significant elements of the City's natural, built and cultural heritage;
 - (h) Respects historical patterns, precedents, and boundaries;
 - (i) Provides for a high level of connectivity, facilitating the safe and efficient movement of people and goods between destinations within and around the community, particularly by sustainable transportation modes;
 - (j) Fosters a sense of community and belonging; and,
 - (k) Reflects that accessibility considerations are part of all City decisions respecting planning, growth, development and operations.
- (3) Plan for neighbourhoods that:
- (a) Provide a safe and healthy environment that promotes healthy lifestyles;
 - (b) Have a range and mix of housing types, sizes, costs and tenure;
 - (c) Facilitate interaction and social connections between residents and foster a sense of community and belonging;
 - (d) Facilitate movement within and between neighbourhoods that is safe, convenient and accessible to all by walking, biking, public transit and other motorized vehicles;
 - (e) Are planned and designed to provide for direct and convenient access to transit and to residential, commercial, institutional, recreational, cultural and employment uses;
 - (f) Are planned and managed to place a priority on safe and convenient and relatively direct *pedestrian* movement and other alternatives to automobile dependency;
 - (g) Accommodate residents at various stages of life;
 - (h) Are planned to promote energy efficiency; and
 - (i) Are planned and designed to complement the existing or planned neighbourhood character.
- (4) The City's urban design objectives are:
- (a) To promote a high standard of urban design that results in an attractive, human-scale city.
 - (b) To respect site context and enhance *sense of place* that results in compatible development and fosters a sense of identity.
 - (c) To promote connectivity and interaction that provides universal access for all citizens and emphasizes pedestrian accessibility, safety and comfort across the city.
 - (d) To promote creativity and innovation that results in interesting streetscapes, building design and architecture, amenity spaces and landmarks in the city.



- (e) To promote *sustainable design* that results in more efficient use of resources and energy, reduces heat island effects and reduce the reliance on the automobile.
- (5) Plan for a vibrant Uptown Waterloo Urban Growth Centre by:
 - (a) Confirming the Uptown Waterloo Urban Growth Centre as a major focus of economic, social, cultural, residential and administrative activities.
 - (b) Confirming Uptown as a community destination as well as a great place to live, work, learn, shop, and play through the development of a broad range of land uses.
 - (c) Planning for residential uses with a range of types, densities and costs within and in close proximity to Uptown.
 - (d) Achieving built form and spaces that foster interaction and human scale of development.
 - (e) Protecting, preserving and reusing existing built heritage and building upon the architectural integrity of buildings within the Uptown Area.
 - (f) Planning for transit supportive land uses while maintaining pedestrian-friendly scale in built form.
 - (g) Ensuring that movement within, to, and around Uptown accommodates all forms of movement and users of varying degrees of mobility.
 - (h) Planning for appropriate, well-designed parking opportunities for both motorized vehicles and bicycles, promoting convenient travel by all modes and reduced reliance on the automobile.
- (6) Ensure that environmental considerations are part of all City decisions respecting planning, growth, development and operations.

3.2 POPULATION AND EMPLOYMENT GROWTH

Part of managing growth involves planning to accommodate forecasted population and employment growth. The population and employment forecasts outlined in this Plan have been determined for the City of Waterloo by the Region of Waterloo. The forecasts are intended to guide planning for the provision of housing and employment opportunities as well as the *infrastructure*, services, facilities and amenities needed to support Waterloo as a *complete community*.

Appeal
No. 1
See
explanatory
note

Appeal
No. 2
See
explanatory
note



- (1) The City of Waterloo shall plan to accommodate a population of 137,000 people (excluding post-secondary students who reside temporarily in the Region) and employment of 88,000 jobs by the year 2029, as outlined in the Regional Official Plan. The City will continue to cooperate with the Region to generate population and employment estimates in the future based on changing trends and the City's unique growth characteristics
- (2) It is anticipated that university and college students who reside temporarily in the Region will be in addition to the population forecast noted by in Table 1 of the Regional Official Plan. The estimated number of off-campus students will continue to be monitored and evaluated to ensure that this population is accounted for in planning processes.
- (3) The population and employment growth of the City will be monitored on a yearly basis. The City will plan for and approve appropriate levels of population and employment growth that is in keeping with the City's financial and physical ability to provide all necessary *infrastructure*, facilities, services and amenities, and is consistent with the methodology associated with the population forecast outlined in policy 3.2 (1).
- (4) Longer term forecasts beyond the 2031 planning horizon may be used for *infrastructure* planning studies undertaken by or for the City, provided they are consistent with the methodology associated with the population forecast outlined in policy 3.2 (1).
- (5) Where the Urban Area Boundary coincides with the Protected Countryside as shown on **Schedule 'B' - City Structure**, the Urban Area Boundary will be considered a permanent boundary.

Deferral
No. 3

Deferral
No. 4

3.3 RESIDENTIAL INTENSIFICATION

As Waterloo's supply of land within *Designated Greenfield Areas* diminishes, it is anticipated that a greater proportion of overall growth will be accommodated through *intensification*. *Intensification* will be concentrated within the Built-up Area, which, as

illustrated on **Schedule ‘B3’ – Designated Greenfield Areas**, includes all lands within the *built boundary* of the City of Waterloo as of June 16, 2006.

Within the Built-up Area, *intensification* will occur, for the most part, in a series of designated Nodes and Corridors described further in policy 3.6 of this chapter and referred to throughout this Plan.

Consistent with Regional Official Plan policy 2.C.2, the City will plan for, beginning in 2015, a minimum of 45 percent of residential development to occur within the City’s Built-up Area. This target will be measured every five years by the City. To achieve the intended level of residential *intensification*, the City will:

Deferral
No. 5

- (1) Provide for residential *intensification* opportunities within the Uptown Waterloo Urban Growth Centre, other designated Nodes and Corridors and *Major Transit Station Areas*. *Intensification* opportunities will be planned for within these locations as set out in policies 3.6, 3.7 and 3.8 of this chapter. Minimum and maximum residential densities will be applied as set out in Section 3.4 of this Plan;
- (2) Recognize the strong interdependence between transportation and land use, plan for a transportation system that complements the planned land use patterns;
- (3) Place a high priority on encouraging *active transportation* and, over the long-term, strengthening the *active transportation* network, as set out in Section 6.5.1 of this Plan;
- (4) Plan for a transportation network and land use pattern that supports the Region of Waterloo in the provision of an efficient and effective public transit system, as set out in Section 6.5.2 of this Plan;
- (5) Providing a diverse and compatible mix of land uses, including land use designations that contemplate residential *intensification*, as set out in Chapter 10 of this Plan; and,
- (6) Monitor growth within the Built-up Area and *Designated Greenfield Areas* and, if necessary, stage the development of *Designated Greenfield Areas* to ensure that growth within the Built-up Area appropriately supports the achievement of the *intensification* target of this Plan.

3.4 PERMITTED HEIGHT & DENSITY

Schedule B1 – Height and Density outlines the maximum permitted heights and densities in order to guide built form within Waterloo’s varied neighbourhoods. The intent of the height categories is to standardize permitted heights throughout the City in order to provide predictability for all stakeholders on the heights that can be anticipated.

- (1) The categories of maximum permitted heights are:
 - (a) Main Street, minimum 6 metres, being 2 full storeys, and a maximum height of 16 metres, subject to policy 3.7.2 (4);
 - (b) Low Density, with a maximum height of 10 metres;
 - (c) Medium Density, with a maximum height of 20 metres;
 - (d) Medium Density Employment, with a maximum height of 27 metres;
 - (e) Medium High Density, with a maximum height of 40 metres;
 - (f) Medium High Density Employment, with a maximum height of 40 metres;
 - (g) High Density, with a maximum height of 81 metres; and
 - (h) High Density Employment, with a maximum height of 81 metres.

- (2) Where the Official Plan permits residential uses within a land use designation, the applicable height and density category on **Schedule ‘B1’– Height and Density** shall dictate the minimum and maximum density permissions as follows, subject to provisions as may be set out in individual land use designations:
 - (a) Main Street, maximum 750 *bedrooms* per hectare;
 - (b) Low Density, maximum 150 *bedrooms* per hectare;
 - (c) Medium Density, maximum 450 *bedrooms* per hectare;
 - (d) Medium High Density, minimum 150 *bedrooms* per hectare and maximum 600 *bedrooms* per hectare; and,
 - (e) High Density, minimum 150 *bedrooms* per hectare and maximum 750 *bedrooms* per hectare.

- (3) The Zoning By-Law may further define or restrict the minimum or maximum height or density for any property based on considerations that are unique to individual sites or areas.

3.5 DESIGNATED GREENFIELD AREAS

Designated Greenfield Areas are those areas within the City that are located outside of the *built boundary* and within the Urban Area Boundary. *Designated Greenfield Areas* will accommodate a significant portion of growth within Waterloo, although it is anticipated that the supply of land within *Designated Greenfield Areas* will be depleted over the life of

this Plan. *Designated Greenfield Areas* are shown on **Schedule ‘B3’ – Designated Greenfield Areas**.

- (1) *Designated Greenfield Areas* will be planned in a manner that integrates with existing communities and supports the City as a *complete community*. Development within the *Designated Greenfield Areas* will be guided by the policies of this Plan to support an urban form that is consistent with the objectives set out in this chapter.

(2) The City of Waterloo will plan for development within its *Designated Greenfield Areas* that contributes toward the achievement of a Region- wide density target of not less than 55 persons and jobs combined per hectare. In accordance with the Regional Official Plan, this density will be measured over the entire *Designated Greenfield Area* of the Region and shall include both employment-serving and residential-serving areas. To contribute to the achievement of the Region-wide density targets set out in 2.D.17 of the Regional Official Plan, the following policies shall apply:

Deferral
No. 6

- (a) The City will require Plans of Subdivision for residential lands submitted after January 1, 2011 for Designated Greenfield Areas to cumulatively achieve a density target of 55 persons and jobs per hectare
- (b) The City will contribute to achieving a Region-wide employment *Designated Greenfield Area* density target of 40 residents and jobs combined per hectare.

- (3) The City of Waterloo will ensure the orderly development of *Designated Greenfield Areas* through conditions and agreements applied or obtained through the development review process and through any Staging of Development reports and Capital Budgets.

3.6 DESIGNATED NODES AND CORRIDORS

This Plan identifies a hierarchy of designated Nodes and Corridors that are anticipated to accommodate a significant proportion of the City’s population and employment growth over the life of this Plan. Designated Nodes and Corridors are shown on **Schedule ‘B’ – City Structure**. Planned heights and densities of designated Nodes and Corridors are shown on **Schedule ‘B1’ – Height and Density**. The designated Nodes and Corridors hierarchy is outlined below, and explained further in subsequent policies:

- (a) Primary Node, being the Uptown Waterloo Urban Growth Centre;
- (b) Major Nodes;
- (c) Major Corridors;
- (d) Minor Nodes; and,
- (e) Minor Corridors.

3.6.1 Hierarchy of Designated Nodes

Nodes are places where employment, housing, commercial land uses and services and other amenities are concentrated with different levels of activity and intensity. Nodes provide opportunities for residents to live close to employment, shopping and other services and are focal points for *pedestrian*, bicycle and transit routes. Each Node may be different in terms of character, potential to grow, and scale.

While lands within Nodes will generally be planned as *mixed-use* areas, it is not the intent of this Plan to permit a full range of uses on all lands within Nodes. Permitted uses will be defined as set out in the land use policies of this Plan and this Plan includes limitations on the nature and scale of *ancillary* or complementary uses permitted in order to maintain the intended planned function of lands within the Nodes. With particular regard to *employment areas* located within a designated Node, this Plan does not contemplate that a full range of uses will be permitted on such lands. Rather, permitted uses will be limited to a range of defined employment uses and in some cases, uses that are *ancillary* to the primary employment uses, as defined by the policies of this Plan.

- (1) The Uptown Waterloo Urban Growth Centre is the Primary Node within the City and will be planned to accommodate a wide range of commercial, employment, social, cultural, entertainment, accommodation, open space, recreational, institutional, as well as residential uses, facilities and spaces. The Uptown Waterloo Urban Growth Centre is intended to serve as a destination within the community as well as fulfilling a local service and administrative function for surrounding neighbourhoods. Section 3.7 of this chapter further defines policies related to the Uptown Waterloo Urban Growth Centre.
- (2) Major Nodes are planned as medium high to high density *mixed-use* areas that accommodate a range of uses, which may include residential, commercial, employment, social, cultural, recreational and institutional uses. Commercial uses that provide for the day- to-day and weekly shopping needs of several surrounding neighbourhoods will be encouraged and, where appropriate, Major Nodes shall be planned to accommodate small to medium-sized *food stores*, with the objective that all residents will have access to a *food store* within two kilometres of their

residence. *Employment areas* that are located within Major Nodes will be planned to support Major Nodes as a destination, and in order to provide such support, are not contemplated to be converted to non-employment uses.

- (3) Minor Nodes are planned as medium to medium-high density *mixed-use* areas that accommodate a range of uses, which may include residential, commercial, employment, social, cultural, recreational and institutional uses. Minor Nodes generally include neighbourhood-serving commercial centres that provide for the day to day and weekly shopping needs of the surrounding neighbourhood and, where appropriate, shall be planned to accommodate small to medium-sized *food stores*, with the objective that all residents will have access to a *food store* within two kilometers of their residence. Where lands within a Minor Node are adjacent to Low Density Residential areas, height and/or density will be limited as defined by this Plan and the Zoning By-Law.

3.6.2 Hierarchy of Designated Corridors

Corridors are major streets or transit routes that link Nodes and provide opportunities for *intensification* through the application of high, medium high and medium density land use designations. Corridors are generally located on planned or existing higher frequency transit routes, and therefore are designed to support various modes of transportation by having significant population and employment densities. Corridors are also anticipated to act as key *active transportation* linkages between destinations. Land uses within Corridors are primarily residential and employment, though some Corridors may be designated for Corridor Commercial uses as defined by the land use policies of this Plan. Lands within Corridors designated for residential or employment uses may include a limited amount of commercial uses, as described in appropriate land use designations, provided such uses do not conflict or interfere with the satisfactory operation and development of lands for their intended planned function.

- (1) Major Corridors generally connect a series of Major Nodes and/or the Primary Node and have the greatest capacity and potential to support higher frequency transit. As such, they will be planned to accommodate medium-high to high-density uses to provide for sufficient future population and employment growth to support planned transit service levels.
- (2) Minor Corridors connect a series of Major Nodes, Minor Nodes and/or the Primary Node. Planned land uses within Minor Corridors will be predominantly medium to medium high density residential with some limited areas having a planned function other than residential. A limited amount of commercial uses are permitted as set

out in the applicable land use designations. Where lands within a Minor Corridor are adjacent to lands designated as Low Density Residential, height and/or density will be limited as defined by this Plan and the Zoning By-Law.

3.6.3 Expanding Designated Nodes

Expansions to existing designated Nodes or the designation of new Nodes will be considered by Amendment to this Plan where the City is satisfied that there is a demonstrated community benefit associated with additional medium, medium- high or high density uses, and subject to consideration of the following criteria:

- (1) Whether the area is a destination point, or is planned to be a destination point, with a concentration of employment and commercial uses;
- (2) There is potential for *intensification* due to the location, size, and configuration of the properties;
- (3) The scale of the present use would allow for greater density;
- (4) The area serves, or is planned to serve, as a service centre for the day to day needs of people living or working in nearby residential or *employment areas*;
- (5) The area is, or is planned to be:
 - (a) In the case of Minor Nodes, an intersection of multiple transit routes.
 - (b) In the case of Major Nodes, an intersection of higher frequency transit routes; and,
- (6) The expansion to an existing designated Node or designation of a new Node is compatible with the surrounding neighbourhood.

3.6.4 Expanding Designated Corridors

Expansions to existing designated Corridors, or the designation of new Corridors will be considered by amendment to this Plan where the City is satisfied that there is a demonstrated community benefit associated with additional medium, medium-high or high density uses, and subject to consideration of the following criteria:

- (1) The corridor is an existing or planned to be a major traffic and higher frequency transit route;
- (2) The corridor directly links Nodes or other major origin and destination points;

- (3) There is potential for *intensification* due to the ability for lot consolidation, properties front onto the corridor rather than back onto the corridor, and/or lots are deep enough to permit greater density;
- (4) The lands are designated primarily for medium to high density development; and,
- (5) The proposed amendment demonstrates that the expansion to an existing designated Corridor or designation of a new Corridor is compatible with the surrounding neighbourhood.

3.6.5 Intensification within Nodes and Corridors

Intensification will be encouraged within Nodes and Corridors through the application of land use designations that permit medium to high density uses. The maximum permitted heights on properties within Nodes and Corridors range from 20 metres to 81 metres (6 stories to 25 stories), as shown on **Schedule ‘B1’ – Height and Density**. Development within designated Nodes and Corridors shall demonstrate compatibility and integration with surrounding land uses and contribute to an animated streetscape through the utilization of appropriate height, mixing of uses, massing, architectural design, character, setbacks, siting and landscaping, parking, public spaces and *conservation of cultural heritage resources* through the application of the following policies:

- (1) *Mixed-use* development will be encouraged within the designated Nodes and Corridors, where appropriate, provided the land use designation and zoning support such *mixed-use* development. It is not the intent of this Plan that all lands within Nodes and Corridors will accommodate a full mix of uses and direction will be provided in this regard through the land use designations applied to the lands.
- (2) High Density, Medium-High Density and Medium Density land uses will be encouraged to locate in designated Nodes and Corridors and therefore in proximity to major *roads*, major *community infrastructure*, public transit routes, and other supporting land uses.
- (3) Construction of new low density uses will be discouraged within designated Nodes and Corridors. *Development* applications, excluding applications for *site plan* approval, proposing such uses will be reviewed in the context of the policies in this chapter, with particular emphasis on section 3.8 for any *development* application, excluding applications for *site plan* approval, within *Major Transit Station Areas*.

- (4) *Intensification* of existing low density housing to higher density multiple residential buildings will be encouraged in designated Nodes and Corridors by the application of minimum densities on residential lands.
- (5) Lot consolidation shall be encouraged to provide properties of sufficient size that enable medium, medium-high and high density development. The Zoning By-Law may identify minimum lot sizes in designated Nodes and Corridors to ensure that an appropriate scale of development is achieved.
- (6) In addition to general urban design policies that apply city-wide, area- specific urban design policies for designated Nodes and Corridors shall also apply, as found in policy 3.11.2 of this chapter.
- (7) The City, in consultation with the Municipal Heritage Committee, encourages adaptive reuse of historically significant built resources, and requires the conservation of *cultural heritage resources* in all areas of the City, including designated Nodes and Corridors.

3.6.6 Parking within Designated Nodes and Corridors

The City will plan for appropriate, well designed public parking opportunities in designated Nodes and Corridors, and will plan for reduced reliance on the automobile by implementing *transportation demand management* and supporting transit and *active transportation*. In planning for the appropriate type and amount of parking in Nodes and Corridors, the policies included in the Transportation Chapter of this Plan, specifically section 6.6 shall be considered in addition to the following:

- (1) Surface parking shall be minimized in favour of more intensive forms of parking. In conjunction with development, some surface parking is anticipated and shall be provided for visitor and drop-off uses. Street screening and screening from adjacent lands shall be undertaken for newly created surface parking.
- (2) Underground and structured parking is encouraged within Designated Nodes and Corridors.
- (3) Parking requirements will be defined in the Zoning By-Law and may include provisions for:
 - (a) Minimum and maximum amount of parking to be provided, including maximum limits on surface parking.

- (b) Reduced parking standards that may be permitted where sharing of parking facilities or areas is feasible, transit service is readily available and/or there is a demonstrated community benefit that supports a parking reduction.
- (c) Requirements for long-term and short-term bicycle parking.

3.7 UPTOWN WATERLOO URBAN GROWTH CENTRE

The Uptown Waterloo Urban Growth Centre, also the City’s Primary Node, is identified conceptually in the Provincial Growth Plan, the Regional Official Plan, and further delineated as shown on **Schedule ‘A’ – Land Use Plan, Schedule ‘A1’ – Commercial Land Uses, Schedule ‘A2’ – Employment Areas, Schedule ‘B’ – City Structure, Schedule ‘B1’ – Height and Density, and Schedule ‘B2’ – Uptown Waterloo Urban Growth Centre**. As an Urban Growth Centre and Primary Node, the Uptown Waterloo Urban Growth Centre will be planned to:

- (1) Serve as a major focal point and destination for investment in institutional and Region-wide public services, as well as residential, commercial, employment, social, cultural, entertainment, recreational, accommodation and public open space uses;
- (2) Accommodate and support major transit, *pedestrian* and *cyclist infrastructure*;
 - (a) Any portions of *Major Transit Station Areas* located within the boundaries of the Uptown Waterloo Urban Growth Centre will be planned as part of the Urban Growth Centre. Policies in Section 3.8 of this Plan shall apply to any *Major Transit Station Areas* located within the Uptown Waterloo Urban Growth Centre.
- (3) Serve as a higher density major employment centre that will attract significant employment uses, with a particular focus on office employment;
- (4) Accommodate a significant share of the City’s future population and employment growth in a compact urban form that features high-quality design, supports a balanced transportation mode share and is designed to increase the number of *pedestrians* and *cyclists*;
- (5) Achieve a minimum gross density target of 200 persons and jobs combined per hectare by 2031 or earlier. To achieve this target, intensification of properties will occur over time in a manner that is compatible with, and appropriate within, the context of the surrounding neighbourhood. To support achievement of this target:

- (a) A range of development heights and densities are planned for within the Uptown Waterloo Urban Growth Centre, as shown on **Schedule ‘B1’ – Height and Density** of this Plan; and,
- (b) A *development* application, excluding applications for site plan approval, for lands located within the Uptown Waterloo Urban Growth Centre, which proposes densities lower than 200 persons and jobs per hectare must provide an appropriate and accepted rationale through a Planning Justification Report.
 - (i) Policy 3.7 (5)(b) shall not apply to any property located within the MacGregor/Albert Heritage Conservation District.

(6) Accommodate development that *conserves cultural heritage resources*.

3.7.1 Components of the Uptown Waterloo Urban Growth Centre

The Uptown Waterloo Urban Growth Centre, shown on **Schedule ‘B2’ – Uptown Waterloo Urban Growth Centre**, is divided geographically into: (i) The Uptown Commercial Core; and, (ii) The Uptown Complementary Transition Area.

Uptown Commercial Core

- (1) The Uptown Commercial Core is the key commercial component within the Uptown Waterloo Urban Growth Centre and is intended to serve as a City-wide focal point and destination as well as serving a local service and administrative function for the surrounding neighbourhoods. The Uptown Commercial Core is a designation within the City’s commercial land use structure and land use policies for the Uptown Commercial Core are included in Section 10.2.2.1 of the Commercial Land Use policies.

Uptown Complementary Transition Area

- (2) The Uptown Complementary Transition Area includes the lands within the Uptown Waterloo Urban Growth Centre outside of the Uptown Commercial Core. The Uptown Complementary Transition Area is not a designation in itself, but is a defined geographic area that will be planned to include a range of designations that support the Uptown Commercial Core and the remainder of the City. Specifically, this area will be planned to accommodate medium to high density *mixed-use* areas that include predominantly residential and office uses. This area will be distinct from the Uptown Commercial Core in that retail uses will be limited and permitted only in *mixed-use* buildings in conjunction with office or residential

uses. The area will be well-connected to and complement the planned function of the Uptown Commercial Core and will serve a range of functions, including;

- (a) Serve as transitional area between the more intensive urban uses of the Uptown Commercial Core and the established lower density residential neighbourhoods;
- (b) Provide opportunities for residential and office uses in *mixed-use* developments in close proximity to the Uptown Commercial Core, thereby providing support for continued development of a vibrant and active Uptown Waterloo Urban Growth Centre;
- (c) Provide for *pedestrian-oriented mixed-use* areas adjacent to Park Street and King Street to provide a strong connection between the Uptown Commercial Core and Clarica/Sunlife; and,
- (d) Accommodate the continued *conservation* of the MacGregor/Albert Heritage Conservation District.

3.7.2 Retaining Uptown’s Sense of Community, Identity and Commercial Vitality

The Uptown Waterloo Urban Growth Centre will be planned to achieve balance between meeting density targets through *intensification* and the need to retain Uptown’s sense of community and identity. The City will use appropriate implementation tools, including land use designations, the Zoning By-Law, the capital budget, *site plan* control and urban design guidelines, *Heritage Register*, Heritage Permits and *Heritage Impact Assessments* to encourage and facilitate a land use pattern that supports Uptown’s intended form and function and to support the following policies:

Pedestrian-Oriented Environment and Public Realm

- (1) Consistent with the Urban Design policies of this Plan, site and building design as well as improvements within the public realm (*roads*, parks and sidewalks) will support safe and convenient *pedestrian* movement.
- (2) The City will plan for land uses that support a pedestrian-oriented environment within the Uptown Urban Growth Centre. In order to protect and enhance the *pedestrian* environment within the Uptown Waterloo Urban Growth Centre, drive-through facilities shall only be contemplated by this Official Plan within the Uptown Waterloo Urban Growth Centre where it can be demonstrated that they will not interfere with the intended form and function of the Uptown Waterloo Urban Growth Centre as described in the policies of Section 3.7 and the urban design policies of this Plan. Proposals for new drive-through facilities within the Uptown Waterloo Urban Growth Centre will be considered by way of an Amendment to the Zoning

By-law and/or *Site Plan* approval, as defined by the policies of this Plan and/or the provisions of the Zoning By-law. Such applications will only be considered for approval in circumstances where the location, design and function of the drive-through facility maintains the intent of the Official Plan as it relates to the form and function of the Uptown Waterloo Urban Growth Centre, does not interfere with the continuity and character of the existing or planned streetscape, does not have a negative impact on the *pedestrian* orientation of the land use designation, and where safe and convenient *pedestrian* movement into, through and adjacent to the site can be maintained as a priority. Additional matters to be addressed may include the nature of surrounding uses, the location of the site within the Uptown Waterloo Urban Growth Centre, proximity to *cultural heritage resources*, and opportunities for the integration of the drive-through facility with other uses on the subject property.

- (3) It is a policy of this Plan that development will support a high quality, safe and attractive public realm and streetscape in the Uptown.
 - (a) Uptown's high quality public realm will include a public square, public art, parks, greenspaces, and a *pedestrian* and bicycle-friendly environment to facilitate community connections and interactions through special events, festivals, and everyday activities.
 - (b) The City views the 'greening' of Uptown as a critical component of creating high-quality urban open spaces. The City shall promote horticulture and the integration of open space components into and throughout Uptown. Clear and definite connections shall be emphasized between open spaces as well as between Uptown and Waterloo Park.
 - (c) Development within Uptown Waterloo Urban Growth Centre will feature high quality, safe and attractive amenity space.

Architectural Integrity

- (4) It is a policy of this Plan to encourage, reinforce and improve the architectural integrity of buildings within the Uptown Waterloo Urban Growth Centre, particularly those fronting onto King Street through such means as urban design guidelines and the Zoning By-Law. In order to maintain and enhance the character of King Street as the City's main street, for buildings that immediately abut King Street within the Uptown Urban Growth Centre, the Zoning By-Law will contain provisions that require:
 - (a) a minimum height of 6 metres, being 2 full storeys; and,

- (b) a maximum height of 16 metres for buildings that immediately abut King Street between William Street and Young Street.
- (j) For properties within the Main Street height limit on **Schedule 'B1' – Height and Density**, minor increases in height beyond 16 metres may be considered by way of an Amendment to the Zoning By-Law, subject to the applicant demonstrating to the City's satisfaction that the four storey built form character and massing of the streetscape is maintained through an appropriate upper storey façade setback and other massing and supporting design strategies. Applications for Zoning By-Law Amendments and *Site Plan* approval that seek to exceed 16 metres shall be accompanied by an urban design study, as identified through the pre-consultation meeting process and through the *Site Plan* review and approval process, justifying how the proposed height addresses the City's primary urban design objectives, design guidelines and standards to the satisfaction of the City.

Cultural Heritage Resources

- (5) Development within the Uptown Waterloo Urban Growth Centre will be considered in conjunction with the Heritage policies of this Plan, as found in the Arts, Culture, Heritage, Recreation and Leisure Chapter. In consultation with the Municipal Heritage Committee, the City will identify and/or designate buildings and districts with heritage significance and support owners to restore and maintain *built heritage resources*;
- (6) The City will Plan for and encourage the identification, description and interpretation of *cultural heritage resources* for educational and tourism purposes.
- (7) A portion of the MacGregor/Albert Heritage Conservation District is located within the Uptown Waterloo Urban Growth Centre. It is a policy of this Plan that these lands will be generally planned to permit low density residential land uses that are characteristic of the Heritage Conservation District designated in accordance with policy 4.7.7(1), subject to the Specific Provision Area policies included as part of this Plan.

Community Destination for Major Arts and Cultural Facilities and Events

- (8) The City supports the Uptown Waterloo Urban Growth Centre as a community focal point for arts and culture, including cultural businesses, and will plan for and encourage:

- (a) The concentration of major arts and cultural facilities in the Uptown; and,
- (b) The programming of major festivals and community gathering events in the Uptown.

Collaboration

- (9) It is a policy of this Plan to encourage and co-operate with the private sector in efforts to improve and redevelop the Uptown Waterloo Urban Growth Centre.

Access

- (10) The City will plan for access to and within the Uptown Waterloo Urban Growth Centre by various modes of transportation (public and private) that is safe and convenient.
 - (a) Access to and within the Uptown Waterloo Urban Growth Centre by transit, walking and other active modes of transportation will have priority over private vehicle access.
 - (b) The Uptown Waterloo Urban Growth Centre will be connected with the surrounding City fabric through parks, trails, bikeways, transit routes, sidewalks and *roads*.
 - (c) The City will enhance connections by improving *pedestrian* routes/links and community trails through the Uptown Waterloo Urban Growth Centre and in surrounding neighbourhoods within walkable or bikeable distance, planning for the provision of bicycle parking and maintaining/enhancing greenspaces.
 - (d) The City will plan for *road* improvement projects that incorporate active modes of transportation and provide *pedestrian* and bicycle facilities.
 - (e) The City recognizes the functional importance of goods movement and will plan to accommodate truck access to existing businesses to support the commercial vitality of the Uptown Urban Growth Centre.

Open Space

- (11) It shall be a policy of this Plan to encourage the development of the Laurel Creek open space access system in conjunction with the park and institutional open space corridor formed by Waterloo Park through the University of Waterloo lands and including the Laurel Creek Conservation Area.

Commercial Vitality

- (12) This Plan supports a strengthened commercial centre, with continued market growth in the Uptown Waterloo Urban Growth Centre. The Uptown Waterloo

Urban Growth Centre will continue to expand its commercial vitality and any planning for future commercial space throughout the City must ensure that sufficient market support is available to support this policy. It is anticipated that, throughout the life of this Plan, at least 14,000 square metres of additional retail and service commercial space, excluding office space, will be warranted in Uptown and any Retail Impact Analysis prepared in conjunction with policy 10.2.3(2)(d) of the Land Use Policies Chapter, shall consider this growth target.

Parking

- (13) The City recognizes the need for vehicular and bicycle parking facilities within the Uptown Waterloo Urban Growth Centre and will plan for adequate parking to be provided, balancing the desire to accommodate a range of transportation modes with the desire to implement *transportation demand management*, support transit, and reduce reliance on the automobile. It is the policy of the Plan that the responsibility of providing the necessary parking facilities will be shared by developers users of parking spaces, landowners, tenants and the general taxpayer.
- a) Parking in the Uptown Waterloo Urban Growth Centre shall be strategically located and encouraged to be accommodated underground or through parking structures/decks;
 - b) The City may consider adopting a "Cash-in-lieu of Parking" policy to provide for the exemption or partial exemption of development in the Uptown Waterloo Urban Growth Centre from the parking requirements of the Zoning By-Law in exchange for money. Implementation of any cash-in-lieu of parking provisions will be at the City's discretion and will give consideration to existing or planned facilities within the City's *Municipal Parking System*. Additional policies related to cash-in-lieu of parking are included in policy 6.6.2 of the Transportation Chapter.

3.8 MAJOR TRANSIT STATION AREAS

Major Transit Station Areas are the areas including and around planned *rapid transit* stations within the City of Waterloo. Station Area Plans will further define the limits of each station area and include policies to guide growth and change in association with higher-order transit. *Major Transit Station Areas* are designated on **Schedule 'J' – Major Transit Station Areas** of this Official Plan.

The City will plan for densities in *Major Transit Station Areas* to increase over time, with 160 residents and jobs combined per hectare being the planned density target for 2041. The City will review and increase density targets through future Official Plan Reviews, and future City-initiated Official Plan Amendments.

- (1) *Major Transit Station Areas* will be planned to:
 - (a) Achieve, by 2041 or earlier, a minimum gross density target of 160 residents and jobs combined per hectare, which will be achieved by:
 - (i) Establishing minimum residential and non-residential densities in the Zoning By-law;
 - (ii) Requiring *development* applications, excluding applications for *site plan* approval, for lands located within Area A and Area B on Schedules 'J1' to 'J5' which propose densities lower than the minimum density established in the Zoning By-law to provide an appropriate and accepted rationale through a Planning Justification Report, demonstrating how future phases of development will achieve the minimum density target.
 - (b) Accommodate a mix of transit supportive land uses that create both origins and destinations for transit users.
 - (c) Be focal points for active transportation networks, with connections to other destinations.
 - (d) Support the unique character of each of the station areas and create attractive places for working, learning, living and recreation.
 - (e) Stimulate new investment and promote economic development by encouraging job growth and commercial vitality.
 - (f) Support place-making through public and private realm improvements, public art, new open spaces and enhanced amenity.
 - (g) Support connectivity, integration and transfers between mobility systems.

3.8.1 Land Use Within Major Transit Station Areas

- (1) Planned land uses within *Major Transit Station Areas* are shown on **Schedule 'A' – Land Use Plan**, with additional direction provided through Station Area Plans.
- (2) As a general principle, and subject to the detailed land use policies of this Plan, transit-supportive uses such as medium to high density residential, commercial and/or employment uses shall be encouraged in *Major Transit Station Areas*, as set out in the Station Area plans. Non-transit supportive uses such as lower density office uses or commercial uses oriented to vehicular travel shall be discouraged.

- (3) Station Area Plans provide the framework for land use change in the areas around LRT stops using a proximity-based approach, meaning that a high degree of intensification, activity and connectivity will be planned in activity nodes that are closest to the LRT stops. Within close proximity to an LRT stop, lands will develop according to transit-oriented development principles. As the distance from the LRT stop increases, planned land uses and development standards will generally support less intensive uses, while maintaining connectivity and place-making objectives throughout the station area.
- (4) The geographic boundaries for the proximity-based planning approach within each of the Station Areas are illustrated on Schedules 'J1' through 'J5'. Adding lands to or removing lands from the Major Transit Station Area boundaries shall require an Official Plan Amendment. Minor revisions to the proximity-based planning boundaries identified on Schedules 'J1' through 'J5' as "Area A" and "Area B" shall be permitted without an Amendment to this Plan, but shall require an amendment to the Zoning By-law.

Lands within Proximity to an LRT Stop (Area A)

- (5) Lands in closest proximity to an LRT stop are shown as Area A on Schedules 'J1' through 'J5'. Such areas shall be planned as pedestrian-oriented activity nodes that generally accommodate a high intensity of mixed-use development within a Major Transit Station Area. For lands within Area A, the following provisions shall apply:
 - (a) The Zoning By-law shall not permit the development of new automobile-oriented uses.
 - (b) Properties in key strategic locations relative to the LRT stop shall be zoned in a manner that provides for active ground floor uses to help animate the streetscape or other pedestrian environment. Such uses may be:
 - (i) Required as a component of development within single or mixed-use buildings at the time of development, and such areas shall be identified as active frontages in the Zoning By-law; or,
 - (ii) Encouraged through the development of a built form that would enable the introduction of such uses over time as the community evolves, and such areas shall be identified as convertible frontages in the Zoning By-law.
 - (c) Parking regulations shall address appropriate types and ranges of automobile and bicycle parking to be provided, including both minimum and maximum standards for automobile parking as well as limitations on new surface



parking facilities for automobiles. In all cases, automobile and bicycle parking standards will reflect the desire to reduce reliance on the automobile in favour of transit usage and active forms of transportation.

- (d) The Zoning By-law shall include provisions related to minimum and/or maximum building setbacks, massing and character to ensure a compact built form with a strong relationship to the street or other pedestrian environment.
- (e) The City will plan for a built form that provides for the highest level of pedestrian-oriented activity as a priority over car-oriented activity, and as such, lands within Area A shall not be designated or zoned to permit drive-through facilities.
 - (i) Notwithstanding the above, development proposals to permit drive-through facilities may be considered for lands within Area A. Such proposals will be subject to concurrent applications for Official Plan Amendment, Zoning By-law Amendment and Site Plan Control and will only be considered for approval in circumstances where:
 - the location, design and function of the drive-through facility maintains the intent of the Official Plan as it relates to the form and function of the area as defined by the policies of this section and section 3.11.4 of this Plan;
 - the proposal does not interfere with the continuity and character of the existing or planned streetscape;
 - the proposal does not have a negative impact on the pedestrian orientation of the land use designation;
 - safe and convenient pedestrian movement into, through
 - and adjacent to the site can be maintained as a priority; and,
 - density requirements can be achieved.

Other Proximate Lands (Area B)

- (6) Other lands that are proximate to an LRT stop are shown as Area B on Schedules 'J1' through 'J5'. Such areas shall generally be planned as transit-supportive nodes of lesser intensity than those areas in closer proximity to the LRT stop, while retaining a focus on connectivity and place-making objectives. For lands within Area B, the following provisions shall be included in the Zoning By-law:
 - (a) Parking regulations shall address appropriate types and ranges of automobile and bicycle parking to be provided, including both minimum and maximum standards for automobile parking, as well as limitations on new surface parking facilities for automobiles. In all cases, automobile and bicycle parking



standards will reflect the desire to reduce reliance on the automobile in favour of transit usage and active forms of transportation.

- (b) The Zoning By-law shall include provisions related to building setbacks, massing and character to ensure a compact built form with a strong relationship to the street or other pedestrian environment.
- (c) The City will plan for a built form that provides for a high level of pedestrian-oriented activity as a priority over car-oriented activity, and as such, lands within Area B shall not be designated or zoned to permit drive-through facilities.
 - (i) Notwithstanding the above, development proposals to permit drive-through facilities may be considered for lands within Area B. Such proposals will be subject to concurrent applications for Official Plan Amendment, Zoning By-law Amendment and Site Plan Control and will only be considered for approval in circumstances where:
 - the location, design and function of the drive-through facility maintains the intent of the Official Plan as it relates to the form and function of the area as defined by the policies of this section and section 3.11.4 of this Plan;
 - the proposal does not interfere with the continuity and character of the existing or planned streetscape;
 - the proposal does not have a negative impact on the pedestrian orientation of the land use designation;
 - safe and convenient pedestrian movement into, through and adjacent to the site can be maintained as a priority; and,
 - density requirements can be achieved.

Remaining Lands in Station Areas

- (7) Lands within a Station Area that are furthest from the LRT stop, shall generally be planned as transit-supportive nodes of the least intensity, relative to other lands within the Station Area, while retaining a focus on connectivity to the stop. The following provisions shall be reflected in the Zoning By-law:
 - (a) Parking regulations shall address appropriate types and ranges of automobile and bicycle parking to be provided, and in all cases, automobile and bicycle parking standards will reflect the desire to reduce reliance on the automobile in favour of transit usage and active forms of transportation. In all cases, automobile and bicycle parking standards will reflect the desire to reduce reliance on the automobile in favour of transit usage and active forms of transportation.

3.8.2 Public Realm and Place-Making

- (1) Station Area Plans identify opportunities for new public and privately owned parks, plazas and open spaces to enhance public interaction, green the stations and serve as focal points as areas evolve to accommodate larger numbers of residents and workers.
- (2) Opportunities to create and enhance public spaces, as identified in the Station Area Plans, will be secured through the *development* approvals process.
- (3) The City may identify ‘priority public spaces’ on **Schedule ‘J’ – Major Transit Station Areas** or the associated Sub-Schedules ‘J1’ through ‘J5’, as spaces that are integral to the successful planned function of the Station Area. The location of the public space on the Schedule(s) is deemed to be conceptual in nature and not necessarily associated with a specific location or property, unless identified as such.
- (4) Consistent with section 3.11.5 of this Plan (Urban Design Implementation), the City may require the preparation of detailed master plans and/or design studies in conjunction with development applications, including site plans, to facilitate and ensure appropriate built form, open space, and public and private realm improvements on strategic sites/areas.

3.8.3 Mobility

- (1) Station Area Plan policies include strategies to guide local mobility improvements to, from and within the station areas with key components of the strategies including:
 - (a) Conceptual cross-sections for certain streets to provide guidance on balancing the needs of various mobility types and to inform future detailed design exercises and planning decisions.
 - (b) Opportunities to increase connectivity to and within Major Transit Station Areas on public and private lands, with the objective of creating a smaller street and block network that fosters improved mobility throughout an area and creates additional connection points to properties.
- (2) Improvements to road and pedestrian/cycling connections that enhance connectivity and provide for improved access in keeping with the objectives and

strategies outlined in the Station Area Plans will be identified and secured through the *development* approvals process.

- (3) The City may identify priority connections on Schedule 'J' – Major Transit Station Areas or the associated Sub-Schedules 'J1' through 'J5', as connections that are integral to the successful planned function of the Station Area. Where this occurs, the location of the connection on the Schedule(s) is deemed to be conceptual in nature and not necessarily associated with a specific location or property, unless identified as such.

OPA No. 14, approved January 11, 2018

3.9 WATERLOO AS A COMPLETE COMMUNITY

A *complete community* is one that includes a broad range of housing, a mix of jobs, a broad range of commercial establishments and services, *community infrastructure* including schools, parks and recreation sites, cultural and social facilities/services that are well connected by a system of networks. Planning for a *complete community* can mean different things to different people and can occur at a variety of levels – Regional, City, Planning District and neighbourhood. The City will collaborate with the Region, Area Municipalities other groups on initiatives that support the *complete community* concept at the Regional level and will also plan for the City of Waterloo to be a *complete community* at the City and Planning District level.

3.9.1 Planning Districts

The City of Waterloo, as a *complete community*, is made up of a series of defined Planning Districts, Shown on **Schedule 'C' – District Boundaries**. The City will plan for the provision of a range of appropriate *community infrastructure* within each Planning District with a goal of meeting the day to day needs of residents, employees and/or visitors to Waterloo. Where appropriate, these uses shall be clustered to encourage the development and sharing of complementary facilities and services, and to facilitate *sense of place* and convenience within the Planning District and its neighbourhoods.

- (1) The City shall encourage opportunities to enhance the availability of locally serving retail and service commercial facilities at appropriate locations within residential Planning Districts, thereby reducing travel times for day to day commercial needs. This Plan envisions convenient access to healthy food a key priority and as such, small to mid-size *food stores* that are well distributed throughout the community

are preferred over fewer, large format food stores. To encourage convenient access to *food stores*, the City will:

- (a) Plan for the provision of one small to mid-size *food store* for every 10,000 residents; and,
 - (b) Plan for the distribution of *food stores* uses such that all residents will have access to a *food store* within two kilometers of their residence.
- (2) Development will reinforce neighbourhood focal points, strengthen linkages to existing and future parks, trails and open space, public transportation stops, cycling networks, as well as other *community infrastructure*.
- (3) The City shall encourage appropriate supporting commercial facilities and services to meet the daily needs of employees within Planning Districts that function predominantly as *employment areas*.
- (4) Access to public transit and *active transportation* networks are an important component of a *complete community*. The City supports robust transit and *active transportation* networks that are well connected within and between Planning Districts.

3.9.2 Neighbourhoods

Individual neighbourhoods will contribute to the City of Waterloo as a *complete community* by providing safe and healthy environments that are well connected, facilitate social interaction and foster a sense of community.

- (1) The City shall plan for the movement of users with varying degrees of mobility including pedestrians, cyclists, transit users and motorized vehicles within and between neighbourhoods as further defined by the policies included in the Transportation Chapter of this Official Plan.
- (2) The City will plan for neighbourhoods that provide safe and healthy living environments, and promote healthy lifestyles by:
 - (a) Applying appropriate standards to development to support the safety, health and well-being of residents of all ages;
 - (b) Requiring development to be consistent with crime prevention through environmental design (CPTED) principles;
 - (c) Applying or adhering to appropriate regulations, policies and guidelines to ensure incompatible uses do not locate in or near residential neighbourhoods;

- (d) Supporting *convenience retail* uses within new residential neighbourhoods, thereby reducing travel times for day to day commercial needs;
 - (e) Providing well maintained and safe physical *infrastructure*, including an integrated and comprehensive cycling and *pedestrian* system;
 - (f) Supporting access to locally-grown food by planning for *community gardens*, where appropriate;
 - (g) Providing easily accessible and interconnected parks, trails and public gathering spaces that feature a high standard of design, and provide for four-season accessible recreational opportunities, balanced with conservation of environmental attributes;
 - (h) Planning for development that incorporates energy efficiency into transportation *infrastructure*, neighbourhood and building design. Plans of subdivision, Zoning By-law amendments, and *site plans* will be evaluated on the basis of this and other considerations;
 - (i) Planning for development that discourages the use of noise attenuation walls and berms through the use of *passive noise attenuation measures*;
 - (j) Ensuring that the design of the road network provides for direct and efficient transit routes within and between communities; and
 - (k) Locating land uses such that the distances to a *transit stop* are generally within a 450 metre walking distance.
- (3) The City will plan for the provision of an appropriate range and mix of housing types, sizes, costs and tenure within neighbourhoods by:
- (a) Encouraging intensification and infill within designated Nodes and Corridors, and Major Transit Station Areas;
 - (b) Generally maintaining the land use intensity of existing low density residential neighbourhoods located outside of designated Nodes and Corridors, while permitting context-sensitive *intensification* in low density residential areas where it is appropriate;
 - (c) Supporting the Regional Municipality of Waterloo in Regional Community Action Plan for Housing;
 - (d) Promoting the provision of accessible and affordable housing to be meet the needs of lower income residents; and,
 - (e) Encouraging accessible and *visitable* housing in order to facilitate ease of living and aging in place.
- (4) The City will plan for neighbourhoods that foster a sense of community and identity by:

- (a) Planning for development that is consistent with the urban design policies set out in this chapter, ensuring coordinated development and a high standard of design that enhances neighbourhood identity and improves the *pedestrian* environment. Special attention shall be paid to major intersections and areas adjacent to *community infrastructure*;
- (b) Planning for development that protects natural features and incorporates the conservation of cultural heritage resources as prominent neighbourhood features; and,
- (a) Planning for public gathering places the feature a high standard of design and focus on creating a successful place for people to gather and visit.

- (5) For clarity, policies 3.9.2 (1) – 3.9.2 (4) shall apply to the development of residential *Designated Greenfield Areas* and existing neighbourhoods.

3.10 GROWTH AND ENVIRONMENTAL CONSIDERATIONS

The City shall guide growth in a manner that appropriately considers protection of the natural environment. The policies in this section are intended to complement and be read in conjunction with the policies set out in the Environment and Energy Chapter.

- (1) Appropriate input of environmental considerations into planning, growth and operational decisions is a priority for the City of Waterloo. Such input shall be provided at an early stage of the decision-making processes.
- (2) The City encourages the use of environmentally-friendly building, site and neighbourhood design as a means to mitigate adverse impacts associated with conventional urban development, to enhance the living experience of occupants and nearby residents and to support a competitive economy as well as a complete community.
- (3) The City shall continue to recognize watershed planning as integral to the municipal planning process.
- (4) The City shall demonstrate environmental stewardship by:
 - (a) Ensuring that all new or renovated buildings owned by the City of Waterloo comply with the Green Building Policy;
 - (b) Implementing and periodically updating, as required, the City’s Energy Management Program for City-owned buildings; and,

- (c) Pursuing municipal practices or standards that reduce the impact on the natural environment.

3.11 URBAN DESIGN

Urban design is the design, analysis and process of city building. The City of Waterloo supports and encourages a high standard of urban design for public and private sector projects that contributes toward a memorable, attractive and livable city - a city designed for people with a strong and coherent *sense of place*.

Urban design applies to various scales of the City including the site, the block, the neighbourhood and the City as a whole. It is expected that each scale of development relates to the Urban Design objectives of this Plan and implementing Urban Design policies and strategies.

3.11.1 General Urban Design Policies

The following General Urban Design policies are intended to support the design objectives established in policy 3.1(4) of this chapter and define the primary design elements and expectations that will apply to all development in the City in the public and private realm:

- (1) *Intensification*: In decisions to consider *intensification*, the City of Waterloo shall address the integration, compatibility, built-form (including massing), and relationship of new development to existing buildings and to the surrounding neighbourhood character and context, based on the principles of good urban design practice. Policies outlined in this Section may be further augmented through supplemental design policies and guidelines.
OPA No. 22, approved June 11, 2019
- (2) *Character*: To reinforce and maintain the architectural, visual, and thematic integrity of structures, streetscapes, neighbourhoods and planned development by planning and designing new sites, buildings and additions that create and maintain sensitive designs in terms of the planned physical context into which such development is located and through the coordination of design elements. The physical design of the public and private realm shall be coordinated to fit within the existing character and context.
- (3) *Views and Vistas*: Design that contributes to protects or respects important views and vistas.

- (4) **Streetscapes:** Streetscape design is the combination and coordination of physical elements that give character to the street, which includes the built form, façade treatment, landscaping and street furnishings within the public and private realm. The City shall promote a coordinated approach to streetscape design that results in an attractive and coordinated character with emphasis given to green and *complete streets*, *pedestrian* (and non-vehicular) friendly design, coordinated landscape and building design elements and features that animate the street in the public and private realm. It shall be a general policy of this Plan to discourage blank walls along public streets and to integrate above ground utilities (such as roof top mechanical equipment, hydro transformers and gas meters) away from public view and well screened through the development approvals process.
- (5) **Existing Site Features:** Identify opportunities to retain prominent site features and vegetation through sensitive or innovative design strategies and to protect adjacent site features and vegetation on abutting properties through the development review process including, but not limited to, the location and massing of buildings, site grading, landscape and buffer opportunities, tree protection measures and alternative stormwater management strategies.
- (6) **Heritage:** For building and site design to sympathetically conserve, respect and build upon *cultural heritage resources* of the City as a whole and the Uptown Waterloo Urban Growth Centre in particular. The City shall encourage sensitive designs for new development in close proximity to prominent heritage resources and Heritage Districts.
- (7) **Open Space:** To facilitate the integration of a linear park and/or open space system which may include a community trail system, into subdivision design and *intensification* proposals, and where feasible, into the existing central areas of the City and to promote access to the existing or planned open space system.
- (8) **Gateways:** A gateway is a special location or entry point that establishes a formal entrance from one area to another. Design sites and buildings with coordinated features and elements at designated gateways, which may include major transportation corridors and major street intersections, to establish a *sense of place* or identity. Gateways may also include primary entrances into *intensification* sites and neighbourhoods that contribute towards a distinctive or recognizable character and sense of arrival.

- (9) Landmarks: A landmark is a building, structure or space that results in a distinctive visual orientation. Place special emphasis on architectural innovation, creativity and quality in all development located in the public and private realm.
- (10) Safety and Security: Site and building design that promotes safe, comfortable and accessible environments for all users with emphasis on *pedestrians* and bicyclists through the universal principles of CPTED (Crime Prevention Through Environmental Design). Design amenity and park spaces to achieve natural surveillance.
- (11) Site Circulation: Design sites and buildings based on an efficient, safe and integrated circulation system with priority given to *pedestrian* movements, non-vehicular movements and safe vehicular turning movements. A variety of strategies shall be used to create and define circulation routes and hierarchy. All sites shall provide convenient, direct and safe *pedestrian, barrier-free* access and cyclist access to building entrances, amenity spaces, the public realm and other important destinations.
- (12) *Transit-Oriented Design*: Design sites and buildings located along transit routes, and planned transit station areas, to promote transit use, *pedestrian* and cyclist accessibility, active and interesting streetscapes, human comfort and integrated site amenities.
- (13) *Universal Design*: Promote the adaptation of transportation networks, buildings and lands used by the public to provide *barrier-free* access and principles of *universal design* to all citizens and to encourage the use of the International Symbol of Access. Design sites and buildings to establish a standard way finding system within all lands, buildings, and amenities, which are accessible for persons with disabilities. The primary principles of *universal design* include but are not limited to the following: equitable use; flexibility in use; low physical effort; perceptible information; safety; and, direct and convenient access. A range of design strategies shall be used by the City to achieve universal design objectives such as minimal changes to grade, curb cuts, flush curbing, ramps and contrasting elements. *Barrier-free* access will be encouraged from the public street, along *pedestrian* routes, building entrances and other important destinations. *Barrier-free* access shall be subject to all applicable legislative standards and to local performance standards.

- (14) **Parking:** Reduce the visual impact of parking and urban heat island effect of asphalt through efforts to “green” or soften the urban landscape. A variety of strategies may be required to organize large parking areas into smaller areas. Parking areas shall be designed to provide convenient and direct pedestrian access to major *pedestrian* destinations. A high level of building design and landscaping shall be required for parking garage structures in public view, and when possible, provide underground parking for *intensification* projects, particularly residential or *mixed-use* development.
- (15) **Site Servicing Areas:** Design sites and buildings with convenient and safe truck access and turning movements. Locate or screen loading and storage areas away from public view and incorporate mitigation strategies to minimize impacts to surrounding uses with priority given to residential properties.
- (16) **Outdoor Lighting:** All site lighting, when required, shall be designed to create safe outdoor environments and to minimize glare and impact to night sky, public view and surrounding properties.
- (17) **Signage:** Design all site signage to complement and enhance the building and site design. Building signage shall be in scale with the building design and is not to overpower the building façade or obstruct architectural features. Applicable requirements may be further defined through the Urban Design Manual and City’s Sign By-law.
- (18) **Compatible Development:** Site and building design that complements and enhances the surrounding neighbourhood character and context through a variety of design strategies including building massing, facade design and landscape coordination. The design of sites and buildings shall also minimize adverse impacts to human comfort, and surrounding properties including outdoor lighting, noise, shadowing, wind and snow disposition through a variety of design strategies and performance standards.
- (19) **Human-Scale Development:** Development that reinforces human scale dimensions and proportions through design.
- (20) **Building Design:** Design architecturally well composed buildings that complements and enhances the surrounding neighbourhood character and context. Building design shall also contribute towards an attractive and coordinated streetscape character and towards a *sense of place* with opportunity for architectural innovation

and expression through a variety of design techniques such as architectural features, building materials, colour and other design elements. Buildings shall be designed with prominent building entrances and include strategies to screen roof top equipment from public and residential views. The City will support high quality durable building materials and discourage materials that may fade or deteriorate over time or does not fit within the neighbourhood character or context. The City shall generally discourage flat blank walls and may require specific massing and design strategies that result in a well composed building design, articulated façade design, interesting skyline and compatible development.

- (21) Accessory structures: Architecturally design accessory buildings and structures such as parking structures, loading areas and garbage enclosures, to complement the primary building design and site design.
- (22) Landscape Design: To design sites with a balanced distribution of hard and soft landscaping that contributes toward a coordinated and enhanced site design, streetscape character, create a *sense of place*, and an aesthetically pleasing comfortable *pedestrian* environment. Specific treatment may also be required to address a range of considerations such as screening objectives, landscape buffers to promote land use compatibility, the provision of large canopy trees to provide respite from the sun, streetscape character and opportunity for integrated amenity spaces and *sustainable design*.
- (23) Site Amenities: Design sites and buildings to include a range of on-site amenities such as benches, trash receptacles, bike parking, large canopy trees and/or shade structures to provide for more healthy active outdoor and urban spaces for social gathering, relaxation and enjoyment that results in a higher quality of life.
- (24) *Sustainable Design*: The City shall promote *sustainable design* practices in the public and private realm through a variety of strategies, including but not limited to:
 - (a) the adaptive re-use of existing buildings;
 - (b) *sustainable design* features that address matters of exterior building design;
 - (c) incorporation and integration of trees, shrubs, hedges planting or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking in the public and private realm;
 - (d) elements that promote energy reduction or conservation including building and street orientation for passive solar gains;
 - (e) elements that promote improved water and air quality conditions

- (f) elements that reduce adverse impacts such as urban heat island effect, shadowing, wind and noise;
- (g) drought tolerant, salt tolerant and native vegetation species;
- (h) integration of alternative transportation choices; and,
- (i) the creation of healthy, livable spaces.

(25) **Public Art and Culture:** Promote the integration and design of public art and cultural elements in the public and private realm that contributes to a *sense of place*, meaning or context.

(26) **Innovation and Creativity:** The City shall promote urban design innovation and creativity through the approval process however, it shall be carefully balanced in context of the land use policies of this Plan, as well as, the established Urban Design objectives, Urban Design policies and implementation strategies.

(27) **Utilities:** Consideration will be given to the location of utilities within the public rights-of-way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as lamp posts, transit shelters etc., when determining appropriate locations for large utility equipment and utility cluster sites.

(28) **Wayfinding:** To design sites and buildings with a range of wayfinding strategies that provide a sense of direction, orientation and convenient accessibility for all users. All sites and buildings shall be designed with clear signage and identification that is fully visible or accessible from the public street, including sites with multiple buildings and users.

(29) **Priority:** To place a greater emphasis on urban design compared to density.
OPA No. 22, approved June 11, 2019

3.11.2 Urban Design within Nodes and Corridors

In addition to the policies set out in Section 3.11.1, the following Urban Design policies apply to development within Nodes and Corridors and are further implemented through the Supplemental Guidelines in the Urban Design Manual:

- (1) **Connectivity:** Design that promotes connectivity with emphasis on *pedestrian* and non-vehicular safety, convenience and direct and convenient access to transit routes, amenity spaces, building entrances and public streets. *Barrier-free* access

will be encouraged to building entrances from the public street, particularly along transit routes.

- (2) Interest: Design which results in visual interest and interesting and active spaces.
- (3) Public Art: Development that incorporates public art that contributes to a sense of place, meaning or local context.
- (4) Infill Development: Design buildings to be in proportion with the lot size and to fit harmoniously into the surrounding character and context. The design of the site and buildings shall be compatible with the surrounding character and context.
- (5) Building Design: The design of buildings shall contribute to a high quality and coordinated streetscape character and context. Buildings should generally have their principle building façade and entrance to face the primary public street particularly along transit routes or transit station areas and be designed with articulated building facades.
- (6) Built Form and Massing: Locate buildings to establish an urban street enclosure and to frame street intersections. The design and massing of tall buildings (greater than three storeys) shall relate to the surrounding context, as well as, to the street proportions (building height to street width ratio) and to human scale dimensions. The design of high rise buildings shall be designed to reduce adverse impacts related to wind, shadowing, visual impacts and to reduce the appearance of bulk through a variety of design and massing strategies.
- (7) Skyline: Design tall buildings with interesting roof designs, articulated massing and supporting architectural features that create an interesting and recognizable skyline coordinated with other surrounding tall buildings from many views and vantage points. Encourage opportunities to integrate roof top equipment into the roof design and to promote a sculpted roofline.
- (8) Site Amenities: Encourage a range of site amenities for all development and enhanced site amenities for *intensification* projects and master planned projects.

3.11.3 Urban Design within the Uptown Waterloo Urban Growth Centre

In addition to the policies included in Section 3.11.1 and Section 3.11.2, the following policies define additional design elements that will be applied within the Uptown Waterloo

Urban Growth Centre and further implemented through the Supplemental Guidelines in the Urban Design Manual:

- (1) **Distinctive Character and District Identity:** Site and building design that fosters a *sense of place* and character with particular attention given coordinated streetscapes and without limiting architectural design, innovation or creativity. Identify opportunities that result in district identity with emphasis on coordinated building materials and colours, architectural style, public art and landscaping.
- (2) **Building Facades:** Design facades to respect and enhance the surrounding character and context with emphasis on street rhythm, compatible building materials and colours, fenestration patterns, vertical and horizontal articulation and architectural expression. Buildings shall be designed to contribute to a *pedestrian-friendly* street and contribute towards district identity and *sense of place*.
- (3) **Built Form and Massing:** Design buildings, including the height and massing, to respect the traditional street line and historical built form. Specific design and massing strategies may be required to achieve a compatible form of development, as well as, to provide a sympathetic transition to the surrounding stable neighbourhoods.
- (4) **Neighbourhood Transition:** Incorporate design strategies that result in an appropriate balance between intensification and stable neighbourhoods.
- (5) **Skyline:** Design high rise buildings with an architecturally expressive and distinctive roofline that results in a distinctive and coordinated skyline. A variety of structures, features, forms and coordinated elements may be required.
- (6) **Parking:** Locate parking in the side or rear yards away from the primary street view with emphasis given to underground parking structures for *intensification* projects.
- (7) **Street Activity:** To design sites, buildings and the spaces between buildings to promote street activity and to animate the public realm by locating building entrances towards the street and providing windows along the street frontage, encouraging *mixed-use* development and by providing outdoor amenity spaces along the street or between buildings.

- (8) **Site Amenities:** To encourage the integration of urban site amenities such as landscaped outdoor spaces, urban seating areas and public art. A variety of other site amenities may be considered and encouraged for *intensification* projects that animate street, contributes towards *sustainable design* and enhances the quality of life for its users.
- (9) **Infrastructure:** The City of Waterloo shall encourage above ground hydro wires to be relocated underground where practically and financially feasible. Where underground hydro services are contemplated, development shall be designed to accommodate the underground hydro services (including vaults, switchgears, and the like), related appurtenances, and easements. Regulations and standards to facilitate the transition of hydro lines and plant to underground locations may be established in the Zoning By-law, Urban Design Manual, and Engineering Manual.
OPA No. 22, approved June 11, 2019

3.11.4 Urban Design within Station Areas

In addition to the policies set out in Section 3.11.1 and Section 3.11.2 where applicable, the following Urban Design policies apply to Area A and Area B identified on Schedules 'J1' through 'J5' and are further implemented through supplemental guidelines to the Urban Design Manual. Lands within Station Areas but located outside of Area A and Area B on Schedules 'J1' through 'J5' shall be subject to policies 3.11.1 and 3.11.2 as applicable.

- (1) **Place Making:** Place making shall occur around the station by enhancing the public realm and creating vibrant, attractive, and safe public and private spaces. Attractive spaces should physically and visually connect the public and private realms. Spaces should be organized in a logical and complementary manner through the design, placement, and construction of new buildings, streets, structures, open spaces, vistas and landscaping.
- (2) **Transfer Areas:** Public Spaces and the public realm should include landscape treatments to delineate the area of transfer between the transit stop and the surrounding built form to improve safety and comfort for pedestrians.
- (3) **Streets:** Streets are part of the transportation network, but should be designed as important public spaces. Where appropriate, streets should balance space requirements to accommodate pedestrians, bicycles, transit, amenities, public art, landscape treatments, vehicles, utilities and stormwater.

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- (4) Pedestrian Oriented: Station Areas shall be pedestrian oriented places that are safe, accessible, connected, and easy to navigate for people of all abilities. Connectivity to and from transit stops to buildings will be a priority and shall be enhanced by:
 - (a) Ensuring continuous sidewalks are located on both sides of the street;
 - (b) Clearly marking intersections relative to pedestrians;
 - (c) Improving pedestrian comfort with shade trees and landscaped boulevards; and
 - (d) Providing amenities such as lighting, seating, and way-finding signage; and,
 - (e) Providing for wider sidewalks where feasible.

 - (5) Building Orientation: Buildings shall be oriented towards streets and walkways. Buildings shall be as close to the street in accordance with the implementing Zoning By-Law, to contribute to the vibrancy and attractiveness of the street.

 - (6) Built Form: The built form of buildings shall enhance the appearance and character of streetscape and public realm, including walkways by:
 - (a) Locating primary building entrances and principal building façades parallel to street;
 - (b) Locating buildings close to the street so that they can contribute to the desired street enclosure and contribute to the overall appearance and visual cohesiveness of the urban built form;
 - (c) Incorporating ample transparent glazing on ground floors in active and convertible frontage areas to create visibility to and from the public realm and promote street life;
 - (d) Providing a sympathetic transition in height and scale to surrounding stable neighbourhoods;
 - (e) Serving as passive surveillance of the street; and
 - (f) Using high quality materials in the design of new buildings that are consistent and compatible with the surrounding context; and,
 - (g) Creating visual interest through projections, articulations, carried rooflines and entrance features.

 - (7) Sustainable Design: Buildings and landscaped areas within Station Areas shall support sustainable development and design. Sustainable building design includes high-performance exterior glazing, stormwater retention and reuse, green roofs, installation of solar panels or geothermal systems, and net-zero building and site design.

- (8) Community Character: New development shall be sensitive to the planned character of each of the Station Areas and enhance and/or complement any cultural heritage resources located within the Station Area.

- (9) Parking: Parking within Station Areas shall be designed and organized here it will not detract from the public realm or mobility. Design of parking areas shall:
 - (a) Limit new surface parking lots within 100 metres of a Light Rail Transit Stop;
 - (b) Restrict surface parking lots and drive aisles between the front of buildings and the street;
 - (c) Locate parking to the side or rear of buildings where surface parking is proposed, to enable the development of a continuous street edge and the creation of attractive urban spaces;
 - (d) Screen parking structures.
 - (e) Provide active uses on the ground floor where feasible;
 - (f) Require the perimeters of surface parking lots to be landscaped with trees and other appropriate planting materials; and,
 - (g) Encourage the interior areas of parking lots to include landscaped islands. Landscaped islands should be of sufficient size to ensure growth of trees and complementary vegetation.

- (10) Master Plans: At the City's discretion, large sites will be subject to a Master Plan process, the purpose of which will be to provide overall direction for the development of the subject lands. A Master Plan will demonstrate how the proposed development addresses priorities identified in the Urban Design Guidelines for Station Areas, the Official Plan, and the relevant Station Area Plan. Specifically, the Master Plan will address items including:
 - (a) Development-phasing;
 - (b) Siting and building orientation to transit and existing uses;
 - (c) Minimizing environmental impacts and energy consumption through sustainable building design;
 - (d) Access and site circulation for pedestrians;
 - (e) Bicycles and motorized vehicles;
 - (f) Considerations for connectivity to existing and planned transit; and,
 - (g) Parking management.

OPA No. 14, approved January 11, 2018

3.11.5 Urban Design Implementation

- (1) Decision Making: The City shall integrate urban design considerations into all decisions regarding development in order to assist in achieving the Urban Design objectives outlined in policy 3.1(4) and other policies of this Plan.
- (2) Implementation: The Urban Design objectives and design policies contained in this Plan establish the general design vision for the City and establish design criteria for the City to evaluate new development proposals subject to the provisions of the Planning Act and Council direction. The City's Urban Design objectives and policies may be further specified through more detailed Urban Design Guidelines and processes. The Urban Design objectives and policies found within this Plan provide the design vision for the City and legal authority to undertake various actions to implement the design vision. The Urban Design objectives and policies will be implemented through studies, plans and other City documents, including but not limited to:
 - (a) Implementing Zoning By-Laws;
 - (b) Draft Plans of Subdivision/Condominium;
 - (c) District Implementation Plans;
 - (d) Station Area Plan;
 - (e) Urban Design Guidelines and studies;
 - (f) *Site Plan* Control;
 - (g) Committee of Adjustment; and,
 - (h) Development Agreements.

OPA No. 14, approved January 11, 2018

- (3) Building Massing and Design: Building massing, orientation and design including exterior design, sustainable design and facilities designed to have accessibility for persons with disabilities, shall be determined through site plan control and shall be subject to City design guidelines and performance standards. For the purpose of site plan control and building elevation approval, building design shall include matters of exterior design without limitation the character, scale, appearance and design features of buildings, which include building materials, colour and architectural features.
- (4) *Sustainable Design*: The City of Waterloo encourages *sustainable design* as an Urban Design Objective in the public and private realm. The City may require specific *sustainable design* elements through the *site plan* process as provided through the Planning Act.

- (5) Design Guidelines: The City’s Urban Design objectives and policies shall be further defined through Council-approved design guidelines. Design guidelines shall be used to evaluate development proposals and guide such proposals through the development review process with emphasis on the *site plan* process. The primary Urban Design Guideline for the City of Waterloo is the Urban Design Manual, and shall include a series of technical standards that will be applied through the development review process.
- (6) Design Studies: The City may require urban design studies such as project-specific Urban Design Guidelines, massing studies, street sections, context plans and master plan guidelines, in support of proposed development, including associated public realm improvement projects. Urban design studies shall have regard to the Urban Design objectives and policies established in this Plan and may be used to guide *site plan* development.
- (7) Impact Studies: The City may require shadow impact analysis, wind impact analysis, noise studies, snow disposition studies and *Heritage Impact Assessments*, to evaluate the impacts of the proposed development on surrounding properties, public spaces or amenity areas and other design studies. The City shall establish impact evaluation criteria and shall implement these through the development review process with emphasis on *site plan* control. Impact Studies shall include Report Recommendations by a qualified professional to achieve the established performance standards.
- (8) Infrastructure: Above-ground utility service providers shall be encouraged to co-operate with the City of Waterloo in identifying locations which minimize the visual and intensification impacts of such equipment and facilities where located within the public road right-of-way and on-site locations.

3.12 PROTECTED COUNTRYSIDE

The Protected Countryside identifies a continuous band of *natural features* and agricultural lands surrounding the north, west, and south sides of the Region of Waterloo’s Urban Areas that is to be permanently protected. Lands within the Protected Countryside contain a large concentration of prime agricultural lands, *woodlands*, watercourses, portions of the Grand River valley, *wetlands*, *Environmentally Sensitive Landscapes*, *Regional Recharge Areas*, and portions of the Waterloo and Paris-Galt Moraines. The

Protected Countryside is intended to permanently protect these valuable areas from urban development, while providing for the continued use of the lands for agriculture, environmental and other appropriate rural uses in conformity with the policies in this Plan.

- 3.12.1 The Protected Countryside is designated by the Region of Waterloo as shown on Map 7 of the Regional Official Plan. A portion of the Protected Countryside is located in the City of Waterloo and is shown on **Schedule 'B' - City Structure**.
- 3.12.2 Land uses within the Protected Countryside will be regulated in accordance with the underlying land use policies of the Rural or Landscape Level Systems designations in this Plan.
- 3.12.3 Expansions of the City's Urban Area Boundary will not be permitted into the Protected Countryside.
- 3.12.4 The designation of lands as Protected Countryside will not affect *agricultural uses* and associated *normal farm practices* as defined in applicable Provincial legislation and regulations in conformity with this Official Plan and the Zoning By-laws, and statutes, policies and regulations of other government agencies.
- 3.12.5 Nothing in this Plan shall prevent the owner of a legal lot of record located within the Protected Countryside from obtaining a building permit to construct or enlarge a single detached dwelling, accessory building or farm structure, provided it is in conformity with all other City, Regional, and Grand River Conservation Authority policies and regulations.