

Official Plan, City of Waterloo Office Consolidation

December 17, 2025



City of Waterloo Official Plan Review

Office Consolidation as of December 17, 2025

Official Plan Under Review:

Note: portion of the Official Plan were updated as part of the Official Plan Review. Phase 1 of the Official Plan Review included updates to Chapters 1, 2, 3, 10, 11, 12 and portions of the Glossary. Some policies of Chapter 7 have been moved to other Chapters of the Plan where applicable, (e.g. Employment Land Use Designations) and the remainder of the chapter has been removed. Several housekeeping, and clarification modifications can be found throughout.

Future phases of the Official Plan review will address the remaining chapters of the Official Plan, along with additional updates if, and where required.

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Land Acknowledgement

Waterloo is situated on the lands traditionally cared for by the Haudenosaunee, Anishnaabe and Chonnonton Peoples.

We acknowledge the enduring presence and deep traditional knowledge and philosophies of the Indigenous Peoples with whom we share this land today.

Acknowledging the traditional territory of Indigenous Peoples is only a starting point in the City of Waterloo's journey towards reconciliation. This Plan builds on the City's commitment to reconciliation through policies that recognize and celebrate Indigenous cultural heritage, encourage meaningful engagement with Indigenous communities, and advance shared environmental objectives such as protecting the city's natural heritage.

CHAPTER 1 INTRODUCTION

This chapter provides an overview of the assumptions and context that provide the basis for the objectives and policies of this Official Plan. Statements contained in this chapter must be read in conjunction with the remaining chapters of this Official Plan (the Plan).

1.1 PURPOSE AND REVIEW

The Official Plan is the primary long-range, comprehensive municipal planning document that outlines a framework for land use decision-making for the City of Waterloo (the City). This Plan is adopted by City of Waterloo Council with input from the community and represents Council's vision for growth and change within the community, guided by the public interest. The Plan sets a broad, coordinated vision for all lands within the City, and supports the overall goal of achieving a healthy community built on the principles of diversity and adaptability, accessibility and equity, sustainability, connectivity, health and vitality. The area affected by this Plan constitutes all lands under the jurisdiction of the Corporation of the City of Waterloo.

This Official Plan contains principles, objectives, and policies designed to direct the form, extent, nature and rate of growth and change within the municipality to the year 2051.

The Plan will be reviewed every five years or whenever there is a fundamental change in the basic assumptions upon which the Plan is based, whichever comes first. This will ensure that changes in social, economic, environmental, technological, and demographic conditions are reflected in the policy framework of the Plan.

1.2 LEGAL STATUS OF THE PLAN

This Official Plan provides a long-term vision for all lands within the City of Waterloo. While more than a land use plan, the legal status for this Official Plan centres on land use planning.

The Official Plan has status in law pursuant to the provisions of the Planning Act and has the effect of requiring that the municipality conform to the Official Plan when undertaking public works or passing by-laws. The Plan also outlines principles, objectives and policies, and criteria to guide the decisions of the private sector and co-ordinate public and private efforts during the process of urban change.

1.3 CONTEXT OF THE PLAN

In preparing the Plan, Council has recognized its role within the *Province* and the Regional Municipality of Waterloo (the Region). Requirements stemming from legislation, plans and policies of the *Province* and the Region have been incorporated into this Plan.

The Plan recognizes the multi-level planning framework provided for in the Planning Act.

When approved in accordance with the Planning Act, this Plan shall become the Official Plan of the City of Waterloo and shall be deemed to conform to the Regional Official Plan, and be consistent with the Provincial Planning Statement.

The Plan recognizes that the City operates in a regional context and that the City will continue to liaise and collaborate with local area municipalities regarding inter-municipal issues, and the Region of Waterloo regarding matters of regional interest.

1.4 USING AND INTERPRETING THE PLAN

The Plan is a comprehensive and cohesive document and is meant to be read in its entirety. The Plan consists of text, tables, and schedules. All text is to be considered part of the Plan, including chapter and section introductions that are not numbered as individual policies. Words that are italicized in the text of this document are defined in the Glossary to this Plan.

Boundaries for land use designations, designated Nodes and Corridors, and Major Transit Station Areas, as well as references to quantities, proportions and dates are deemed to be definitive, except where they coincide with natural features. The boundaries along natural features will be delineated in accordance with the policies of Chapter 8 of this Plan.

City Council is responsible for interpreting all portions of this Official Plan. Where an interpretation of the Plan involves a matter of Regional Official Plan policy, such interpretation of the City of Waterloo Official Plan shall be made by the Council of the City of Waterloo in co-operation with the Council of the Regional Municipality of Waterloo. In instances where the policies of this Plan refer to an action or decision of Council, Council shall be deemed to include Council of The Corporation of The City of Waterloo and its delegated persons or bodies.

It is recognized that some properties within the City may have a split designation and/or zoning, meaning that a land use designation or zone boundary (or boundaries) divides the property into two or more sub-areas, with each having a different land use designation or zone. Where this occurs on designations that permit residential uses, the overall residential density of the property shall not exceed the sum of the calculated densities permitted under each of the individual zones, unless otherwise contemplated in this Plan. Permitted residential density may be transferred across a land use designation or zone boundary, provided the property is developed and used as a single parcel of land under the same ownership or the same condominium and that all other provisions of the individual designation and implementing zoning are met, including those related to height, built form and permitted uses.

Where lands are dually designated, meaning that two separate designations are applied to the lands, it is the intent of this Plan that the land uses contemplated in either or both of the designations shall be permitted, provided all other relevant provisions of this Plan and the implementing zoning are met.

Permitted land uses identified in the policies of this Plan are intended to illustrate the range of activities contemplated in each respective land use designation and do not denote a complete list of permitted uses.

OPA No. 22, approved June 11, 2019

A full list of permitted uses will be defined in the City's Zoning By-law. It is the intent of this Plan that multiple zones may be established to implement each land use designation in Section 10 of this Plan, and that each zone may contain a restricted range of permitted uses based on planning considerations such as the nature of the development, the planned function of the site/area, built form objectives of the City and any other criteria that the City deems appropriate based on the context of the site.

OPA No. 22, approved June 11, 2019

This Plan provides a framework for strategic investment. Any indication of *roads*, parks and other facilities provides information on the general location of such *infrastructure* and facilities to property owners, developers and future residents, and the exact locations and timing of public investment are subject to further detailed analysis, design, as well as capital budget approvals.

Policies in this Plan that use the words “will” or “shall” express a mandatory course of action. Where the word “should” is used, the City may consider suitable alternative approaches to meet the intent of the policy. Where the words “encourage” or “may” are used, it indicates that the City requires that consideration be given to the policy, but not necessarily compliance in all instances. The words “promote” or “support” mean that actions will be taken to advocate for and/or achieve a desired result.

None of the objectives or policies of this Plan are intended to formally commit City Council to provide funding for their implementation. Funding decisions will be made by City Council on a case-by-case basis.

The provisions of this Plan shall not apply to the use of any land or to the erection or use of any building or structure for the purpose of a public service or services by the City, the Region or any department or Ministry of the *Province* or the Government of Canada. Agencies, boards or other bodies funded wholly or in part by the *Province* shall be bound by the provisions of this Plan, unless specifically exempt through legislation.

OPA No. 11, approved December 11, 2014

1.5 STRUCTURE OF THE PLAN

Chapter 1 **INTRODUCTION** – Introduces the main purpose of this Official Plan, a document intended to guide growth and change in the City of Waterloo within the Provincial and Regional context. This chapter also outlines how to use and interpret the Plan.

Chapter 2 **VISION, PRINCIPLES AND BASIS OF THE PLAN** – Describes the vision,

principles, trends and other factors which form the foundation for the Plan and have a significant influence on the land use policies and designations of the Plan.

Chapter 3 **CITY FORM** – Provides the framework for shaping the City into a *complete community* with a strong emphasis on urban design. Policies describe the City structure, including a series of designated Nodes and Corridors, the Uptown Waterloo Urban Growth Centre, *Major Transit Station Areas*, and *Designated Growth Areas* which will be planned to accommodate a significant share of future growth.

Chapter 4 **ARTS, CULTURE, HERITAGE, RECREATION AND LEISURE** – Provides the policy framework for preserving Waterloo’s cultural heritage and providing new opportunities for arts, cultural, heritage, recreation and leisure experiences that support an overall high quality of life.

Chapter 5 **NETWORKS** – Defines a series of interconnected networks that support the Waterloo community, including: servicing and utilities; parks, trails and open space; *road*; and rail.

Chapter 6 **TRANSPORTATION** – Describes the transportation system that facilitates the movement and interaction of people and goods between land uses within the City and to external destinations.

Chapter 8 **ENVIRONMENT AND ENERGY** – Policies provide direction with respect to the protection, management, and stewardship of the environment. This takes the form of maintaining, enhancing and restoring the Natural System and our water resources, ensuring environmental health and safety, supporting the sustainable production and use of energy, improving air quality and reducing contributions to climate change, and encouraging sustainable development practices.

Chapter 9 **MINERAL AGGREGATES** – Policies recognize the need to protect Mineral Aggregate Resources Areas for long-term uses, while acknowledging that a large portion of identified Mineral Aggregate Resources Areas are owned by the City of Waterloo and therefore extraction is unlikely over the planning horizon of this Plan.

Chapter 10 **LAND USE DESIGNATIONS** – Policies and accompanying Schedules indicate the City’s intent with regard to existing and future land uses.

Chapter 11 **AREA SPECIFIC POLICIES** – Policies pertain to specific areas of the City where the application of the land use policy framework of this Plan does not provide sufficient clarity regarding the City’s intent for the future use of land. Policies contain additional direction regarding the development of specific areas.

Chapter 12 **IMPLEMENTATION OF THE PLAN** – Policies outline the tools and procedures that the City will use to implement the provisions of this Plan and to ensure open and transparent communication and decision-making. Policies address public involvement in general.

CHAPTER 2 VISION, PRINCIPLES AND BASIS OF THE PLAN

2.1 CITY OF WATERLOO COMMUNITY VISION STATEMENT

This Official Plan is based on achieving the following community vision statement:

In 2051, the City of Waterloo is a green resilient and low carbon city with healthy green spaces, land, water and clean air; well-designed in accordance with local urban design objectives; an economic leader with a strong diverse economy; an inclusive community of vibrant neighbourhoods and a range of housing options; a learning community with strong ties to its schools, universities and college; an exciting city with abundant recreation, leisure, arts and cultural opportunities; and a city that is accessible to all.

2.2 PRINCIPLES OF THE PLAN

Achievement of the vision is guided by a set of principles that draw from the pillars of sustainability. These principles form the foundation of the objectives and policies found in subsequent chapters of this Plan.

(1) Environmental Sustainability

An environmentally sustainable city is one that supports a healthy urban and natural environment, both within and beyond its borders, is resilient to the impacts of climate change, makes efficient use of resources and green *infrastructure*, and supports low-carbon practices such as local clean energy production, reduced energy consumption, *active transportation* and public transit. This Plan recognizes the important role that built form, building design, transportation *infrastructure* and natural and public spaces play in safeguarding human and ecosystem health, and supporting choices that will help Waterloo transition to a low carbon community.

(2) Equity and Inclusion

An equitable and inclusive city offers people of all ages, abilities, incomes and backgrounds and equity-deserving groups, a high quality of life, health and wellness, feeling of safety and a sense of belonging. An equitable city offers public and private spaces and amenities that acknowledge the cultural heritage of the past and support the cultural practices of the present. This Plan acknowledges Indigenous heritage and takes steps to support truth and reconciliation in planning and planning processes. It also strives to meet the needs of our growing and diversifying population by supporting equitable access to and a diversity of options for housing, transportation, employment, and amenities. The Plan provides policies to guide planning and design of inclusive, vibrant, and accessible public realms and developments that foster social interaction.

(3) Economic Sustainability

An economically sustainable city supports opportunities for employment, investment, talent attraction and retention, *affordable* and accessible housing, and plans for the long term and life-cycle costs of growth and supporting *infrastructure* and services. This Plan provides direction for the efficient and cost-effective use of land and *infrastructure*, opportunities for employment, commercial and academic growth, and an increased supply and diversity of housing, including *affordable* housing, to support the community's prosperity, competitiveness and resilience, provided other City objectives related to complete communities, built form and urban design are achieved.

2.3 BASIS OF THE PLAN

The development of this Plan has been based on an understanding of the local and broader context as well as anticipated trends and factors that may have an influence on growth and change in Waterloo. The purpose of this section is to provide an overview of trends and factors that are considered to have a significant influence on the land use policies and designations of this Plan. The overview relates to, and should be read in conjunction with the remaining chapters of this Plan.

Growth and City Form

- (1) There is a limited supply of vacant land for future urban growth. To ensure that population and economic growth can be accommodated; land within the City must be used more efficiently. Most of the City's population and employment growth will be accommodated through *intensification* within the existing Urban Area. Focal points for *intensification* include the Uptown Waterloo Primary Node, Major Transit Station Areas and other designated Nodes and Corridors. Areas outside of priority growth areas will be planned to accommodate some growth through context-sensitive *intensification*.
- (2) Uptown Waterloo is a focal point within the City, and forms Waterloo's Primary Node. The Uptown Waterloo Primary Node will be planned to permit cultural facilities, recreational uses, institutional uses, public open spaces, residential, employment and commercial uses that collectively create a vibrant, human-scaled Uptown Waterloo area. This form of growth will support transit and *active transportation* modes, reduce the need for automobile travel and commuting times to and from the Uptown Waterloo area, and support a *pedestrian*-oriented streetscape.
- (3) The policies in this Plan support public transit investments by focusing *intensification* within designated Major Transit Station Areas, the Uptown Waterloo Primary Node, and designated Nodes and Corridors. These areas will be planned to support existing and planned transit service levels and will accommodate *Transit Oriented*

Development.

- (4) Waterloo will be planned to support *complete communities* that provides opportunities for people at all stages of life, incomes and abilities to live, work, learn, shop, and play in close proximity. Planning for compact, *mixed-use* communities helps to reduce *infrastructure* and service duplication costs, preserves rural lands, encourages a diversity of housing options, social interaction and a greater sense of community, supports *active transportation* and transit, and reduces travel needs and commuting times.
- (5) A high standard of urban design supports a memorable, attractive, and livable city. To achieve this, policies of this Plan define key urban design elements to be applied generally across the City and more specifically within the Uptown Waterloo Primary Node, Major Transit Station Areas, and other designated Nodes and Corridors.

Networks and Transportation

- (6) Active forms of transportation provide alternatives to the automobile and this Plan places a high priority on encouraging *active transportation*. Objectives and policies in this Plan recognize the strong relationship between transportation and land use by planning for a transportation network that supports designated Nodes and Corridors and their planned *intensification*, thereby providing people with the opportunity to live closer to where they work, learn, shop and play.
- (7) It is desirable to plan for and support a shift in focus from providing *roads* to move cars, to providing streets where people can interact and travel on, whether by foot, bicycle, transit or other motorized vehicle. *Roads* under the City's jurisdiction will be planned to serve as a network of *complete streets*, facilitating the movement of, and interaction between, all travel modes – *pedestrians*, bicycles, transit and motorized vehicles – within and throughout the City. The *complete streets* concept recognizes that the streets within the road network provide meeting places for social and business interaction and as such, need to provide access for a full range of residents within the community.
- (8) Bicycle and vehicular parking are an integral component of the City's transportation system. Policies outline the City's expectations regarding the design and development of future parking areas to meet community needs and seek to ensure that parking areas balance the needs of motorists with the needs of users of active travel modes such as walking, cycling, or rolling.
- (9) The City will plan for the extension or expansion of existing services to ensure contiguous growth, minimize the under-utilization of municipal services and to support the achievement of minimum *intensification* targets within developed areas. Where it is determined that adequate municipal water, sanitary or storm sewer

capacity does not exist to support proposed development, the City shall not be obligated to provide such services in advance of available budget resources.

- (10) The City will plan for trails and open space networks and supporting facilities that are interconnected and serve transportation, recreation and leisure, and environmental functions.

City Liveability

- (11) Healthy social and cultural systems contribute to a healthy, sustainable and economically vibrant community. This Plan also recognizes the importance of planning for the provision of a wide range of arts, culture, heritage, recreation and leisure facilities, programs and services to meet the needs and contribute to the future quality of life of the community.
- (12) The City will plan to maximize the use of existing facilities and community resources in the provision of arts, culture, heritage, recreation and leisure facilities, services and programs.
- (13) In acknowledgment of the expanded powers and responsibilities provided to municipalities by the Province of Ontario, the *conservation of cultural heritage resources* is required. The Heritage policies of this Plan provide a detailed framework for *conservation* of the City's *cultural heritage resources*.

Economy

- (14) This Plan contains policies that recognize Waterloo's diverse economy and protect Waterloo's *employment* areas from conversion to non-employment uses in accordance with the Provincial Planning Statement and the City's planning objectives for *employment* in this Plan.
- (15) Creative, sustainable cities are supported by strong and interconnected social, cultural, economic and environmental systems. This Plan seeks to strengthen relationships between these systems, and recognizes that creative, sustainable cities will be competitive in the knowledge economy. This Plan recognizes that the City will play an active role in ensuring that Waterloo displays characteristics of a creative and sustainable city.
- (16) Place a continued emphasis on collaboration and sharing of information and ideas between business, government and non-government organizations on issues of shared interest, including economic issues.
- (17) Research, academic, and other learning institutions are an important element of Waterloo's economy. Policies provide support for growth in research institutions and think tank clusters and recognize the planned growth of the three post-secondary

educational institutions. The role of libraries is recognized in terms of facilitating access to information and lifelong learning opportunities.

Environment and Energy

- (18) A healthy, diverse environment is a pillar for a healthy, sustainable community. Policies are intended to protect significant environmental features and functions from *development* and *site alteration* that will have an *adverse environmental impact*.
- (19) The supply and efficient use of energy is critically important to the future of all residents, businesses and other institutions within Waterloo. Policies in the Plan encourage the efficient use of energy resources through community and site design as well as building techniques designed to conserve energy.

CHAPTER 3 CITY FORM

The City of Waterloo will be planned to accommodate a population of 185,000 (excluding post-secondary students who reside temporarily in the Region) and employment of 114,900 jobs by the year 2051. Waterloo's urban area has almost reached its municipal boundaries and there is limited undeveloped land remaining to accommodate the forecasted population and employment growth. The majority of growth will be accommodated through *intensification* of the urban area, with smaller amounts of growth directed to remaining *Designated Growth Areas* and existing neighbourhoods.

To support this direction, this Plan establishes priority areas for growth comprised of designated Nodes, Corridors, and Major Transit Station Areas, shown on Schedule 'B' - City Structure as well as minimum density targets to be achieved in the urban area, the Uptown Waterloo Primary Node, and Major Transit Station Areas. *Designated Growth Areas* are planned to achieve minimum densities that are transit-supportive and make efficient use of land. The balance of the City's forecasted growth will occur in existing neighbourhoods through context-sensitive *intensification*.

The objectives and policies of this Plan support the development or transition of Nodes, Corridors, Major Transit Station Areas and *Designated Growth Areas* to *complete communities* that include a range of housing and transportation options, as well as commercial, employment, community, recreational, cultural and educational opportunities that meet residents' needs throughout their lifetime.

Development to accommodate planned growth is also expected to achieve a high standard of urban design for public and private development guided by the policies of this Plan and urban design standards and guidelines in the City's Urban Design Manual. 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 and developments.

3.1 OBJECTIVES

It is the Objective of the City to:

- (1) Plan for growth that:
 - (a) Accommodates future population and employment within the existing Urban Area Boundary through *intensification* primarily within designated Nodes and Corridors, including the Uptown Waterloo Primary Node, Major Transit Station Areas and through the development of appropriate vacant lands, including *Designated Growth Areas*;
 - (b) Supports *complete communities*, where possible, that feature a diverse mix of land uses in close proximity; provides a diverse range and mix of housing options, including *affordable* housing, and provides a compact, transit-supportive built form with convenient access to a range of transportation options, including active transportation.

- (c) Fosters high quality, human scale architecture and built form, and vibrant public realms and open spaces.
 - (d) Mitigates and adapts to the impacts of a changing climate by planning for more environmentally sustainable, resilient communities and infrastructure by advancing Waterloo's energy transition off of fossil fuels and reducing greenhouse gas emissions
 - (e) Advancing transformational climate action by supporting a more energy-efficient, compact built form that enables a modal shift to most trips being made by walking, cycling, and rolling
 - (f) Integrating and respecting Indigenous values, history and cultures in planning for growth and change through respect, trust, and meaningful dialogue; and
 - (g) Planning in a manner that improves social equity and overall quality of life, including human health, for people of all ages, abilities and incomes.
- (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) 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.
- (4) Plan for a vibrant Uptown Waterloo by:
- (a) Maintaining Uptown Waterloo as a major focus of economic, social, cultural, residential and administrative activities.
 - (b) Promoting Uptown Waterloo 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) Protecting, conserving, and reusing existing built heritage and building upon the architectural integrity of buildings within the Uptown Area.
 - (d) Promoting convenient travel by all modes with an emphasis on enhancing *active transportation* modes and reducing reliance on the automobile.
- (5) Ensure that environmental considerations are part of all City decisions respecting planning, growth, development and operations.

3.2 POPULATION AND EMPLOYMENT GROWTH

The City will plan for and 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, where appropriate, transitions to *complete communities*. Future updates to forecasted population and employment growth will be informed by Ontario Population Projections published by the Ministry of Finance.

- (1) The City of Waterloo shall plan to accommodate a population of 185,000 people (excluding post-secondary students who reside temporarily in the City) and employment of 114,900 jobs by the year 2051, as outlined in the Regional Official Plan. The City will coordinate with the Province to generate population and employment estimates in the future based on changing trends and the City's unique growth characteristics.
- (2) The City shall account for post-secondary students who reside temporarily in the City in addition to the population forecast noted in policy 3.2 (1). 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, and opportunities to retain the talent of these students is promoted.
- (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 2051 planning horizon may be used for infrastructure planning studies undertaken by or for the City.
- (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.

3.2.1 Population and Growth Targets

Population and growth targets are used in this Plan to ensure specific areas of the City are planned to achieve *development* that is consistent with the goals and objectives of this Plan. Population and growth targets will also be applied to strategic areas of the City to ensure conformity with Provincial requirements. Population and growth targets for strategic areas of the City are outlined in Table 3-1:

Table 3-1: Population and Growth Targets

Target Type	Minimum Target	Area Subject to Target
Uptown Waterloo Primary Node Density	200 residents and jobs per hectare by 2031 or earlier	Uptown Waterloo Primary Node (See Schedule 'B')
Major Transit Station Areas (MTSA) Density	95 residents and jobs per hectare for the Laurier-Waterloo Park MTSA 160 residents and jobs per hectare for all other MTSAs except for MTSAs located within of the Uptown Primary Node	Major Transit Station Areas (See Schedule B)
Urban Area Intensification	83% of residential development to occur within Urban Area annually	Urban Area
Designated Growth Areas	55 persons and jobs per hectare (measured over the entirety of the designated growth area)	<i>Designated Growth Areas</i>
New Housing Units	15,232 units by 2031 23,755 units by 2051	City-wide

3.3 RESIDENTIAL INTENSIFICATION

Development within the City will predominately consist of *Intensification*, as the amount of

undeveloped *Designated Growth Areas* is limited. *Intensification* allows for efficient use of community *infrastructure* and limits the outward expansion of the urban area into the countryside. *Intensification* also provides opportunities for the introduction of a greater range of housing options, *transit supportive development*, and a mix of uses to support the development of *complete communities*.

Within the city's urban area, *intensification* will occur, for the most part, within *strategic growth areas* such as Nodes, Corridors and specific areas within Major Transit Station Areas described further in policy 3.5.3 of this chapter and referred to throughout this Plan. Low rise neighbourhoods outside of these *strategic growth areas* will support gradual and context-sensitive *development* and *intensification*, such as *missing middle housing*, in accordance with the built form and land use policies of this Plan.

To achieve an efficient and attractive urban form through residential *intensification*, the City will:

- (1) Plan for *intensification* opportunities within the Uptown Waterloo Primary Node, other designated Nodes and Corridors, and Major Transit Station Areas. *Intensification* opportunities will be planned for within these locations as set out in policies 3.5.4 of this chapter. Minimum residential densities may 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) Require a high standard of urban design and context sensitive *development* that includes community *infrastructure*, amenities and facilities;
- (6) 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,
- (7) Monitor growth within developed areas and in *Designated Growth Areas* and, if necessary, stage the development of *Designated Growth Areas* to ensure that growth within developed areas appropriately supports the achievement of the *intensification* objectives of this Plan.

3.4 BUILT FORM

To manage growth and intensification, plan for *infrastructure* needs and create a compact, liveable city that aligns with the City's built form objectives, **Schedule B1 – Built Form** outlines the maximum permitted heights 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 permitted heights are:
 - (a) Main Street, with a minimum height of 2 storeys, and a maximum height of 4 storeys, subject to policy 3.6.1 (4);
 - (b) Low Rise, with a maximum height of 4 storeys;
 - (c) Medium Rise, with a maximum height of 6 storeys;
 - (d) Medium Rise Employment, with a maximum height of 9 storeys;
 - (e) Medium High Rise, with a maximum height of 12 storeys;
 - (f) Medium High Rise Employment, with a maximum height of 12 storeys;
 - (g) High Rise, with a maximum height of 25 storeys; and
 - (h) High Rise Employment, with a maximum height of 25 storeys.
- (2) Notwithstanding policy 3.4 (1) (g), for lands identified as High Rise, 25 storeys on Schedule 'B1' – Built Form, a maximum height up to 30 storeys may be permitted within a Major Transit Station Area or the Primary Node, as shown on Schedule 'B' – City Structure.
- (3) Where the Official Plan permits residential uses within a land use designation, a minimum and/or maximum density may be established in the implementing Zoning By-law. Density provisions may be based on considerations that are unique to individual sites or areas. No maximum density is set out in this Plan.
- (4) Residential density shall be measured using a gross density calculation after all road widenings and other land conveyances. All portions of the site that permit residential uses shall be used to calculate adherence to such gross density regulations.
- (5) Minimum and maximum residential densities may be further defined or restricted through Secondary Plans, District Plans, Zoning By-laws or other area-specific planning documents, provided the densities are in conformity with the policies of this Plan.

Requests for Increased Heights

- (6) Development applications proposing heights above the maximums contemplated in this section, any applicable land use designation, or any area-specific planning document, will be considered based on the following and any other consideration deemed appropriate by the City:

- (a) Lands are located within a designated Node, Corridor or Major Transit Station Area and satisfy all relevant policies of the City Form Chapter;
- (b) The proposed built form is deemed appropriate for the site and neighbourhood, has minimal impact on neighbouring land uses, and achieves an appropriate built form transition and buffer from lands designated Low Rise Residential;
- (c) There is a demonstrated benefit to the surrounding community associated with granting the increase in building height beyond that of accommodating additional population in the context of Waterloo's population forecast and the supply / capacity of lands within existing designated Nodes, Corridors, and Major Transit Station Areas;
 - i. positive benefits noted in 3.4(6)(c) may include but are not limited to a broader mix of multi-*bedroom* units, enhanced *active transportation* connections, *conservation* of cultural heritage, enhanced sustainable design, increased parkland, and sustainable building features;
- (d) There are limited adverse impacts to the surrounding area(s) in relation to sun, shadow, wind, significant views, transportation, compatibility, and emissions (including noise);
- (e) The site is well served by existing or planned transit;
- (f) The proposal does not require significant relief from standard regulations including landscaping, amenity space and other site-specific requirements;
- (g) Surface parking is minimized in favour of more intensive forms of parking, including underground parking where feasible;
- (h) *Cultural heritage resources* are *conserved*;
- (i) The proposal demonstrates a high standard of urban design in accordance with the City's Urban Design standards and guidelines and any other relevant urban design policies set out in this Plan;
- (j) The proposal identifies and implements any required transportation improvements, with a particular focus on *transportation demand management* measures;
- (k) Medium to high rise residential uses are located with direct vehicular access to arterial or collector *roads* to the extent possible. Where such access is deemed by the City to be undesirable or not feasible, vehicular access may be provided by local streets if traffic is directed to the nearest arterial or collector *road* via a route that minimizes vehicular travel within the low rise residential neighbourhood;
- (l) *Infrastructure* capacity is not exceeded;
- (m) Community services, *infrastructure* and transportation impact issues are adequately addressed, as applicable. A Transportation Impact Study, Servicing Report, and any other relevant supporting information may also be required. All relevant supporting information may require, at the City's request, examination of off-site impacts;
- (n) If applicable, safe access, flood protection and geotechnical stability is achieved to the satisfaction of the City and the Grand River Conservation Authority, and any other authority having jurisdiction;
- (o) Emergency response is determined feasible, and emergency access is

- provided, to the satisfaction of the City; and,
- (p) The proposal satisfies all other applicable policies, including the policies of this Official Plan.

Exceeding High Rise Designation Requests

- (8) In addition to Policy 3.4(6), applications to exceed the maximum height limit of the High-Rise designation, being 25 or 30 storeys, must demonstrate how the impact of the increased height will be minimized on adjacent low or medium rise areas. Such applications must demonstrate appropriate building massing and built form to mitigate shadow impacts, wind impacts, retain prominent views (including sky views), and complement the planned scale and densities of adjacent properties. Mitigation measures may include, but are not limited to:
 - (a) Increasing the setback, and/or incorporating step backs from abutting low or medium rise residential areas;
 - (b) Incorporating terraced massing on any side of the building that abuts a low or medium rise residential area;
 - (c) Reducing floorplate size for a more slender built form;
 - (d) Recognition of existing or planned grade changes between abutting low or medium rise residential properties and the proposed *development* and,
 - (e) Recognition of features that provide a buffer between the development and the adjacent low or medium rise residential areas. Such features may include parks, greenspaces, trails and roads, environmental areas, hydro corridors, properties within non- residential designations, and properties with height and density limits that serve to buffer low and medium rise residential areas from higher rise developments.
- (9) As the height and/or scale of a development increases, the applicant shall demonstrate how the urban design, mitigation of impacts, and benefits to the surrounding community correspondingly increase.
- (10) Sections 3.4 (6)-(8) will apply to buildings higher than 30 storeys regardless if any height limits are removed by a senior level of government.
- (11) New development shall seek to optimize, rather than maximize, height and density on any site. Optimization involves an appropriate and desirable balance between various city-building objectives, including the provision of housing, achieving built form and urban design objectives, a vibrant public realm, local economic development, preservation and enhancement of *cultural heritage resources*, site functions, provision of social and amenity spaces (including green spaces), land use compatibility, and community building. Development shall be required to comprehensively consider and support the totality of such objectives, to ensure that it constitutes good planning and aligns with the urban design and built form principles and objectives as outlined in this Plan.

- (12) Any proposed tall building *developments* exceeding 410 metres above sea level shall demonstrate that the proposed *development* will not negatively impact the Region of Waterloo International Airport and public safety, as demonstrated either through an aeronautical assessment prepared by a qualified consultant, or a Land Use Assessment from NAV Canada, to the satisfaction of the Region of Waterloo.
- (13) An amendment to this Plan shall not be required for minor increases in building heights beyond those set forth in Policy 3.4(1) and Policy 3.4(2) due to grades, subject to compliance with the Zoning By-law.

3.5 CITY STRUCTURE

The majority of new *development* in the city will be directed to specified urban structural components in accordance with this Plan. These urban structure components include Nodes, Corridors, Major Transit Station Areas, and *Designated Growth Areas*. Where authorized by this Plan, *development* may occur outside of these identified areas, however the majority of *development* will be directed to these *strategic growth areas*, which form the core of the City's structure.

This Plan identifies a series of designated Nodes, Corridors and Major Transit Station Areas that are anticipated to accommodate a significant proportion of the City's population and employment growth over the life of this Plan. Designated Nodes, Corridors and Major Transit Station Areas are shown on **Schedule 'B' – City Structure**. Planned heights of designated Nodes, Corridors and Major Transit Station Areas are shown on **Schedule 'B1' – Built Form**. The range of designated Nodes, Corridors and Major Transit Station Areas are outlined below, and explained further in subsequent policies:

- (a) Primary Node, being the Uptown Waterloo;
- (b) Major Nodes;
- (c) Major Corridors;
- (d) Minor Nodes;
- (e) Minor Corridors;
- (f) Minor Neighbourhood Corridors;
- (g) Major Transit Station Areas and,
- (h) *Designated Growth Areas*.

3.5.1 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 contribute to the creation of *complete communities* by providing 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 its character, potential for growth, 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 with 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.

- (1) Uptown Waterloo 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 Primary Node is also a focus area for ION LRT as the Node overlaps three Major Transit Station Areas as shown on Schedule 'B'. The Uptown Waterloo Primary Node is intended to serve as a destination within the community as well as fulfilling a local service and administrative function for surrounding neighbourhoods. Section 3.6 of this chapter further defines policies related to the Uptown Waterloo Primary Node.
- (2) Major Nodes are planned as medium high to high rise *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 an approximate 15-minute walking distance of their residence. *Employment Areas* that are located within Major Nodes will be planned to support Major Nodes as a destination, and conversion to non-employment uses shall be consistent with provincial policy.
- (3) Minor Nodes are planned as medium to medium-high rise *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 an approximate 15-minute walking distance of their residence. Where lands within a Minor Node are adjacent to Low Rise Residential areas, height and/or density will be limited as defined by this Plan and the Zoning By-law.

Expansions to Nodes

- (4) 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 benefit to the community associated with additional medium, medium-high or high rise uses, and subject to consideration of the following criteria:
 - (a) Whether the area is a destination point, or is planned to be a destination point, with a concentration of employment and commercial uses;
 - (b) There is potential for *intensification* due to the location, size, and configuration of the properties;
 - (c) The scale of the present use would allow for greater density;

- (d) 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*;
 - (e) The area is, or is planned to be:
 - i. In the case of Minor Nodes, an intersection of multiple transit routes.
 - ii. In the case of Major Nodes, an intersection of higher frequency transit routes; and,
 - (f) The expansion to an existing designated Node or designation of a new Node is compatible with the surrounding neighbourhood.
- (5) Future Nodes are areas where a more compact built form and/or broader range of uses (residential, commercial and/or employment uses) would benefit and support the surrounding neighbourhoods and/or business areas. Details regarding the scale, nature and location of such uses is to be determined and/or refined through further planning studies. Future Nodes are shown on **Schedule 'B' – City Structure**.

3.5.2 Designated Corridors

Corridors are major streets or transit routes that link Nodes and/or Major Transit Station Areas and provide opportunities for *intensification* through the application of high, medium high and medium rise land use designations, or in limited cases low rise. 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 rise 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 rise residential or employment, with some limited areas having a planned function other than residential or employment. 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 Rise Residential, height and/or density will be limited as defined by this Plan and the Zoning By-law.
- (3) Minor Neighbourhood Corridors are predominantly residential and intended to facilitate the gradual evolution and minor densification of neighbourhoods by

allowing more intensive low rise uses in specific locations, such as low rise *missing middle housing*. Minor Neighbourhood Corridors are located along:

- (a) major streets and transit routes, which are currently mostly comprised of low density building forms such as single detached buildings and which have the ability to evolve towards more compact, diverse low rise housing forms; or
- (b) local streets that complement transportation supportive corridors as they are adjacent to a Minor Corridor and/or have the ability to support a Minor Corridor to achieve its planned function.

Expansion to Corridors

- (4) 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 benefit to the community associated with additional low, medium, medium-high or high rise uses, and subject to consideration of the following criteria:
 - (a) The corridor is an existing or planned to be a major traffic and higher frequency transit route;
 - (b) The corridor directly links a Node(s), Major Transit Station Area(s) or other major origin and destination points, or supports a Minor Corridor in the case of designating new Minor Neighbourhood Corridors;
 - (c) 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;
 - (d) The lands are designated primarily for medium to high rise development, or more intensive low rise development when considering potential Minor Neighbourhood Corridors; and,
 - (e) The proposed amendment demonstrates that the expansion to an existing designated Corridor or designation of a new Corridor is compatible with the surrounding neighbourhood.

3.5.3 Major Transit Station Areas

Major Transit Station Areas are lands located in close proximity (generally within 500 – 800 metre radius, representing a ten minute walk) to ION Light Rail Transit stops within the City of Waterloo. These areas, shown on Schedule 'B' – City Structure of this Plan are a major focus for future growth and *intensification*. Higher population and employment densities and a mix of uses are planned within these areas to support transit ridership, and contribute to the development of *complete communities*, with convenient access to a range of housing options, including *affordable* housing, jobs and local services / amenities.

Station Areas Plans have been developed for Major Transit Station Areas outside of the Uptown Primary Node area as shown on Schedule 'J1' – 'J5' – Station Areas. Policies for these Major Transit Station Areas (outside of the Uptown Primary Node area) draw from the Council adopted Station Area Plans that provide detailed guidance on land uses, mobility, parking, public realm and urban design.

Three Major Transit Station Areas are located in Uptown Waterloo and overlap with the Uptown Waterloo Primary Node. Uptown Major Transit Station Areas are subject to the

general policies in this section and the relevant policies set out in Section 3.6 Uptown Waterloo Primary Node.

The City shall plan for densities in all Major Transit Station Areas identified on **Schedule ‘B’ – City Structure** to increase over time. The City will review and may increase density targets through future Official Plan Reviews, and future City-initiated Official Plan Amendments.

- (1) Major Transit Station Areas in this Plan and delineated in Schedule ‘B’ are recognized as Protected Major Transit Station Areas in accordance with the Planning Act.
- (2) All Major Transit Station Areas identified on Schedule ‘B’ – City Structure will be planned to:
 - (a) Achieve a minimum gross density target as outlined in Table 3-1 of this Plan and in accordance with provincial policy, 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. In accordance with the Planning Act and applicable provincial policy, Ministerial approval is required for official plans and amendments that propose lower density targets.
 - (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.
 - (h) Support the creation of new *affordable* housing units through Inclusionary Zoning

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Inclusionary Zoning within Major Transit Station Areas

- (3) Inclusionary Zoning is a tool that allows the City to require *affordable* housing units to be provided in new developments within Major Transit Station Areas. Policies for Inclusionary Zoning are intended to support the development of mixed-income communities and equitable access to higher order transit by increasing the supply of *affordable* housing for low and moderate income households in locations close to Major Transit Station Area stops.

- (a) Inclusionary Zoning will be implemented in conjunction with other planning tools to increase the supply of *affordable* housing within Major Transit Station Areas that might not otherwise be built, contributing to diverse, mixed-income communities that offer a range of housing options that are *affordable* for a range of household incomes.
- (b) Inclusionary Zoning policies will be informed by ongoing monitoring and periodic financial impact assessments in accordance with Provincial requirements, or more frequently as the City of Waterloo deems necessary, to facilitate the creation and increased supply of *affordable* housing while mitigating impacts on new market housing supply.
- (c) The City will work collaboratively with the Region, private and non-profit developers and housing providers to leverage expertise to achieve the desired housing objectives contemplated through Inclusionary Zoning.
- (d) Inclusionary Zoning will be implemented through the Zoning By-law and guided by Inclusionary Zoning Implementation Guidelines.

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- (4) Planned land uses within Major Transit Station Areas are shown on **Schedule 'A' – Land Use Plan**, with additional direction provided through Station Area Plans where applicable for Major Transit Areas identified on Schedules 'J1' to 'J5'.
 - (a) In accordance with the Regional Official Plan, Station Area Plans are not required for the Major Transit Station Areas located in Uptown and overlapping with the Uptown Waterloo Primary Node, which includes the Waterloo Public Square, Willis Way and Allen Street LRT stops.
 - (b) Medium, medium high and high rise *development* in Major Transit Stations Areas within Uptown will be directed to the Uptown Waterloo Primary Node, and any designated Nodes and Corridors within Uptown as indicated on Schedule 'B' and in accordance with the heights set out in Schedule 'B1'.
 - (c) Section 3.6 of this chapter further defines policies related to the Uptown Waterloo Urban Primary Node.
 - (d) As a general principle, and subject to the detailed land use policies of this Plan, transit-supportive uses such as medium to high rise residential, commercial and/or compatible employment uses shall be encouraged in all Major Transit Station Areas, as set out in the Station Area Plans and the Uptown Waterloo Primary Node. Non-transit supportive uses such as commercial uses oriented to vehicular travel shall be discouraged.
 - (e) Station Area Plans applicable to Major Transit Areas identified on **Schedules 'J1' – 'J5' – Station Areas**, 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.
 - (f) The geographic boundaries for the proximity-based planning approach within the

Station Areas subject to Station Area Plans 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.

- (g) For clarity, Policy 3.5.3(2)(a) (i) and (ii) will not apply to the Uptown Major Transit Station Areas that overlap with the Uptown Waterloo Primary Node.

Station Area Plans (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 and massing to ensure a compact built form with a strong relationship to the street or other *pedestrian* environment, and to achieve the urban design objectives of this Plan and the City's Urban Design Manual.
 - (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 3.9 of this Plan;
- the proposal achieves a high standard of urban design which limits the impact of vehicular queueing on the existing or planned streetscape and limits impacts on surrounding *sensitive land uses*;
- 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.

Station Area Plans (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 and massing to ensure a compact built form with a strong relationship to the street or other pedestrian environment, and to achieve the urban design objectives of this plan and the City’s Urban Design Manual.
 - (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 3.9 of this Plan;
 - the proposal achieves a high standard of urban design which limits the impact of vehicular queueing on the existing or planned streetscape and limits impacts on surrounding *sensitive*

land uses;

- 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 where applicable 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.

Public Realm and Place-Making

- (8) Station Area Plans for lands identified on Schedule 'J1' to 'J5' 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.
- (9) Opportunities to create and enhance public spaces, as identified in the Station Area Plans, will be secured through the *development* approvals process.
- (10) The City may identify 'priority public spaces' on 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.
- (11) Consistent with policies 3.9.2(1) and 12.2.4 this Plan, 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.

Mobility

- (12) 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.

- (13) 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.
- (14) The City may identify priority connections on 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

3.5.4 Intensification within Nodes, Corridors and Major Transit Station Areas

Intensification shall be directed within Nodes, Corridors and Major Transit Station Areas through the application of land use designations that permit medium to high rise uses, or in limited cases low rise uses, as shown on **Schedule 'B1' – Built Form**. Development within designated Nodes, Corridors and Major Transit Station Areas 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 strongly encouraged within designated Nodes, Corridors and Major Transit Station Areas, 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, Corridors and Major Transit Station Areas 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 Rise, Medium-High Rise and Medium Rise land uses will primarily be located in designated Nodes, Major and Minor Corridors, and Major Transit Station Areas, and therefore in proximity to major *roads*, major *community infrastructure*, public transit routes, and other supporting land uses. However, Low Rise land uses will be maintained in Minor Neighbourhood Corridors.
- (3) Construction of new low rise uses will be discouraged within designated Nodes, Major and Minor Corridors and Major Transit Station Areas. *Development* applications, excluding applications for *site plan* approval, proposing such uses will be reviewed in

the context of the policies in this chapter.

- (4) *Intensification of existing* low rise housing to higher density multiple residential buildings will be encouraged in designated Nodes, Corridors and Major Transit Station Areas by the application of minimum densities on residential lands, where applicable.
- (5) Minor Neighbourhood Corridors shall be zoned to permit a range of more intensive Low Rise residential uses including but not limited to: stacked townhouses and low rise apartments, as well as converted dwelling houses and Additional Residential Units (see policy 10.1.2 of this Plan). The implementing Zoning By-law and/or other guiding documents may further articulate and control the design of development within a Minor Neighbourhood Corridor to ensure that the intent of this Plan is achieved, and development is compatible with and provides an appropriate transition in relation to adjacent land uses.
- (6) In planning for more intensive low rise, medium rise, medium high rise and high rise housing sites, and to assist in the achievement of planned densities in a given area, the Zoning By-law may identify minimum lot sizes and other performance standards in designated Nodes, Corridors and Major Transit Station Areas that encourage lot consolidation and discourage the division of land intended for multiple unit housing forms.
- (7) The City, in consultation with the Municipal Heritage Committee, encourages adaptive reuse of significant built heritage resources, and requires the conservation of *cultural heritage resources* in all areas of the City, including designated Nodes, Corridors and Major Transit Station Areas.

3.5.5 Designated Growth Areas

Designated Growth Areas are those areas within the city that have not been previously developed within the Urban Area Boundary. *Designated Growth Areas* will accommodate a portion of growth within Waterloo, although the supply of land within *Designated Growth Areas* is expected to diminish over the life of this Plan.

- (1) *Designated Growth Areas* will be planned in a manner that integrates new *development* with existing communities and supports the creation of neighbourhoods as *complete communities*. *Development* within *Designated Growth Areas* will be guided by the policies of this Plan and be consistent with the objectives set out in this chapter.
- (2) The City of Waterloo will ensure orderly *development* in *Designated Growth Areas* through conditions and agreements applied or obtained through the development review process and through any District Planning processes or equivalent, and through Capital Budgets.

3.6 UPTOWN WATERLOO PRIMARY NODE

Uptown Waterloo serves as the City's Primary Node, and is delineated as shown on **Schedule 'A' – Land Use Plan, Schedule 'A1' – Commercial Land Uses, Schedule 'A2' – Employment Areas, Schedule 'B' – City Structure, and Schedule 'B1' – Built Form**. As the City's Primary Node, Uptown Waterloo 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 Primary Node will be planned as priority areas for growth within the Major Transit Station Area. Policies in Section 3.5.3 of this Plan shall apply to any *Major Transit Station Areas* located within the Uptown Waterloo Primary Node.
- (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 the density target detailed on Table 3-1, through intensification of properties, which will occur over time in a manner that is compatible with, and appropriate within, the context of the surrounding neighbourhood.
- (6) Accommodate development that *conserves cultural heritage resources*.

3.6.1 Retaining Uptown's Sense of Community, Identity and Commercial Vitality

The Uptown Waterloo Primary Node will be planned to achieve balance between meeting growth objectives 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 Primary Node.
- (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 Primary Node will feature high quality, safe and attractive amenity and community 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 Primary Node, 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 function of King Street as the City's main street, for buildings that immediately abut King Street within the Uptown Waterloo Primary Node, the Zoning By-law will contain provisions that require minimum and maximum building heights.
 - (a) For properties within the Main Street height limit on **Schedule 'B1' – Built Form**, minor increases in height beyond 4 storeys 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 planned built form and massing of the streetscape is maintained through an appropriate upper storey façade setback and other massing and supporting design strategies. Applications to exceed 4 storeys shall be accompanied by an urban design study, demonstrating how the proposed height addresses the City's built form and urban design objectives, guidelines and standards to the satisfaction of the City.

Cultural Heritage Resources

- (5) Development within the Uptown Waterloo Primary Node 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 properties and districts with cultural heritage value or interest and support owners to restore and maintain *built heritage resources* and cultural heritage landscapes;
- (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 Primary Node. It is a policy of this Plan that these lands will be generally planned to permit low rise residential land uses that are characteristic of the Heritage Conservation District designated in accordance with policy 4.7.7(1), subject to the Area Specific policies included as part of this Plan.

Community Destination for Major Arts and Cultural Facilities and Events

- (8) The City supports the Uptown Waterloo Primary Node 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.

Open Space

- (9) It shall be a policy of this Plan to encourage the development of the Laurel Creek open space and greenway 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

- (10) This Plan supports a strengthened commercial centre, with continued retail and commercial services market growth in the Uptown Waterloo Primary Node. The Uptown Waterloo Primary Node 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 demonstrate compliance with this policy.

3.7 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. The City will collaborate with the Region, Area Municipalities and other groups on initiatives that support the *complete community* concept at the regional level, including to ensure appropriate planning and locating of region-wide serving facilities and institutions such as hospitals and associated medical research clusters. The city will be planned for *complete communities* at the Planning District and neighbourhood level, with a focus on supporting the achievement of neighbourhoods that are compact and vibrant, and where people can meet their daily needs within a short trip by walking, cycling and rolling.

- (a) Notwithstanding anything to the contrary, a regional serving hospital with associated medical buildings and research facilities shall be permitted in any land use designation of this Plan, excluding Open Spaces as shown on **Schedule 'A3'**.

3.7.1 Planning Districts

The City of Waterloo is made up of a series of defined Planning Districts, as 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 as 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 one 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.

3.7.2 Neighbourhoods

Individual neighbourhoods will be planned as *complete communities* that are well connected to meet daily needs, 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*, and *urban agriculture* 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's Regional 10 Year Housing and Homelessness Plan;
 - (d) Promoting the provision of accessible and *affordable* housing to 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.
- OPA No. 34, approved October 28, 2022**
- (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,
 - (c) Planning for public gathering places that feature a high standard of design and focus on creating a desirable place for people to gather and visit.
- (5) For clarity, policies 3.7.2 (1) – 3.7.2 (4) shall apply to the development of residential *Designated Growth Areas* and existing neighbourhoods.

3.8 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.

3.9 URBAN DESIGN

Urban design is the design, analysis and process of city building. The City 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 achieves the Urban Design policies as set out in this section. The implementation of these policies will be supported by the applicable City by-laws, standards, guidelines and documents.

3.9.1 Urban Design Objectives

The Urban Design objectives and design policies contained in this Plan establish the general design vision for the City and inform the 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 and detailed through the Zoning By-law and implementing manuals, in particular the Urban Design Manual, and related processes. The Urban Design objectives for the City include the following:

Design Excellence

It is a priority for the City that built form reflects design excellence to recognize the important role that built form has in defining the City's quality of life, appeal, and image. The policies of this Plan aim to guide the successful growth and development of the city through urban design by focusing on built and natural environments.

This Plan strives for design excellence reflected through high-quality materials, sustainable building design and construction, considerate use of resources, thoughtful consideration of buildings' impacts on the urban fabric, and attention to human-scaled design that considers people of all ages and abilities.

Creating a Sense of Place

Site and building design are intended to foster a distinct sense of place with particular attention to coordinated streetscapes, without limiting architectural design, innovation or creativity. *Development* can present design opportunities for key areas throughout the city such as the Uptown Primary Node and other *strategic growth areas* within the City Structure to form an area-specific identity, with emphasis on coordinated building materials and colours, architectural style, public art and landscaping.

Connectivity

The policies of this Plan seek designs that promotes connectivity with emphasis on pedestrian and non-vehicular safety, direct and convenient access to transit routes, amenity spaces, building entrances and public streets. Barrier-free access, where feasible, will be provided to building entrances from the public street, particularly along transit routes.

Streetscaping and Street Activity

The design quality of building elements closer to the street, particularly the podium or street wall, should be emphasized over the taller components of buildings, due to their inherent impact on the *pedestrian* experience. Good streetscapes integrate the public right of way and the private *development* that frames it. The design of the streetscape is encouraged to include landscaping, resting spaces and gathering spaces. *Development* should address the

interaction between public and private spaces.

The policies of this plan seek *developments* that promote street activity and animate the public realm by locating building entrances towards the street, providing windows along the street frontage, encouraging mixed-use development, and promoting outdoor amenity spaces along the street or between buildings.

Enhancing the Pedestrian Experience

The *pedestrian* experience at the street level is a key measure of good urban design. A *pedestrian*-friendly environment can be established at the neighbourhood level through the implementation of an efficient, safe and logical street pattern, smaller block sizes, an interconnected public realm network, and active uses along the primary street edge; it can be further reinforced at the streetscape level through human-scale street wall heights, building and facade articulation, frequent entrances, transparency, and a consistent rhythm of streetscape elements and street trees. Together, these elements work to create walkable environments that are safe, attractive and welcoming for people of all ages and abilities. The streetscape network is an important component of a *complete community* and the public realm as a whole, tying together housing, employment, commercial, and *community uses* in a cohesive framework that promotes walkability, accessibility and convenience.

3.9.2 Urban Design Implementation

- (1) The City will incorporate urban design considerations into all *development* decisions in order to assist in achieving the Urban Design objectives and policies outlined in the policies of this Plan. 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 and Block Plans;
 - (d) Station Area Plans;
 - (e) Master Planning in accordance with policy 12.2.4;
 - (f) Urban Design Manual, Guidelines, and studies;
 - (g) Comprehensive Engineering & Landscape Manual;
 - (h) *Site Plan* Control;
 - (i) Committee of Adjustment; and,
 - (j) Development Agreements.

3.9.3 General Urban Design Policies

The following General Urban Design policies are intended to support the design objectives established in policy 3.9.1 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:

Public Realm and Streetscapes

- (1) *Development* in the City of Waterloo shall consider and align with the following urban design directions with regards to streetscapes and placemaking:

- (a) Streetscapes include the public street, the setbacks, and the building edges, which work together to create the pedestrian environment. Visually interesting streetscapes that imbue a sense of place should be created through variation in building typology, massing, architectural detailing and materiality.
- (b) Streets will be designed to promote active transportation and connection to transit stations, including walking, and cycling, and rolling.
- (c) Streets and blocks should be designed to create a finely-scaled and interconnected network that promotes integration between existing and planned communities. New streets shall connect with existing streets wherever possible to achieve an interconnected network of streets.
- (d) *Development* is encouraged to contribute to a continuous street wall along its street frontage and will contribute to a human scale streetscape.
- (e) The City will promote an attractive and coordinated approach to streetscape design with emphasis given to green and complete streets; pedestrian, cyclist and rolling friendly design; and coordinated landscape and building design elements that animate the street in the public and private realm, through a cohesive visual identity.
- (f) *Development* is encouraged to integrate small-scale publicly-accessible open spaces where possible, in the form of mid-block connections, sliver parks, forecourts, courtyards, mews and other micro spaces, in order to enhance *pedestrian* experience and movement.
- (g) Along primary streets and where active uses are located on the ground floor, building design is encouraged to feature frequent entrances, high transparency, well-articulated facades, and a rhythm of *pedestrian*-scaled architectural bays or modules along the street that provide variety and visual interest.
- (h) Street trees contribute to urban infrastructure as they help reduce urban heat island effects, mitigate wind impacts, improve stormwater management function, support urban habitat and biodiversity, and contribute to improved human health and well-being. In addition, street trees beautify the urban environment and contribute to the attractiveness of the public and private realms. Trees are strongly encouraged on both sides of all streets (within the road allowance, and within front and flankage yards) wherever feasible, such that they form a continuous canopy at maturity.
- (i) Parking areas and structures will be located and designed to limit their visual impact on the public realm. Where feasible, underground parking is encouraged for intensification projects, particularly residential or mixed-use development. Surface parking in planned intensification areas is generally discouraged.
- (j) Where above-grade parking structures are proposed, they are strongly encouraged to be wrapped by permitted active uses fronting the street, with additional measures taken to screen any parking which is visible from public view through the use of landscaping or other design strategies. On primary streets, above-grade parking structures are strongly discouraged; where they

exist, they should be wrapped by active uses such as residential units, retail, commercial or institutional uses on all podium levels. On secondary streets, above-grade parking structures shall be required to be wrapped by active uses at-grade and are encouraged to include active uses above the ground floor.

Built Form and Building Typologies

- (2) Well-designed and sculpted buildings help contribute to a high standard of design, enhancing neighbourhood identity and improving the broader *pedestrian* environment. The built form of new *development* should contribute to an overall safe, accessible, and visually interesting environment. *Development* in the city will consider and align with the following key built-form design directions:
- (a) New *development* including infill should be located and organized to fit harmoniously within the existing and planned context to support streets, lanes, parks and open spaces, enabling the creation of a vibrant and safe public realm. The following policies apply:
- i. Buildings should be sited, and oriented to frame adjacent streets and public spaces with good street proportion, helping to create a high-quality *pedestrian* realm.
 - ii. Buildings will be designed with prominent building entrances to face primary streets or areas of high pedestrian movement. Access from sidewalks, other *pedestrian* facilities and public open spaces to primary building entrances shall be clearly visible, convenient and direct, with minimum changes in grade, and will be accessible and *barrier-free*.
 - iii. Infill *development* should be compatible with existing and planned context and character. Compatibility is to be demonstrated, with regard for the characteristics that define the streetscape.
 - iv. On a corner site, the *development* should address both street frontages and give prominence to the corner.
- (b) New *development* including infill shall provide appropriate built form transitions between areas of different heights and/or intensity of uses. The following policies apply:
- i. Transition in scale is to be appropriately implemented at the site, block and neighbourhood level.
 - ii. *Development* should incorporate measures that foster built form transition, which may include but are not limited to, stepbacks to upper levels, vertical and horizontal recesses and projections, façade articulation, architectural detailing and changes in plane, materiality, texture and colour to break visual impact.
 - iii. Shadowing onto public realm, parks and open spaces is strongly discouraged. In general, shadows should be mitigated to the extent possible.
- (c) Tall buildings are described as any building taller than 11 storeys in height measured from average grade. The following policies apply:

- i. Tall buildings will provide appropriate separation distances as outlined by the Zoning By-law, to limit negative impacts to the public realm, other tall buildings on the same site, and neighbouring properties, including sky view, access to sunlight, and privacy for building occupants.
 - ii. The profile of tall buildings should ensure that massing contributes to *pedestrian* scale, reduces the appearance of bulk, and that shadows do not unduly shadow the public realm, amenity space, and neighbouring properties.
 - iii. Tall buildings should employ a series of methods to mitigate wind impact on the public realm and amenity spaces, and enable a safe and comfortable pedestrian and user experience.
- (d) Development will sympathetically *conserve*, respect and complement the *cultural heritage resources* of the city as a whole, and the Uptown Waterloo Primary Node in particular. The following policies apply:
 - i. The City will seek to retain, *conserve*, and/or rehabilitate *cultural heritage resources* in their original locations where possible. Where it is not possible to retain the original uses, adaptive re-use of heritage buildings shall be encouraged.
 - ii. New *development* will achieve a compatible relationship with *cultural heritage resources* and heritage districts in their context through consideration of elements such as urban scale, building height, massing, materiality, profile and architectural features.
- (e) Within Uptown Primary Node, the City shall:
 - i. 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.
 - ii. Utility pole placement should avoid impeding pedestrian travel, mobility devices, and sight lines, as well as allow for barrier free access to pedestrian and cycling areas.
 - iii. 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 Comprehensive Engineering & Landscape Manual.
- (f) As part of new *development*, opportunities for public art and site amenities are encouraged, especially for larger sites, and *development* within designated Nodes, Corridors and Major Transit Station Areas. Consideration to be given to the following:
 - i. Public art should contribute to a *sense of place*, meaning or local context.
 - ii. Within the Uptown Waterloo Primary Node and near transit stops, the integration of urban site amenities such as landscaped outdoor spaces, urban seating areas, and public art is

encouraged. A variety of other site amenities may be considered and incorporated into intensification projects that animate the street, contributes towards sustainable design, and enhances the quality of life for its users and visitors.

Major Transit Station Areas

- (3) The design of urban areas around Major Transit Station Areas as identified on Schedule 'B' - City Structure plays an important role in supporting urban vibrancy and public life. In addition to helping to facilitate direct and convenient access and movement within and around transit facilities, Major Transit Station Areas have the ability to support a transit-oriented context, encourage street-level activity animation and contribute to broader place making objectives. The urban design of Major Transit Station Areas should include:
- (a) A station plaza near ION LRT stops. Plazas can be modest in size but should have good building definition, active uses along adjacent property frontages, and multiple access points. Station plazas should feature a mix of hard and softscaping to support both functional and aesthetic objectives.
 - (b) Wayfinding features and strategies which provide a sense of direction, and orientation for all users of all ages and abilities. These features will help users easily navigate to and from the transit station through the use of signage and identification which is fully visible and accessible from the public street.
 - (c) For Major Transit Station Areas located outside of Uptown Waterloo, identified on Schedule 'J1- to 'J5', at least one open space area near of the station should be provided.
 - (d) Parking within Major Transit Station Areas, where provided, shall be designed and organized to not detract from the public realm or hinder other forms of mobility. Design of parking areas shall:
 - i. Limit new surface parking lots within 100 metres of a Light Rail Transit Stop.
 - ii. Locate parking to the side or rear of buildings where surface parking is proposed, to enable a continuous street edge and the creation of attractive urban spaces.
 - iii. Screen parking structures.
 - iv. Provide active uses on the ground floor wherever feasible.
 - v. Require the perimeters of surface parking lots to be landscaped with trees and other appropriate planting materials.
 - (e) Additional urban design considerations and guidelines are identified in the Council approved Station Area Plans for Major Transit Station Areas located outside of Uptown Waterloo, as identified on Schedule 'J1- to 'J5'.

Large Sites

- (4) Large sites may include but are not limited to malls, plazas and larger commercial sites / areas, and larger industrial sites / areas, which are proposed

for *development* or redevelopment through *intensification*. These sites and areas may be historically auto-oriented with extensive parking and isolated large buildings. These sites and areas have the potential to create vibrant, integrated communities. The objective of this Plan is to transform these sites and areas into pedestrian-friendly *complete communities* that fit seamlessly into the city. The following policies will apply to the *development* and *intensification* of large sites:

- (a) Large sites shall be planned to create *complete communities* unto themselves. Important principles of *complete communities* for large sites include:
 - i. Mixed-use: Sites should incorporate diverse functions - housing, work, education, recreation, and transit - so people can access essentials close by. If employment lands transition to mixed-use, a meaningful amount of employment and office uses must remain (be integrated into the new *development*), as set forth in the implementing zoning by-law.
 - ii. Compact: High-density areas with easy access to green spaces, public transit, and community services promote sustainable transportation and the efficient use of land.
 - iii. Amenity-rich: Streets and public spaces should be safe, appealing, and diverse in purpose, supporting vibrant daily life. Services (like childcare, shopping, and healthcare) and *community uses* should be within short walking distances, accessible to all ages and income levels.
 - iv. Well connected: Access to and through the site should facilitate convenient connectivity by all modes of travel.
- (b) Large sites shall demonstrate a high standard of urban design and architecture, be comprehensively planned, and protect for effective emergency response.
- (c) The City may require a Master Plan for large sites in accordance with policy 12.2.4 to address site circulation, land uses, urban design, emergency response, and the provision of appropriate open spaces, among other matters, in order to optimize the contextual fit of *development* across:
 - i. the subject lands; and/or
 - ii. the area, rather than one property at a time.
- (d) A phasing strategy may be required for the development of large sites. Large sites may develop over time; public spaces, amenities, and services should be implemented in balance with residential growth. Phased plans help minimize community disruption and maintain continuous access to essential services.

Priority

- (5) This Plan places a greater emphasis on urban design compared to density.

3.10 PROTECTED COUNTRYSIDE

The Protected Countryside is 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.

- 3.10.1 The Protected Countryside is designated by the Region of Waterloo in 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.
- 3.10.2 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.
- 3.10.3 Expansions of the City's Urban Area Boundary will not be permitted into the Protected Countryside.
- 3.10.4 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.
- 3.10.5 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.

CHAPTER 4 ARTS, CULTURE, HERITAGE, RECREATION & LEISURE

The objectives and policies of this chapter recognize the importance of planning for a wide range of arts, culture, recreation and leisure opportunities as well as the *conservation of cultural heritage resources* to meet the needs of the Waterloo community. Planning for the appropriate facilities, programs and services will ensure that each component contributes to the future quality of life within the City, recognizing that healthy social and cultural systems are, in turn, linked to other aspects of the City's overall health, including the environment and economy.

The policies of this chapter address how the City will fulfill its role in terms of planning for the provision of arts, cultural, heritage, recreation and leisure facilities, services and programs and the *conservation of cultural heritage resources*. In all cases, it is recognized that the City has limited resources and funding mechanisms and as such will need to maximize the use of existing facilities and community resources and seek out potential collaborations. In terms of facility delivery, the City will place a priority on maintaining and maximizing the utilization of existing facilities before consideration of new facility development. As a complement to this approach, policies outline the need to support collaborative initiatives for the provision of facilities including multiple- use facilities, possibly involving multiple parties. In terms of service delivery, the policies focus on the City taking a variety of roles in planning for, facilitating, supporting and/or delivering arts, culture, heritage, recreation and leisure opportunities at the City-wide, district and neighbourhood levels.

A key component of this chapter is the heritage policies which implement the Ontario Heritage Act by providing a detailed framework for appropriate *conservation of cultural heritage resources*.

This chapter includes policies that complement other chapters of this Plan, in particular, the City Form and Networks policies, including:

- Supporting the Uptown Waterloo Urban Growth Centre as a community focal point for arts, culture and the *conservation* and interpretation of built and landscape heritage;
- Planning for development that provides for the installation of art and creation of usable spaces on public and private lands to support the enjoyment of arts, culture, heritage, recreation and leisure opportunities and resources; and,
- Planning for and supporting the development of a connected parks, trails and open space network for transportation and recreation/leisure purposes.

4.1 OBJECTIVES

- (1) Plan for a diversity of arts, culture, heritage, recreation and leisure opportunities that are safe as well as physically and economically accessible and accepting of all people with different backgrounds and cultures.
- (2) Provide and encourage a wide range of arts, culture, heritage, recreation and leisure

opportunities within neighbourhoods; these opportunities may vary among neighbourhoods and this uniqueness should be encouraged.

- (3) Encourage collaborations, facilities and programs that incorporate a mix of uses and other non-traditional ways of providing arts, culture, heritage, recreation and leisure opportunities.
- (4) Plan for art on public lands and encourage the provision of art on private lands throughout the City.
- (5) Plan for a comprehensive and connected trail system that is an integral part of the transportation system as well as a recreational and leisure opportunity.
- (6) Create additional and alternative forms of parks, trails and open spaces for locating multi-use/multi-seasonal recreation and leisure opportunities in locations deemed appropriate by the City.
- (7) Provide well-designed passive open spaces throughout the City.
- (8) Encourage major festivals and arts and cultural facilities to be located in the Uptown and in Waterloo Park.
- (9) Plan for and/or support an urban environment that encourages creativity and innovation in all aspects of our community life.
- (10) Promote awareness of facilities, programs and services through communication, marketing and education initiatives.
- (11) Plan for an urban form that retains significant elements of the City's natural, built and cultural heritage by:
 - (a) Ensuring the *conservation of cultural heritage resources* of the City in both new as well as existing areas;
 - (b) Reflecting the local heritage context by connecting and integrating compatible development with *cultural heritage resources* of the City;
 - (c) Promoting public awareness and appreciation of the *City's cultural heritage resources* by involving the public in heritage resource initiatives affecting the City.

4.2 SUPPORTING DOCUMENTS AND IMPLEMENTATION

- (1) Council may approve, and update as appropriate, additional documents to provide further direction with regard to the policies of this Plan. Such documents may include, but not be limited to:
 - (a) Recreation and Leisure Services Master Plan;
 - (b) Heritage Master Plan;

- (c) Cultural Master Plan; and,
- (d) Percent for Art Policy.

4.3 DELIVERY OF FACILITIES AND SERVICES

This section defines the City's role with regard to the planning, development, delivery and evaluation of services and facilities for arts, culture, heritage, recreation and leisure, where such facilities include indoor or outdoor buildings and spaces, including but not necessarily limited to: buildings or areas within buildings for use of a specific sport or activity, playgrounds, parks, trails, sports fields, heritage storage area, heritage exhibition area, golf course, running tracks, meeting rooms, arena and water parks. The City will approve and update, as appropriate, a Recreation and Leisure Services Master Plan to provide further direction regarding the implementation of the policies of this Plan.

The City will build opportunities for greater awareness of facilities, programs, services and *cultural heritage resources* through use of the City's website, signage (such as interpretive signs), and other methods deemed appropriate.

4.3.1 Facilities Delivery

- (1) As a key provider of facilities for arts, culture, heritage, recreation and leisure, the City will, through periodic updates to the Recreation and Leisure Services Master Plan or other means, assess the adequacy of planned facilities to meet existing and forecasted needs of the community.
- (2) In its role of planning for and providing municipal facilities for arts, culture, heritage, recreation and leisure, the City will apply the following hierarchy of delivery mechanisms, giving priority to the mechanisms in the order that they are listed:
 - (a) As a first priority, the City will maximize the use of existing City facilities, including considering utilization rates, and cost-effective facilities operations, while undertaking on-going rehabilitation and renewal of facilities to meet evolving market needs, where feasible;
 - (b) Promote shared-use arrangements for existing facilities and collaborations with other organizations and agencies;
 - (c) Consider the provision of new joint-use facilities in collaboration with other organizations/agencies; and,
 - (d) Consider the provision of new facilities in locations which best serve existing and future residents of the City.
- (3) Where renewal of a municipal facility and/or development of a new municipal facility is deemed to be appropriate, the City will investigate the potential for a range of multiple-use opportunities and/or collaborative relationships and participation within a single facility venue.
- (4) The City will plan for and design municipal facilities that are:

- (a) flexible in terms of their ability to meet changing community needs;
- (b) accessible by public transit;
- (c) sustainable and environmentally responsible;
- (d) supportive of adaptive reuse of buildings;
- (e) flexible for inclusion of all residents; and
- (f) easy to maintain.

4.3.2 Services and Program Delivery

- (1) The City will support the decentralization of arts, culture, heritage, recreation and leisure activities, where appropriate, recognizing that the distribution of a range of activities throughout the City will provide opportunities for greater access to such services and programs at the local neighbourhood level.
- (2) The City will take a leadership role in planning for the provision of arts, culture, heritage, recreation and leisure services, focusing on expanding the accessibility, availability, affordability and mix of services available to residents.
- (3) To fulfill its role in the planning, development, delivery and evaluation of services and activities related to arts, culture, heritage, recreation and leisure, the City will consider the following approaches within its budgetary priorities and strategies as established by Council:
 - (a) Actively working to facilitate and support community groups, volunteer-based organizations and individuals in the development and delivery of services and programs;
 - (b) Exploring and/or participate in collaborative initiatives, at variable levels of involvement, that result in a shared responsibility for delivery of services and programs; and,
 - (c) Undertaking the direct delivery of services and programs.
- (4) Due to their strategic locations within local neighbourhoods, the City recognizes publicly-funded school sites as an asset to provide services and programs related to arts, culture, heritage, recreation and leisure opportunities throughout the City at the neighbourhood level. As such, the City will continue to work with school boards to explore opportunities to effectively increase community accessibility to publicly funded school sites for arts, culture, heritage, recreation and leisure services and programs.

4.4 UPTOWN AS A COMMUNITY FOCAL POINT FOR ARTS AND CULTURE

- (1) Consistent with the policies in the Section 3.7.2 of this Plan, the City supports the Uptown Waterloo Urban Growth Centre as a community focal point for heritage *conservation*, arts and culture, including cultural businesses.

4.5 ARTS, CULTURE, HERITAGE, RECREATION AND LEISURE

OPPORTUNITIES ON PRIVATE LANDS

- (1) The City shall strive to animate public and private space by planning for and encouraging public art in conjunction with development throughout the City by:
 - (a) Updating, as appropriate, the 'Percent for Art Policy';
 - (b) Encouraging the incorporation of public art in development, and encouraging such public art to be made publicly accessible;
 - (c) Requiring the provision of usable and accessible spaces that support arts, culture, heritage, recreation and leisure opportunities for residents and/or employees. Appropriate spaces include but are not be limited to parks, courtyards, community rooms, pools, fitness areas, ground level or rooftop landscape areas, pedestrian and cycling linkages and supporting amenities. Requirements for the provision of such spaces will be further defined in the Zoning By- Law;
 - (d) Requiring the dedication of parkland where applicable, as set out in
 - (e) Section 12.2.9 of the Implementation Chapter; and,
 - (f) Require *conservation* and support interpretation of *cultural heritage resources*.

4.6 RECREATION AND LEISURE THROUGH PARKS, TRAILS AND OPEN SPACE

- (1) Consistent with the policies included in the Networks Chapter of this Plan as they relate to the trails and open space network, the City will plan for and support the development of a connected trails and open space network for recreation/leisure, transportation and environmental management purposes, where deemed appropriate.
- (2) To support the continued improvement of the trails and open space network for recreation and leisure purposes at the City-wide and neighbourhood level, the City will, where appropriate and subject to the policies in the Land Use Policies Chapter of this Plan, support or facilitate improved public access to existing recreation and leisure opportunities or create new opportunities where lands become available. Key priorities for areas of consideration may be identified in the City's Recreation and Leisure Services Master Plan and/or the Transportation Master Plan.

4.7 CULTURAL HERITAGE POLICIES

Conservation of cultural heritage resources is an integral part of this Plan, recognizing that such resources contribute to Waterloo's identity, economic potential and quality of life. This Plan anticipates growth through *intensification* while recognizing the importance of *conserving* Waterloo's *cultural heritage resources* in a way that allows culturally significant buildings, structures and landscapes to be experienced and appreciated by existing and future generations.

4.7.1 General Policies

- (1) The City will consult with the Municipal Heritage Committee in matters relating to heritage *conservation*, such as the listing of designated and non-designated heritage properties, alteration or demolition of properties with cultural heritage value or interest, creation of heritage easements and covenants, and the identification of a study area or passing of a plan for a Heritage Conservation District.
- (2) To ensure appropriate *conservation*, the City shall designate *cultural heritage resources* in accordance with the Ontario Heritage Act.
- (3) The City may explore fiscal tools and incentives that include but are not limited to grants and loans, heritage property tax reduction/rebate, height and/or density bonusing, extensions of land use, and parking reductions to facilitate heritage *conservation* in recognition of the contribution that heritage *conservation* makes to our community.
- (4) Financial securities from the owner may be required by the City as part of the conditions of Consent, *Site Plan*, Subdivision Agreement or other development approvals to ensure implementation of a conservation plan. The City may require the owner to post a letter of credit, bond or certified cheque during and after the development process.
- (5) Where a *cultural heritage resource* is the subject of a *development* application, excluding applications for *site plan* approval, the City may consider the acquisition, assembly, resale, joint ventures or other mechanisms to ensure *conservation*. Where protection options may not be adequate or available, the City may pass by-laws to purchase a heritage resource with options to retain the resource indefinitely, lease it or sell it.
- (6) The City may adopt additional measures to implement policies that address the *conservation of cultural heritage resources* where such measures are authorized by legislation such as the Planning Act, Municipal Act, Environmental Assessment Act, and Cemeteries Act
- (7) To encourage public appreciation, stewardship and the visibility of *cultural heritage resources*, the City shall involve the public in all aspects of the heritage *conservation* programs and may promote the City's heritage through means that may include but not be limited to educational programs, publicity and promotion, development of heritage sites and trails, interpretive plaques, signage, the City's heritage collection, and awards.
- (8) The City shall encourage *cultural heritage resource* stewardship through strong collaborative relationships among stakeholders such as the City, the Region, property owners, community-based advocacy groups, and the development industry.
- (9) The City will, and the Regional Municipality of Waterloo is encouraged to, give consideration to the impact of modifications to Regional or City arterial and major collector *roads* and other *road* improvements in general, including re-alignment and

road widening, on *cultural heritage resources*. Conservation of *cultural heritage resources*, especially in relation to the character of streetscapes and major crossroads or intersections, shall be encouraged.

- (10) Consideration shall be given to the effects of public works and development on *cultural heritage resources* prior to the approval of public works and *development* applications. Mitigation of any negative impacts shall be integrated into the design of such projects, where appropriate, in order to complement the character, scale, access to, and appearance of the heritage resource.

4.7.2 Heritage Register

- (1) Through consultation with the Municipal Heritage Committee, the City shall develop and maintain a *Heritage Register* of properties that are of cultural heritage value or interest. The *Heritage Register* will include:
 - (a) Properties that are designated under Part IV, V or VI of the Ontario Heritage Act;
 - (b) Properties that are protected by a heritage easement or covenant under the Ontario Heritage Act;
 - (c) Properties that are identified in a Grand River Conservation Authority, Regional, Provincial or Federal heritage inventory; and,
 - (d) Non-designated properties that have been identified by the City as having cultural heritage value or interest.
- (2) The *Heritage Register* shall contain the following information, as applicable, with respect to each heritage property:
 - (a) A legal description of the property;
 - (b) The name and address of the owner; and,
 - (c) A statement explaining the cultural heritage value or interest of the property and/or district and a description of the associated heritage attributes.
- (3) The *Heritage Register* shall be updated as required, and made available to the public.
- (4) The City may apply one or more of the following criteria to assess the significance of *cultural heritage resources* for inclusion on the *Heritage Register*:
 - (a) Design or physical value;
 - (b) Historical or associative value; and/or
 - (c) Contextual value.

4.7.3 Heritage Impact Assessment

- (1) A Heritage Impact Assessment, prepared by a qualified heritage conservation professional, shall be required for all proposed development applications, or *site alteration* permit applications that includes or is adjacent to a protected heritage property. A Heritage Impact Assessment, prepared by a qualified heritage

conservation professional, shall also be required for all proposed development applications, or *site alteration* permit applications that includes a listed, non-designated property.

- (a) Where a *Heritage Impact Assessment* is required as part of a *development* application or *site alteration* permit application, the terms of reference for the *Heritage Impact Assessment* will be determined in consultation with the City.
- (2) Where a Heritage Impact Assessment is required as part of a development application, or site alteration permit application, the heritage resource shall receive protection in accordance with the timelines set out in the Ontario Heritage Act.
- (3) A *Heritage Impact Assessment* will include, but not necessarily be limited to the following:
 - (a) historical research, site analysis and evaluation;
 - (b) identification of the significance and heritage attributes of the *cultural heritage resource*;
 - (c) description of the proposed *development* or *site alteration*;
 - (d) assessment of *development* or *site alteration* impacts;
 - (e) consideration of alternatives, mitigation and *conservation* methods;
 - (f) schedule and reporting structure for implementation and monitoring; and
 - (g) a summary statement and *conservation* recommendations.
- (4) Where approval of a *development* application, or *site alteration* permit application would result in the demolition of a *built heritage* resource, a *Heritage Impact Assessment* will require the documentation of the *built heritage resource*. Information to be provided will include land use history, photographs, measured drawings and other information of the heritage resource that can be used for archival purposes. The *Heritage Impact Assessment* shall be submitted to the Municipal Heritage Committee for review and comment prior to the proposed *development* application, or *site alteration* permit application being considered by the City.
- (5) Heritage Impact Assessments may be scoped or waived by the City or Regional Municipality of Waterloo, as applicable.
- (6) Where a Heritage Impact Assessment is related to a cultural heritage resource of Regional interest, the City will circulate a copy of the assessment to the Region for review. In this situation, the Heritage Impact Assessment submitted by the owner/applicant will be completed to the satisfaction of both the City and the Region.

4.7.4 Built Heritage Resources

- (1) Pursuant to the Ontario Heritage Act, Council may pass by-laws to designate a *Built Heritage Resource*. The designating by-law shall identify the extent of the property, contain procedures and timelines for alterations to and demolition of existing buildings and/or structures as well as the erection of new buildings and/or

structures.

- (2) *Built Heritage Resources* and their heritage attributes and features shall be *conserved*. Where *Built Heritage Resources* cannot reasonably be retained, consideration is to be given to the following in order of priority:
 - (a) on-site retention through adaptive re-use for built heritage that cannot be conserved intact;
 - (b) relocation to another site within the same development;
 - (c) relocation to a sympathetic site within the City;
 - (d) rescue and reuse of components; and,
 - (e) documentation of the resource.
- (3) The City may enter into an easement or covenant agreement with any owner of a *Built Heritage Resource*, register the easement or covenant in the Land Registry Office, enforce this easement or covenant against the property owner or any subsequent owner, and/or assign an easement or covenant to any person that the City believes can provide protection of the *built heritage resource*.”
- (4) If a *built heritage resource* identified on the *Heritage Register* is the subject of a demolition application, significant alterations or other potentially adverse impacts, and a *Heritage Impact Assessment* has not been completed, the City may consider, within 60 days, its designation under the Ontario Heritage Act
- (5) To facilitate the processing of heritage permit applications for designated properties and designated districts, Council may delegate the power to approve, in consultation with the Municipal Heritage Committee, certain classes of alterations.
- (6) The City will preserve and respect cemeteries of cultural heritage significance (including human remains, vegetation and landscape of historic, aesthetic, and contextual values) in accordance with the Cemeteries Act (Revised) and the provisions of Part IV and V of the Ontario Heritage Act.

4.7.5 Cultural Heritage Landscapes

- (1) The City will identify and document any *cultural heritage landscapes* in accordance with the Regional Implementation Guideline for Cultural Heritage Landscape Conservation.
- (2) The City will designate *cultural heritage landscapes* in this Plan.
- (3) The City shall require the *conservation* of *cultural heritage landscapes* that are characteristic of the City or Region through the review of applications for *development* and/or *site alteration*.
- (4) The City supports recognition of the Grand River as a Canadian Heritage River and will co-operate with the Region and Grand River Conservation Authority to promote appropriate initiatives to maintain, enhance, manage and *conserve* natural, cultural, recreational, scenic and ecological features.

4.7.6 Archaeological Resource Policies

- (1) It is recognized that there are archaeological remnants of historic and prehistoric habitation and activities within the City, which may be identified from time to time. In recognizing the need to ensure the *conservation* of these sites of archeological value, the following measures will be taken:
 - (a) As part of the *development* or *site alteration* review process, applicants will be required to submit *archaeological assessments* in accordance with the Regional Archaeological Implementation Guideline where *archaeological resources* and/or *areas of archaeological potential* have been identified in the Regional Archaeological Master Plan. Where *archaeological resources* are identified, applicants will be required to *conserve* the archaeological resource by:
 - (i) Ensuring the site remains undeveloped. Where the site remains undeveloped, the City will undertake to designate such lands as Open Space at the time of a 5 year review of the Official Plan; or,
 - (ii) Removing the archaeological resource from the site by a licensed archaeologist, prior to site grading or construction.
 - (b) The City will not pass by-laws or otherwise facilitate proposed *development* until such time as the Province has cleared the site of archaeological concerns and the recommendations of *archaeological assessments* have been secured.

4.7.7 Heritage Conservation Districts

A Heritage Conservation District enables the protection of *cultural heritage resources* within a defined area, while at the same time allowing for compatible development to occur. A Heritage Conservation District is an area which contains a number of properties of historical, architectural, or contextual value which, when viewed comprehensively, form a unit that reflects an aspect of the City's historical or cultural development. The City currently has one Heritage Conservation District, being the MacGregor/Albert Heritage Conservation District.

- (1) To ensure effective *conservation*, properties designated under Part IV of the Ontario Heritage Act may be included as part of a Heritage Conservation District that is designated under Part V of the Ontario Heritage Act.
- (2) A heritage conservation district study must be completed prior to Council designating an area as a Heritage Conservation District under the Ontario Heritage Act. Alteration works on properties, or the erection, demolition or removal of buildings or structures, or classes of buildings or structures within the heritage conservation district study area may be regulated during this study period.
- (3) Any Heritage Conservation District study will:
 - (a) determine the feasibility of establishing a Heritage Conservation District;
 - (b) examine the heritage significance, character and appearance of the selected study area, including buildings, structures, contextual elements, vistas and other

- properties;
 - (c) examine and recommend the geographic boundaries of the area to be designated;
 - (d) recommend objectives of the designation and the content of the Heritage Conservation Plan;
 - (e) recommend necessary changes to be made to the Official Plan and any municipal by-laws; and
 - (f) communicate with the public, particularly residents and landowners, the intent and scope of the study.
- (4) Where the City determines that the establishment of a Heritage Conservation District is appropriate and feasible, the study prepared pursuant to policy 4.7.7 (3) shall form the basis of the Heritage Conservation District Plan. The District Plan shall include:
- (a) a statement of objectives for the District;
 - (b) a statement explaining the cultural heritage value or interest of the District;
 - (c) description of properties in the District and of the heritage attributes of the district;
 - (d) policy statements, guidelines, and procedures for achieving the stated objectives and for managing change in the District;
 - (e) a description of the types of alterations that will require a City permit and a description of minor alterations that will be permitted without the need for a City permit; and,
 - (f) a map identifying the boundaries of the District.
- (5) Pursuant to the Ontario Heritage Act, Council may pass by-laws to designate all or part of the lands set out in 4.7.7 (4) as a Heritage Conservation District without an amendment to this Official Plan. The designating by-law shall identify the extent of the area, contain procedures and timelines for alterations to and demolition of existing buildings and/or structures as well as the erection of new buildings and/or structures based on the criteria established in the Heritage Conservation District Plan, and outline the appeal process to the Ontario Municipal Board.
- (6) Where a Heritage Conservation District is in effect, no public works shall be carried out or by-law passed if they are contrary to the policies set out in the Heritage Conservation District Plan.
- (7) Pursuant to the Ontario Heritage Act, a Heritage Permit application shall be required for all alteration works on properties located in the designated Heritage Conservation District. Interior works and minor changes specified in the District Plan shall be exempt.

MacGregor/Albert Heritage Conservation District

- (8) This Plan recognizes the MacGregor/Albert Neighbourhood as a designated Heritage Conservation District as shown on **Schedule 'D' – Heritage Conservation District**. Lands within the MacGregor/Albert Heritage Conservation District are also subject

to the provisions of Specific Provision Area 33.

4.7.8 Collections

Collections consist of natural or cultural objects and intellectual property directly owned by the City, as a public trust, and registered as part of its permanent collection, to be used for the exclusive purposes of preservation, education, research and presentation to the public.

- (1) Heritage collections shall not be used to meet the financial obligations of the City by conversion into currency or as security to raise monetary loans; however, they may be used to generate income for the City in other ways, such as admission fees.
- (2) The City may accept donations, financial or otherwise at its discretion, to assemble a municipal collection of local heritage objects for public display, subject to the scope of the City's Collections Management Policy for the Heritage and Arts Collections.
- (3) The City will maintain and preserve any heritage collection according to any applicable Provincial and National policies and standards.

CHAPTER 5 NETWORKS

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

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

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

5.1 OBJECTIVES

5.1.1 Servicing and Utilities Network

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

5.1.2 Trails and Open Space Network

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

5.1.3 Road Network

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

5.1.4 Rail Network

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

5.2 SERVICING AND UTILITIES NETWORK

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

5.2.1 Supporting Documents and Implementation

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

5.2.2 General Servicing Policies

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

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

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

5.2.3 Water

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

5.2.4 Services under Regional Jurisdiction

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

maintenance and upgrades to the sanitary sewer system.

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

5.2.5 Private Wells and Ground Source Heating & Cooling Systems

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

5.2.6 Sanitary Sewers

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

5.2.7 Stormwater Management

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

5.2.8 Utilities

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

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

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

5.2.9 Site Dewatering

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

5.2.10 Cross-Border Agreements

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

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

5.3 TRAILS AND OPEN SPACE NETWORK

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

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

5.3.1 Supporting Documents and Implementation

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

5.3.2 Defining a Comprehensive, Connected and Multi-Functional Network

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

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

5.3.3 Trails

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

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

on-road and off-road components.

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

5.3.4 Supporting Facilities and Programs

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

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

5.3.5 Collaborations

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

5.4 THE ROAD NETWORK

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

5.4.1 Supporting Documents and Implementation

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

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

5.4.2 Public Roads

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

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

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

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

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

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

5.4.3 Roads under Provincial or Regional Jurisdiction

Provincial Jurisdiction

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

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

Regional Jurisdiction

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

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

5.4.4 Private Roads

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

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

5.4.5 Traffic Calming

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

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

5.4.6 Truck Travel

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

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

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

5.4.7 Designated Road Allowance Policy – Widenings

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

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

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

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

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

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

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

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

of the Planning Act.

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

Table 5-2 Road Allowances

Deferral
No. 28

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

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

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

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

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

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

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

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

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

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

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

Notes:

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

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5.5 THE RAIL NETWORK

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

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

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

CHAPTER 6 TRANSPORTATION

The City's transportation system is designed to facilitate the safe and convenient movement of people and goods between land uses within the City and to external destinations. Achieving a healthy and livable City and a transportation system that is sustainable into the future will require placing increased emphasis on moving people – this means managing our travel in order to reduce reliance on the automobile in favour of transit and more active forms of movement such as walking and cycling.

Managing travel to reduce automobile reliance can occur through a range of measures that can be incorporated throughout all stages of planning, site design and use of lands. This chapter of the Official Plan outlines objectives and policies which define how the City will plan to make the most efficient use of new and existing networks that support the transportation system. Key areas of focus include:

- Ensuring compact, *mixed-use* land use patterns, providing people with the opportunity to live close to where they are working, learning, shopping and playing;
- Planning for a comprehensive, multi-modal, well-connected transportation system that offers safe and convenient alternatives to automobile travel;
- Planning for safe and convenient *pedestrian* and cyclist movement, giving priority to these travel modes in the planning, design and operation of the City's networks (*road* and trails/open space) as well as in the design of sites and buildings;
- Increasing the proportion of trips made by transit travel by planning for a more compact, *mixed-use* City form that supports a comprehensive and efficient transit system, including *rapid transit*;
- Planning for the provision of appropriate bicycle and vehicular parking, balancing the desire for convenience with the desire to reduce automobile reliance.

This chapter describes the objectives and policies for the development and maintenance of the various types of movement within Waterloo. These policies recognize that the transportation system is supported and facilitated by interconnected networks throughout the City, including the road network, and the trails/open space network.

6.1 OBJECTIVES

6.1.1 Transportation System

- (1) Plan for a transportation system that:
 - (a) Provides for the safe and convenient movement of goods and people with varying degrees of mobility within and to/from Waterloo;
 - (b) Increases the opportunities for, and removing the disincentives to, walking, cycling and transit;

- (c) Is multi-modal, meaning that users have choice in the type of transportation within the City;
- (d) Provides connectivity between various modes of transportation, enabling users to choose multiple modes for a single trip;
- (e) Includes a local neighbourhood transportation system that is safely and adequately connected to the higher-order network throughout the City;
- (f) Provides for Waterloo to be accessible and well connected to external destinations in order to support the commuting labour force;
- (g) Enables reduced dependency on non-renewable energy;
- (h) Supports and encourages healthy lifestyles and environmental sustainability;
- (i) Facilitate economic activity; and,
- (j) Facilitates the achievement of emergency response targets.

6.1.2 Integrating Transportation and Land Use

The City will support land use and transportation system choices that recognize and support the strong interdependence between transportation and land use where:

- (1) A compact, *mixed-use* urban form allows people to live closer to where they work, learn, shop, and play, thereby providing opportunities to decrease automobile use in favour of alternative modes of travel;
- (2) An efficient, safe, multi-modal transportation system supports a livable and healthy, compact, *mixed-use* urban form, and in particular, supports *intensification* in Nodes and Corridors; and,
- (3) When reviewing *development* applications, the City will assess the transportation demands, impacts and opportunities associated with the development.

6.1.3 Pedestrian and Bicycle Travel

The City supports and encourages *pedestrian* and bicycle travel as preferred forms of travel. These travel modes will be supported through the planning, design and maintenance of the parks, trails and open space network, the *road* network as well as site, building and streetscape design.

6.1.4 Transit Travel

The City supports the wide use of public transit as a preferred form of travel. *Rapid transit* will assist in facilitating the City's growth through *intensification* and can be supported as a means of reducing traffic congestion, parking demands, air pollution and energy consumption while providing opportunities to improve community livability and quality of life. To that end, the City will plan for:

- (1) Neighbourhoods, sites and buildings that are designed to facilitate transit and enable it to be well connected with other modes of travel, making it a desirable travel option;

- (2) Compact urban form that supports transit usage;
- (3) The provision and maintenance of *infrastructure* such as the sidewalk and bicycle system, to support the transit system, in conjunction with the Region of Waterloo.

6.1.5 Parking

- (1) To plan for and/or create an appropriate amount of bicycle and vehicular parking to accommodate the intended use.
 - (2) To plan for bicycle and vehicular parking areas that are attractive and well designed and reflect consideration of safe, secure and convenient access to all segments of the community.
 - (3) To ensure that parking will be efficient and environmentally sensitive in terms of design, location, and surface treatment.
 - (4) To support transit and measures relating to *transportation demand management* through restrictions on parking supply, where appropriate.
 - (5) To minimize large areas of surface parking associated with higher density development in Nodes, Corridors and *Major Transit Station Areas*, where possible, and encourage the use of parking structures and/or underground parking.
- OPA No. 14, approved January 11, 2018**

6.2 SUPPORTING DOCUMENTS AND IMPLEMENTATION

- (1) Council may approve, and update as appropriate, additional documents to provide further direction with regard to these Official Plan policies. Such documents may include, but not necessarily be limited to:
 - (a) City of Waterloo Transportation Master Plan, including a component to address *pedestrian* and bicycle movement;
 - (b) Traffic Calming Policy;
 - (c) Sidewalk Policy;
 - (d) Multi-Use Pathways Policy;
 - (e) Intersection Control Policy;
 - (f) Transportation Demand Management Policy;
 - (g) Complete Streets Policy;
 - (h) Green Streets and Infrastructure Policy;
 - (i) Parking Strategies; and,
 - (j) Pedestrian Charter.

6.3 INTEGRATING TRANSPORTATION AND LAND USE

Recognizing the strong interdependence between transportation and land use, the City's transportation system will be designed to complement and facilitate the achievement of planned land use patterns. The relationship between individual land use designations and the transportation system will be further defined in Chapter 10 "Land Use Policies".

- (1) The transportation system will support the retention of planned low density land use patterns and ensure that excessive vehicular traffic impacts are not placed on local roads.
- (2) The transportation network will support the development of designated Nodes, Corridors and *Major Transit Station Areas* as compact *mixed-use* areas that serve as focal points for *intensification* and facilitate reduced reliance on automobile travel.
 - (a) Such areas will be planned to provide opportunities for people to live closer to where they work, shop, learn and play, thereby decreasing automobile use and increasing opportunities and support for *pedestrian* and bicycle travel and an efficient and effective transit system.
 - (b) Development in such areas will be subject to the urban design policies included in section 3.11 of this Plan, placing emphasis on the creation of *pedestrian*, bicycle and transit -friendly streetscapes and *infrastructure* and incorporating elements of *sustainable design*.
 - (c) The City will plan for a high degree of connectivity to, within and between designated Nodes, Corridors and *Major Transit Station Areas* to facilitate safe and convenient movement by all travel modes.
 - (d) Nodes, Corridors, and Major Transit Station will be located on or adjacent to Arterial or Collector Roads.

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6.4 TRANSPORTATION IMPACT STUDIES

- (1) A Transportation Impact Study to assess the transportation demands, impacts and opportunities of a proposed development may form part of a *development* application. Applications for *site plan* approval may require a Transportation Impact Study if requested by the Ministry of Transportation. While the scope of the Transportation Impact Study will vary depending on the nature of the *development* application, the purpose of the Study will generally be to introduce appropriate *transportation demand management* measures and identify and implement mitigation measures or transportation improvements to accommodate travel generated by the development. The Transportation Impact Study will be conducted in accordance with an approved Terms of Reference to be developed in consultation with City Staff, Regional staff or Ministry of Transportation staff, as appropriate, where the site is adjacent to a Regional *road* or within the Ministry of Transportation

permit control area as defined in Section 38 (2) of the Public Transportation and Highway Improvement Act, and will:

- (a) Identify the required transit, *pedestrian*, cycling, *road* and parking facilities (vehicular and bicycle) necessary to support the proposed *development*;
 - (b) Determine the method and means by which the subject lands and adjacent areas can be efficiently and effectively serviced by transit;
 - (c) Reference and apply any applicable City of Waterloo design guidelines and/or practices when developing recommended modifications to transportation *infrastructure*;
 - (d) Assess the impact of traffic generated by the development on the capacity of adjacent and nearby *roads*, accounting for the anticipated growth in background traffic, anticipated future development and planned transportation *infrastructure* modifications.
- (2) To implement the findings of a Transportation Impact Study, the City may, where provided for by the Planning Act, establish conditions of approval, or support the Region of Waterloo in the application of conditions of approval, that support safe and efficient *pedestrian* and cyclist movement as well as the Regional transit system, including:
- (a) The acquisition of easements and the dedication of land to the appropriate authority for sidewalks, bicycle or shared-use pathways, *rapid transit stations*, transit terminals, transit stops, public transit rights-of-way, *roads*, roundabouts, rideshare facilities and utilities;
 - (b) The provision of associated amenities such as transit shelters, pads, lighting and bicycle parking facilities at the expense of the owner/applicant; unless otherwise determined by the Region or City; and,
 - (c) Site, building and road designs that meet the needs of pedestrians, cyclists and transit users.
- (3) Applications for *site plan* involving property that abuts a Regional *road* and are likely to generate significant traffic, may require submission of a Transportation Assessment, Functional Design Study or similar study if requested by the Region at the time of a *site plan* application pre-consultation meeting. The scope of such studies will be jointly determined by the Region of Waterloo and City of Waterloo. Any such studies will be consistent with the authority granted under Section 41 of the Planning Act, with the intent of addressing potentially required site-related *road* and transit improvements, including but not limited to access design, *road* widening, traffic direction signs and public transit rights-of-way.

6.5 SUPPORTING TRANSIT AND ACTIVE FORMS OF TRAVEL

6.5.1 Active Transportation

- (1) This Plan supports *active transportation* as a low cost form of travel that promotes

physical exercise and social interaction and results in a reduced impact on the environment.

- (2) *Active transportation* will be accommodated and encouraged within and across the City's networks, and in particular, the *road* network and the trails and open space network. To encourage safe and convenient movement within and between these networks, the planning, design, operation and maintenance of the City's *active transportation* routes and corridors shall be based on the following principles:
 - (a) The system shall be comprehensive, continuous, well-connected and provide linkages between major activity areas throughout the City;
 - (b) The system shall incorporate signage that is clearly visible to the public;
 - (c) The system shall minimize conflicts between motorized and non- motorized travel and between *pedestrians*, cyclists and other users; and,
 - (d) The system shall address the comfort of the users, giving consideration to such matters as shading and seating along the routes.
- (3) Several connected and inter-related components of the City's networks are an important part of supporting *active transportation* to the extent that they connect neighbourhoods and Districts throughout the City as well as connecting the City to adjacent municipalities. These include:
 - (a) City-wide multi-use routes and cycling routes;
 - (b) King Street corridor, identified as a Major Corridor within the City that will be planned to accommodate high density, transit supportive uses; and,
 - (c) Sidewalks, a localized component of the active transportation system.
- (4) The road network and the trails and open space network will be planned, designed, operated and maintained to support *pedestrian* and bicycle travel in all parts of the City as outlined in the policies in the Networks Chapter of this Plan. Key routes and corridors throughout the City that will support *active transportation* are illustrated on **Schedule 'F' – Active Transportation**. It is the intent of this Plan that Schedule 'F' provides an overview of major active transportation routes and corridors and that:
 - (a) The Transportation Master Plan, as a key implementation document, will define more detailed linkages as well as an implementation strategy for the design, operation and maintenance of *active transportation* routes;
 - (b) Where privately owned lands are shown on **Schedule 'F' – Active Transportation**, this Plan does not imply that the lands are accessible to the general public or that the lands will necessarily be acquired by the City.
 - (c) The *active transportation* system shown on **Schedule 'F' – Active Transportation** consists of existing and planned routes that are designed to connect neighbourhoods and planning districts within the City, and to connect the City with adjacent municipalities.
 - (d) Planning for *active transportation* includes the development of *complete streets*. **Schedule 'F' – Active Transportation** is not intended to illustrate the comprehensiveness of the *complete street* policy in Waterloo.

- (5) The City will plan for the development of buildings, sites and streetscapes that are safe, attractive, well maintained and provide for the convenient and comfortable movement of *pedestrians* and cyclists. Consistent with the Urban Design policies of this Plan as further implemented by the City of Waterloo Urban Design Manual, such measures may include consideration of:
- (a) Site Organization and Design – Includes elements such as building placement, parking lot size and configuration, access to/from/within the site, passenger pick-up and drop-off areas, *road/bikeway/sidewalk* design and materials, that support safe and convenient movement of cyclists and *pedestrians* with varying degrees of mobility;
 - (b) Site Amenities – Includes the provision and appropriate siting (i.e. relative to buildings and streets) of elements such as landscaping, street furniture, transit stops and shelters, short and long term bicycle parking and storage facilities, security features and lighting, in a manner that supports safe and convenient movement of cyclists and *pedestrians* with varying degrees of mobility;
 - (c) Building Design and Orientation - Includes locating and designing buildings to provide for direct and safe *pedestrian* access to destinations such as building entrances, transit routes and amenity spaces.

6.5.2 Transit Travel

Transit-Oriented Development

- (1) The City will 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. Efficient and safe transit movement shall be supported through the application of the following transit-oriented development principles when reviewing *development* applications (including *site plan* applications where enabled by the Planning Act), on or near sites that are served by existing or planned high frequency transit service, as shown on Map '5a' – Regional Transit Network of the Region of Waterloo Regional Official Plan:
- (a) Plan for a *road* layout and *active transportation* network that encourages walking, cycling and the use of transit, and supports *mixed-use* development;
 - (b) Support a more compact urban form that locates the majority of transit-supportive uses within a reasonable walking distance of the *transit stop* or *Major Transit Station Area*;
 - (c) Provide an appropriate mix of land uses, including a range of food destinations that provide for a variety of services, amenities and employment, thereby fostering vibrant, transit-supportive neighbourhoods.
 - (d) Promote medium and higher density land uses as close as possible to transit stops to support higher frequency transit service and optimize transit rider convenience.
 - (e) Plan for environments that allow walking and cycling to be safe, comfortable, *barrier-free*, convenient and relatively direct forms of urban travel;

- (f) Plan for public spaces that provide the opportunity for social interaction and community participation; and,
 - (g) Provide access from various transportation modes to the transit facility, including consideration of *pedestrian* movement, bicycle parking, and where applicable, passenger transfer and commuter pick-up/drop-off areas.
- (2) For clarity, in addition to policy 6.5.2 (1) above, section 3.11.2 and/or section 3.8 of this Plan shall apply, as applicable, when reviewing *development* applications on or near sites that are served by existing or planned high frequency transit service.

Integrating Transit with Other Travel Modes

- (3) The City supports measures to integrate transit with other travel modes, ensuring connectivity and convenience for users incorporating multiple travel modes into a single trip.
- (4) The City will encourage integration of cycling, automobile and transit modes by providing or requiring adequate automobile and bicycle parking facilities at major transit stops and in conjunction with development within *Major Transit Station Areas* and designated Nodes and Corridors, including and the Uptown Waterloo Urban Growth Centre.
- (5) *Roads*, sidewalks, trails and buildings shall be designed to provide direct walking access from the interior of blocks to transit locations.

Supporting a Comprehensive and Well-Designed Transit Network

- (6) The City supports and will collaborate with the Region on measures to provide adequate, convenient and well-designed transit throughout the City and to external destinations.
 - (a) The City supports integration of *rapid transit* with existing or planned high frequency transit service along east-west transportation corridors within Waterloo;
 - (b) The City supports the integration of the Regional transit system within Waterloo with existing or planned inter-regional systems such as GO Transit.
 - (c) The City encourages *rapid transit* to be designed at-grade with existing *roadways* and with no barriers except where required by an authority having jurisdiction;
 - (d) The City will cooperate with the Region of Waterloo in locating and designating any maintenance facilities associated with *rapid transit* to ensure that such facilities are compatible with the transportation network and other land uses and are appropriate given the planning goals in the area.

6.6 PARKING

6.6.1 Planning for Appropriate Parking

- (1) Safe and attractively designed vehicular parking areas or facilities shall be provided for all development to ensure the efficient functioning of the City's transportation system. Parking policies included in this section shall be considered in conjunction with:
 - (a) Section 3.6.6, Parking in Nodes and Corridors;
 - (b) Section 3.8.1, Parking in Major Transit Station Areas;
 - (c) Policy 3.7.2(13), related to parking within the Uptown Waterloo Urban Growth Centre; and
 - (d) Chapter 10 (Land Use Policies), which may include policies related to parking within various land use designations and which shall be implemented by the Zoning by-law.
- (2) The City shall periodically review parking usage, availability and parking standards for various land uses and adjust or establish standards which result in parking supplies that address development needs while encouraging the use of *pedestrian*, bicycle and transit travel as alternatives to the automobile, where feasible.
- (3) The City may consider parking lots as an interim use and as such, promote their re-use or future development potential.
- (4) The City will plan for the development of public and/or private parking facilities to meet parking needs while promoting the more efficient use of parking resources. In addition to establishing parking requirements through the Zoning By-Law, the City may use a range of mechanisms to require or facilitate the provision of such parking, including:
 - (a) Acquiring and developing lands to operate public parking facilities;
 - (b) Establishing appropriate on-street parking in residential plans of subdivision;
 - (c) Encouraging the development of structured or underground commercial parking facilities in the Uptown;
 - (d) Encouraging the provision of underground and structured parking as more land-efficient alternatives to surface parking;
 - (e) Pricing parking to cover some or all facility costs and to help fund *Transportation Demand Management* strategies; and,
 - (f) Otherwise facilitating or encouraging the development of public and/or private off-street parking facilities to accommodate any unsatisfied parking demand.
- (5) To encourage walking, cycling and transit movement as preferred modes of travel, the City may consider defining and applying through the Zoning By-Law, parking standards that:
 - (a) Establish minimum and maximum vehicular parking requirements;
 - (b) Limit surface parking;

- (c) Permitting shared parking, where appropriate, as an efficient use of available parking facilities;
 - (d) Require the provision of commuter/carpool parking spaces to be provided in locations that provide for convenient access to building entrances;
 - (e) Require the provision of bicycle parking facilities in locations that provide for convenient access to building entrances; and/or
 - (f) Apply reduced vehicular parking requirements for development, giving consideration to access to transit, potential for shared parking, potential for small and/or micro spaces and/or other considerations that the City may deem appropriate.
- (6) The City may, at its discretion, eliminate or reduce on-site vehicular parking requirements for a property or properties through Amendments to the Zoning By-Law, cash-in-lieu of parking agreements or other legislative tools.
- (a) Amendments to the Zoning By-Law and/or variances may be considered that would have the effect of eliminating or reducing on-site vehicular parking requirements for a property, where, in the opinion of the City, a reduction in on-site parking is appropriate for the permitted uses and location of the site and any of the following are applicable:
 - (ii) An owner or occupant may be permitted to provide parking off-site, provided an agreement is entered into with the City to ensure the continued availability of such off-site parking, which is within an appropriate, convenient walking distance from the property for which parking is required;
 - (iii) Parking cannot physically be provided on-site (due to insufficient availability of suitable lands or site area);
 - (iv) The establishment of the required parking facilities would be inappropriate in the context of recognized *built heritage resources*;
 - (v) (iv)The parking facilities would be incompatible with existing uses in the surrounding area; and/or,
 - (vi) The exemption or reduction in parking will not impede primary traffic movement functions of adjacent arterial *roads*.
 - (b) It is recognized that in some instances, it may be appropriate to permit a reduction in the amount of parking required to be provided on-site on the basis that the required parking can be provided more efficiently in existing or planned public parking facilities. In these instances, the City, at its discretion, may enter into a cash-in-lieu of parking agreement with a landowner to provide for an exemption or reduction in the parking requirement specified in the Zoning By-Law as set out in section 6.6.2.

6.6.2 Cash-in-lieu of Parking

- (1) As outlined in policy 6.6.1 (6) (b), the City may, at its discretion and on a site-specific basis, enter into an agreement with a landowner, to provide for an exemption from

parking requirements including the provision of required parking or a reduction in the parking standards specified in the Zoning By-law. Such an agreement shall provide for the owner to make one or more payments of money to the City as consideration for the granting of the exemption or reduction and shall set forth the basis upon which such payment is calculated.

- (2) Cash-in-lieu of parking is intended to:
 - (a) Encourage a higher-density, compact urban form;
 - (b) Facilitate development which clearly cannot provide all or a portion of required parking on-site;
 - (c) Increase the supply of *affordable housing*, which may demand a different parking rates than other uses in the Zoning By-law; and,
 - (d) Encourage the creation of strategically located facilities that can be efficiently and cost-effectively shared by multiple uses as opposed to the creation of many small parking facilities.
- (3) The City shall enter into a cash-in-lieu of parking agreement based upon consideration of the following:
 - (a) The existing public parking supply (including adequate alternative off-street parking facilities) and/or additional public transportation, cycling and *pedestrian* facilities in the surrounding area can or will be able to accommodate the on-site parking supply deficiency at the time of development;
 - (b) The presence of site constraints prevents the provision of the required number of parking spaces;
 - (c) The use of the property is not considered over-development of the site;
 - (d) The provision or retention of *affordable housing*, where residential uses are proposed on the site;
 - (e) The establishment of the required parking facilities would be inappropriate in an area of recognized *cultural heritage resources*; and/or,
 - (f) The establishment of the required parking facilities would be incompatible with existing uses in the surrounding area, and provided the exemption or reduction in required parking facilities will not impede the primary traffic movement functions of adjacent arterial *roads*.

6.6.3 Parking Subject to Site Plan Control

- (1) Where parking areas are subject to *site plan* control as outlined in the Site Plan Control By-law, consideration shall be given to the urban design policies of this Plan as well as the provisions of the City of Waterloo Urban Design Manual. All parking areas or facilities shall be designed, constructed and maintained:
 - (a) For the safe and efficient movement of *pedestrians*, bicycles and motor vehicles on the site and at points of ingress and egress related to the site. *Pedestrian* and bicycle routes through large parking lots shall be marked and clearly separated from vehicular traffic, for safety and comfort purposes;
 - (b) To provide sufficient bicycle parking and/or storage to meet the needs of the

intended use. Clear and convenient linkages shall be provided between bicycle parking areas and destinations including building entrances, streets, bicycle lanes and pathways;

- (c) To result in an aesthetically acceptable parking area that blends into the general environment of the area. To reduce the visual impact of vehicular parking areas, such areas shall be located, positioned, and designed to minimize conflict with adjacent land uses and/or traffic movement and to maximize potential improvements to the public streetscape;
- (d) To be accessible to persons with varying degrees of mobility;
- (e) So that runoff from the parking area drains properly from the site (reference should be made to the City of Waterloo Urban Storm Drainage Policy) and so that snow may be adequately and safely stored on site and/or removed from the site; and
- (f) To minimize negative impacts on the environment.

6.7 EMERGENCY RESPONSE

- (1) The City will plan for a transportation system that facilitates meeting emergency response times, giving consideration to:
 - (a) The planned *road* network;
 - (b) Supporting *rapid transit* design that facilitates meeting emergency response times;
 - (c) The potential impact of any traffic calming initiatives on emergency response times, as outlined in section 5.4.6 of this Plan.
 - (d) The City may approve and update as appropriate, a Fire Master Plan to further define how the policies of this Plan will be implemented.

CHAPTER 7 ECONOMY

Note: Chapter 7 has been deleted and relevant polices moved to other sections of this Plan where appropriate.

CHAPTER 8 ENVIRONMENT AND ENERGY

This chapter provides policy direction with respect to the protection, management, and stewardship of the environment. This takes the form of maintaining, enhancing, and restoring the Natural System and our water resources, ensuring environmental health and safety, supporting the sustainable production and use of energy, improving air quality and reducing contributions to climate change, and encouraging sustainable development practices. Such measures are fundamental to achieving environmental sustainability.

8.1 OBJECTIVES

- (1) **Natural Heritage**
 - (a) Identify and protect elements of the Natural System through watershed-based analysis and planning.
 - (b) Maintain, enhance, and restore *natural features* and functions.
 - (c) Identify opportunities for ecological corridors and buffers.
 - (d) Encourage community involvement in natural heritage maintenance, enhancement, and restoration.
 - (e) Balance recreational opportunities and environmental protection.
- (2) **Water Resources**
 - (a) Maintain, enhance, and restore water resources.
 - (b) Increase potable and non-potable water conservation and efficiency.
 - (c) Enhance existing stormwater management practices.
 - (d) Maintain basic water *infrastructure*.
- (3) **Contaminated Sites**
 - (a) Encourage remediation and re-use of contaminated land and support the redevelopment of *brownfields*.
- (4) **Natural Hazards**
 - (a) Prevent or minimize threats to life and property posed by natural hazards.
- (5) **Noise, Vibration and Light**
 - (a) Prevent or attenuate noise, vibration, and light emissions where appropriate.
 - (b) Ensure noise, vibration, and light emissions from municipal facilities and operations meet or exceed applicable provincial regulations.
- (6) **Energy**
 - (a) Support the accommodation of future community energy needs in a manner that is efficient, cost-effective, and environmentally responsible, and that fosters local economic development.
 - (b) Continue to implement a conservation strategy for energy use within municipal facilities and operations.
 - (c) Encourage energy conservation across all sectors of the community.
 - (d) Support *alternative energy systems* and *renewable energy systems*.

- (e) Support low-energy transportation systems, including transit, cycling, and walking.
 - (f) Use energy and resources efficiently by planning for and/or supporting:
 - (i) *mixed-use* development and *complete communities*;
 - (ii) higher density compact development;
 - (iii) *intensification* in appropriate locations;
 - (iv) waste reduction, re-use, and recycling;
 - (v) diversion of construction waste from landfills;
 - (vi) increased reuse of materials; and
 - (vii) *sustainable design* practices.
- (7) **Air Quality and Climate Change**
- (a) Protect and expand the *urban forest*.
 - (b) Plan for a reduced level of automobile use and promote non- automotive transportation.
 - (c) Encourage *sustainable design* practices.
 - (d) Promote energy efficient buildings and city form that reduce the urban heat island.
 - (e) Encourage pollution reduction, including dust and odour from point sources.
 - (f) Ensure that municipal operations and facilities meet or exceed applicable provincial regulations with respect to air quality.
 - (g) Endeavour to address the impacts of extreme weather events induced by climate change.

8.2 NATURAL HERITAGE

Comprised of diverse landscapes and habitats, Waterloo's Natural System contributes to the character of the City and to the quality of life of its residents. It is important for its *natural features* and *ecological functions*, its natural resources, and its scientific, recreational, and therapeutic values. It is also a living system, involving plants, animals, and humans, and is therefore continuously evolving.

The Natural System consists of Landscape Level Systems, Core Natural Features, and Supporting Natural Features, as well as *fish habitat*, Restoration Areas, and *Linkages*. Landscape Level Systems are macro-scale *natural features* or significant concentrations of *natural features*. Core Natural Features form key habitat for native flora and fauna and represent the most significant elements of the regional landscape. Supporting Natural Features include ecological communities and habitats considered significant at the local level and play an important role in maintaining the *ecological functions* provided by the Natural System. *Fish habitat* includes the areas that supply fish with their life cycle requirements for food, shelter, reproduction, and movement. Restoration Areas are lands that have the potential to be enhanced or restored to a natural state. *Linkages* provide connectivity, allowing for the movement of plants and animals, a process that is essential for sustaining biodiversity. Underpinning the identification of all of these elements is the Provincial Policy Statement, the Region of Waterloo's Regional Official Plan, as the Natural System forms part of the broader Greenlands Network identified through the Regional

Official Plan, and previously approved City planning documents. Each element of the Natural System has unique functions and attributes, in addition to different levels of significance and sensitivity, which together dictate appropriate land use, development intensity, and human use.

To ensure the long-term health and viability of the Natural System, and the continued provision of its ecosystem services, the City will maintain, enhance, and restore the Natural System through land use planning policies, restoration initiatives, sound management, stewardship, education, and acquisition.

8.2.1 Supporting Documents and Implementation

- (1) Council will approve, and update as appropriate, additional documents to support the implementation of the policies of this Section. Such documents may include, but are not necessarily limited to:
 - (a) Environmental Strategy
 - (b) *Watershed Studies*
 - (c) Natural System Inventory
 - (d) Urban Greenlands Strategy

8.2.2 General Policies

- (1) The Natural System consists of Landscape Level Systems, Core Natural Features, Supporting Natural Features, *fish habitat*, Restoration Areas, and *Linkages*.
- (2) The policies pertaining to the Natural System are intended to maintain, enhance, or restore the diversity, connectivity, and *ecological functions* of the City's *natural features*. Incompatible land uses and activities within or *contiguous* to the Natural System will be prohibited or generally not supported, as appropriate.
- (3) The Natural System is shown on **Schedule 'A4' – Natural System**. The boundaries of the *natural features* that make up the Natural System will be delineated more precisely through *watershed studies*, *Environmental Impact Statements*, or other appropriate studies accepted by the City and the other public agencies having jurisdiction. The *natural features* that comprise Core Natural Features and Supporting Natural Features are mapped collectively. Consultation with the City is required for further categorization of these elements.
- (4) This Plan recognizes that the boundaries associated with Landscape Level Systems and Core Natural Features may be refined by the Region in accordance with the policies contained in the Regional Official Plan. Such refinements will be reflected in this Plan through a *municipal comprehensive review* or Official Plan Amendment. Minor refinements to the boundaries of other elements of the Natural System may occur through *watershed studies*, *Environmental Impact Statements*, or other appropriate studies accepted by the City and the other public agencies having jurisdiction without amendment to this Plan. Major boundary changes require an amendment to this Plan.

- (5) *Significant Habitat of Endangered or Threatened Species* approved by the Province or Federal government is not mapped as such on **Schedule 'A4' – Natural System**. Notwithstanding the land use designations shown on **Schedule 'A' – Land Use Plan**, any *development* or *site alteration* on lands so identified will comply with the Endangered Species Act and its regulations to the satisfaction of the *Province* in consultation with the City and the other public agencies having jurisdiction.
- (6) *Fish habitat* is not mapped as such on **Schedule 'A4' – Natural System**. Notwithstanding the land use designations shown on **Schedule 'A' – Land Use Plan**, any *development* or *site alteration* on lands so identified will comply with the Fisheries Act and its regulations to the satisfaction of Fisheries and Oceans Canada, or its delegate, in consultation with the City and the other public agencies having jurisdiction.
- (7) Lands that have been identified through a *watershed study*, *Environmental Impact Statement*, or other appropriate study accepted by the City and the other public agencies having jurisdiction as fulfilling the criteria to be recognized as an element of the Natural System will be reflected on the Schedules of this Plan through a *municipal comprehensive review* or Official Plan Amendment. Prior to the approval of such amendments, any *development* or *site alteration* proposed within or *contiguous* to the lands will be considered premature or will proceed on the basis that the lands identified as meeting the criteria are protected as though they were an element of the Natural System in accordance with the policies in this Plan.
- (8) Where elements of the Natural System have not been adequately identified through a *watershed study* or other appropriate study, *development* and *site alteration* will be prohibited until such time as a natural heritage review is completed by an owner/applicant, to the satisfaction of the City and the other public agencies having jurisdiction, to identify any such elements on the subject lands and, wherever appropriate, *contiguous* lands. Where such elements are identified, an *Environmental Impact Statement* or other appropriate study accepted by the City and the other public agencies having jurisdiction, in accordance with Section 8.2.11, may be required.
- (9) Where *development* or *site alteration* associated with an *existing* use is proposed, opportunities to enhance or restore the Natural System on or *contiguous* to the subject property will be sought by the City and identified to the satisfaction of the public agencies having jurisdiction. Such opportunities may include enhanced protection of *natural features*, the identification of Restoration Areas, or the establishment or enhancement of *Linkages*.
- (10) Where the construction of a building or structure on a legal lot of record within the Natural System is not subject to the *development* review process or *site alteration* permit process, landowners are encouraged to maintain appropriate buffers from *natural features*, implement suitable mitigative measures, and to maintain, enhance or, where feasible, restore *ecological functions*.
- (11) The City recognizes that a portion of the trail network will be within the Natural

System. New trails or expansions to existing trails, including new routes, links, and linear extensions, within Core Natural Features and Supporting Natural Features will be evaluated through an *Environmental Impact Statement* or other appropriate study to the satisfaction of the City and the other public agencies having jurisdiction, in accordance with Section 8.2.11.

- (12) Decisions regarding *development* or *site alteration* on land within or *contiguous* to the Natural System will be made in consultation with the public agencies having jurisdiction, in accordance with the policies of this Plan, using the best available information available at the time.
- (13) Where land contains two or more overlapping *natural features* of differing policy significance, the more restrictive policies pertaining to those features will apply. If more than one policy applies to a *natural feature*, such as when a *natural feature* coincides with a natural hazard, the more restrictive policy will apply.
- (14) Through the *development* application review process, excluding applications for *Site Plan*, Consent, or Minor Variance, elements of the Natural System will be placed in an appropriate zoning category.
- (15) Land division through Consent or Plan of Subdivision that will have the effect of fragmenting the ownership of the elements of the Natural System will generally not be supported, except where such division will facilitate public acquisition of the elements of Natural System.
- (16) If illegal acts, including but not limited to tree removal, *wetland* filling or draining, or diverting of watercourses, cause a reduction in the form or function of a *natural feature*, such reduced form or function will not be recognized as existing conditions within the *development* application review process. Restoration of the damaged area may be required prior to, or as a condition of approval of any *development* application, excluding *site plan* applications, and where applicable, through the City's Site Alteration By-law.
- (17) Where lands shown as part of the Natural System on **Schedule 'A4' – Natural System** are under private ownership, nothing in this Plan will be construed to imply that such lands are available for use by the general public or will be acquired by the City or other public agency.
- (18) The City may undertake studies to evaluate the status and completeness of the Natural System with the intent of determining the precise location of *natural features*, identifying elements of the system that need to be added or modified, and establishing targets related to *ecological function* and biodiversity.
- (19) The City will consider exercising the following options to protect the Natural System:
 - (a) acquiring lands through purchase or gift;
 - (b) implementing municipal by-laws;
 - (c) entering into agreements;
 - (d) forming partnerships;

- (e) having lands conveyed to the City, public agency, or land trust; and,
 - (f) invoking other statutory authority assigned to the City.
- (20) The City will support public agencies, community organizations, and private landowners in their efforts to maintain, enhance, and restore the Natural System and may use the following, or similar, tools to do so: stewardship advice, technical and logistical support for stewardship activities, land trusts, public acquisition, conservation easements, and financial incentives.
 - (21) The City will work with other levels of government, the Grand River Conservation Authority, and the community to support education, outreach, and landowner stewardship programs.
 - (22) Areas within the Natural System may be regulated by the Grand River Conservation Authority. Such areas include river or stream valleys, watercourses, *wetlands* and adjacent lands where development (as defined under the Conservation Authorities Act) could interfere with the *hydrologic function* of a *wetland*, *hazardous lands*, and *hazardous sites*. Development, alteration to a watercourse or interference with a wetland (as defined under the Conservation Authorities Act) within regulated areas will require written permission from the Grand River Conservation Authority in accordance with the applicable regulation approved under the Conservation Authorities Act.

8.2.3 Landscape Level Systems

- (1) Landscape Level Systems are macro-scale *natural features* or significant concentrations of *natural features* and include:
 - (a) *Environmentally Sensitive Landscapes*;
 - (b) *Significant Valleys*; and,
 - (c) *Regional Recharge Areas*.
- (2) The designation of lands as Landscape Level Systems will not affect *agricultural uses* and associated *normal farm practices* as defined in applicable provincial legislation and regulations in conformity with this Plan and the City's Zoning By-Law, as well as statutes, policies, and regulations of other government agencies, including agricultural drainage through municipal or agreement drains.
- (3) Through the *development* application review process or when undertaking public works, the maintenance, enhancement, or where financially and technically feasible and appropriate, restoration of scenic qualities within *road* allowances, or on lands adjacent to *roads* within Landscape Level Systems, may be required. Applicants may be required to undertake analysis to facilitate this process.

Environmentally Sensitive Landscapes

- (4) *Environmentally Sensitive Landscapes* are designated by the Region in the Regional Official Plan. A portion of the Laurel Creek Headwaters *Environmentally Sensitive Landscape* is located within the City of Waterloo and is shown on **Schedule 'A4' –**

Natural System. The policies contained in this Section pertain to the portion of the Laurel Creek Headwaters *Environmentally Sensitive Landscape* that is within the City of Waterloo.

- (5) Future expansions of the Urban Area Boundary are not permitted into the Laurel Creek Headwaters *Environmentally Sensitive Landscape*.
- (6) Lands within the Laurel Creek Headwaters *Environmentally Sensitive Landscape* are designated Rural as shown on **Schedule 'A' – Land Use Plan**. The policies for the Rural designation are outlined in Chapter 10 of this Plan. The elements of the Natural System within and including the Laurel Creek Headwaters *Environmentally Sensitive Landscape* are further identified on **Schedule 'A4' – Natural System**. In the event of a conflict between the Rural land use policies and the *Environmentally Sensitive Landscape* policies, the most restrictive policies will prevail.
- (7) The creation of new lots for non-farm-related residential units within the Laurel Creek Headwaters *Environmentally Sensitive Landscape* is not permitted.
- (8) *Agricultural uses* will be permitted within the Laurel Creek Headwaters *Environmentally Sensitive Landscape*. The following uses may be permitted within the Laurel Creek Headwaters *Environmentally Sensitive Landscape* in accordance with the policies of this Plan, the implementing Zoning By-law, and the policies and regulations of other public agencies having jurisdiction:
 - (a) single detached dwellings on existing legal lots of record;
 - (b) new or expanded *recreational and tourism uses* and *rural institutional uses*;
 - (c) minor *intensification* of existing employment, commercial, recreational, and/or institutional uses, including minor changes in the uses thereof; and,
 - (d) new *agriculture-related uses* and *secondary uses*.
- (9) Notwithstanding policy 8.2.3(8), the list of land uses that are explicitly prohibited within *Environmentally Sensitive Landscapes* through the Regional Official Plan will not be permitted within the Laurel Creek Headwaters *Environmentally Sensitive Landscape*.
- (10) Notwithstanding policy 8.2.3(8), the implementing Zoning By-law will only permit a single detached dwelling on an existing legal lot of record or *agricultural uses* without consideration of a site-specific Zoning By-law Amendment application.
- (11) Any *development* or *site alteration* proposed in accordance with policy 8.2.3(8) will only be permitted within or *contiguous* to the Laurel Creek Headwaters *Environmentally Sensitive Landscape* where it is demonstrated through an *Environmental Impact Statement* and other appropriate study accepted by the City and the other public agencies having jurisdiction that there will be no *adverse environmental impacts* on the *natural features* or *ecological functions* of the *Environmentally Sensitive Landscape*. The *Environmental Impact Statement* will address landscape level impacts in addition to any other requirements in accordance with Section 8.2.11.

- (12) Where construction of a *road* on a new right-of-way, widening or upgrading of an existing roadway, construction or upgrading of a trunk sewer, trunk watermain, gas pipeline, or electrical transmission line, wastewater treatment facility, waste management facility, or groundwater taking project is proposed within or *contiguous* to the Laurel Creek Headwaters *Environmentally Sensitive Landscape*, the submission of an *Environmental Impact Statement* or other appropriate study accepted by the City and the other public agencies having jurisdiction, in accordance with Section 8.2.11, which evaluates landscape level impacts, will be required, unless the proponent is expressly exempt by other legislation. Alternatives to undertaking such works will be evaluated and, wherever possible, such works will be avoided, especially *road* improvements where steps could be taken to reduce traffic.
- (13) Decisions regarding *development*, *site alteration*, and *infrastructure* work within or *contiguous* to the Laurel Creek Headwaters *Environmentally Sensitive Landscape* will be consistent with the policies of this Plan and the policies and decision-making framework of the Regional Official Plan.
- (14) Nothing in Section 8.2.3 will prevent the owner of a legal lot of record in the Laurel Creek Headwaters *Environmentally Sensitive Landscape* 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.

Significant Valleys

- (15) *Significant Valleys* are designated by the Region in the Regional Official Plan. Within the City of Waterloo, the valley of the Grand River is designated as a *Significant Valley* and is shown on **Schedule 'A4' – Natural System**.
- (16) The City will collaborate with the Region and the Grand River Conservation Authority in an effort to maintain the character of the Grand River Valley by identifying, conserving, interpreting, and enhancing natural and cultural heritage, recreational resources, and scenic values.

Regional Recharge Areas

- (17) *Regional Recharge Areas* are designated by the Region in the Regional Official Plan and are shown on **Schedule 'A4' – Natural System**. The following policies pertain to the portions of the *Regional Recharge Areas* identified within the City of Waterloo in terms of Natural System protection. Policies related to protecting the source water supply function of the *Regional Recharge Areas* are outlined in Section 8.3.
- (18) *Development* applications, excluding *site plan* applications, within a *Regional Recharge Area* on lands designated for urban development in this Plan will comply with the following:
 - (a) Category 'A' uses, as defined in the Regional Official Plan, or employment land uses restricted under the Source Water Protection policies of the Regional Official Plan, will not be permitted;

- (b) the *development* maintains, enhances, or restores the hydrogeologic and *hydrologic functions* of the Regional Recharge Area as established through *watershed studies* or through further study in accordance with the Source Water Protection policies of the Regional Official Plan;
- (c) the *development* incorporates best management practices, where appropriate, developed in accordance with the provisions of the Regional Implementation Guideline for Source Water Protection Studies; and
- (d) the *development* is in conformity with all other applicable policies of this Plan and the Regional Official Plan.

8.2.4 Core Natural Features

- (1) Core Natural Features are those *natural features* identified as being provincially or regionally significant. These features are the most significant elements of the regional landscape in terms of protecting and enhancing biodiversity and *ecological functions*. Core Natural Features are identified by the Region in the Regional Official Plan and are shown on **Schedule 'A4' – Natural System**. Core Natural Features include:
 - (a) *Significant Habitat of Endangered or Threatened Species*;
 - (b) *Provincially Significant Wetlands*;
 - (c) *Environmentally Sensitive Policy Areas*;
 - (d) *Regionally Significant Woodlands* (defined as Significant Woodlands in the Regional Official Plan); and,
 - (e) *Environmentally Significant Valley Features*.
- (2) The form and *ecological function* of Core Natural Features will be maintained, enhanced or, where feasible, restored.
- (3) *Development* or *site alteration* will not be permitted within Core Natural Features, except for:
 - (a) restorative, scientific, and educational uses related to on-site resources, including forest, fish, and wildlife management and conservation;
 - (b) flood or erosion control projects demonstrated to be in the public interest for which no other alternative is feasible;
 - (c) essential *infrastructure* for which no other alternative is feasible and where crossings and the area of disturbance will be minimized;
 - (d) minor alterations to legal non-conforming land uses; and,
 - (e) new *mineral aggregate operations* in accordance with Section 9.C of the Regional Official Plan.
- (4) Any *development* or *site alteration* proposed in accordance with policy 8.2.4(3) will require the submission of an *Environmental Impact Statement* or other appropriate study accepted by the City and the other public agencies having jurisdiction, in accordance with Section 8.2.11, to determine the mitigation measures to be implemented, as appropriate, through the *development* application review process.
- (5) *Development* or *site alteration* will only be permitted on lands *contiguous* to Core Natural Features if it is demonstrated through an *Environmental Impact Statement*

or other appropriate study accepted by the City and the other public agencies having jurisdiction, in accordance with Section 8.2.11, that there will be no *adverse environmental impacts* on the feature or its *ecological functions*.

- (6) An *Environmental Impact Statement* submitted in accordance with policies 8.2.4(4) and 8.2.4(5) will identify appropriate buffers for Core Natural Features, to the satisfaction of the City and the other public agencies having jurisdiction. Such buffers will serve to protect Core Natural Features from *adverse environmental impacts* and, where feasible, enhance or restore Core Natural Features and their *ecological functions*. The location, width, composition, and use of buffers will be in accordance with the accepted *Environmental Impact Statement*, with buffers being measured from the outside boundary of the Core Natural Feature, and established and maintained primarily as appropriate self-sustaining and undisturbed native vegetation.
- (7) Notwithstanding policy 8.2.4(6), the buffer width for Core Natural Features will be a minimum width of 10 metres in accordance with the Regional Official Plan.
- (8) Buffer widths for Core Natural Features wider than 10 metres may be required if the features and *ecological functions* warrant it, as determined through the *Environmental Impact Statement*. Wider buffer widths will be determined on a site-specific basis by considering the sensitivity of the *natural features*, their *ecological functions*, the potential impacts of the proposed *development* and/or land use, the intended function of the buffer, and the physiography of the site.
- (9) Buffers of Core Natural Features are to remain in a primarily natural state or be restored to a primarily naturalized state if disturbed through historical land use or approved works. Permitted uses within the buffers of Core Natural Features will be limited to low impact uses consistent with those permitted within Core Natural Features. In addition, portions of stormwater management facilities may be permitted where the Core Natural Feature can be enhanced, no other alternative location is feasible, *low impact development* measures are implemented to the extent feasible outside the buffer, root zones are not impacted, and the facility replicates or complements an existing function of the buffer lands. Impervious surfaces and grading will not be permitted, except for approved works associated with public trails and stormwater management that conform to detailed engineering and environmental analysis accepted by the City and the other public agencies having jurisdiction. Such works will only be permitted where there will be no *adverse environmental impacts* on the Core Natural Feature and the works within the buffer are minimized to the extent possible.
- (10) Plantings within the buffers of Core Natural Features will consist of native species that are ecologically appropriate and suitable for site conditions. The City may require applicants to complete and implement a restoration or management plan for buffer areas as a condition of *development* application approval.
- (11) Buffers required to ensure the protection of Core Natural Features will generally be

secured in public ownership.

- (12) Buffers required to ensure the protection of Core Natural Features will not be considered as contributing to the parkland dedication requirements under the Planning Act.
- (13) Where construction of a *road* on a new right-of-way, widening or upgrading of an existing roadway, construction or upgrading of a trunk sewer, trunk watermain, gas pipeline or electrical transmission line, wastewater treatment facility, waste management facility, or groundwater taking project is proposed within or *contiguous* to a Core Natural Feature, the submission of an *Environmental Impact Statement* or other appropriate study accepted by the City and the other public agencies having jurisdiction, in accordance with Section 8.2.11, will be required, unless the proponent is expressly exempt by other legislation. Alternatives to undertaking such works will be evaluated and, wherever possible, such works will be avoided, especially *road* improvements where steps could be taken to reduce traffic.
- (14) Decisions regarding *development* applications, *site alteration*, and *infrastructure* work within or *contiguous* to a Core Natural Feature will be consistent with the policies of this Plan and the policies and decision-making framework of the Regional Official Plan.

8.2.5 Supporting Natural Features

- (1) Supporting Natural Features are those *natural features* not meeting the criteria for provincial or regional significance (i.e. designation as Landscape Level Systems or Core Natural Features) but which are locally significant. These features are the most significant elements of the local landscape in terms of protecting and enhancing *ecological functions*. Supporting Natural Features are identified by the City and are shown on **Schedule 'A4' – Natural System**. Supporting Natural Features are categorized as either Supporting “A” Natural Features or Supporting “B” Natural Features.

For the purposes of reviewing development proposals, this Plan provides a different set of policies for Supporting “A” Natural Features and for Supporting “B” Natural Features. The application of these policies will be determined on a site-by-site basis in accordance with the criteria outlined in this Section and all other applicable policies in this Plan.

Supporting “A” Natural Features include:

- (a) *Locally Significant Wetlands*;
- (b) *Locally Significant Woodlands*;
- (c) *Significant Wildlife Habitat*; and,
- (d) *Perennial Watercourses*.

Supporting “B” Natural Features include:

- (a) Intermittent Watercourses;
- (b) *Other Wetlands*;
- (c) *Other Woodlands*; and
- (d) *Environmentally Significant Discharge Areas* and *Environmentally Significant Recharge Areas*.

Supporting “A” Natural Features

- (2) The form and *ecological function* of Supporting “A” Natural Features will be maintained, enhanced or, where feasible, restored.
- (3) *Development* or *site alteration* will not be permitted within Supporting “A” Natural Features, except for:
 - (a) restorative, scientific, and educational uses related to on-site resources, including forest, fish, and wildlife management and conservation;
 - (b) flood or erosion control projects demonstrated to be in the public interest for which no other alternative is feasible;
 - (c) essential *infrastructure* for which no other alternative is feasible and where crossings and the area of disturbance will be minimized;
 - (d) minor alterations to legal non-conforming land uses; and,
 - (e) new *mineral aggregate operations* in accordance with Section 9.C of the Regional Official Plan.
- (4) *Development* or *site alteration* proposed in accordance with policy 8.2.5(3) will require the submission of an *Environmental Impact Statement* or other appropriate study accepted by the City and the other public agencies having jurisdiction, in accordance with Section 8.2.11, to determine the mitigation measures to be implemented, as appropriate, through the *development* application review process.
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- (5) *Development* or *site alteration* will only be permitted on lands *contiguous* to Supporting “A” Natural Features if it is demonstrated through an *Environmental Impact Statement* or other appropriate study accepted by the City and the other public agencies having jurisdiction, in accordance with Section 8.2.11, that there will be no *adverse environmental impacts* on the feature or its *ecological functions*.
- (6) An *Environmental Impact Statement* submitted in accordance with policies 8.2.5(4) and 8.2.5(5) will identify appropriate buffers for Supporting “A” Natural Features to the satisfaction of the City and the other public agencies having jurisdiction. Such buffers will serve to protect Supporting “A” Natural Features from *adverse environmental impacts* and, where feasible, enhance or restore Supporting “A” Natural Features and their *ecological functions*. The location, width, composition, and use of buffers will be in accordance with the accepted *Environmental Impact Statement*, with buffers being measured from the outside boundary of the Supporting “A” Natural Feature, and established and maintained primarily as appropriate self-sustaining and undisturbed native vegetation.

- (7) The following buffer width guidelines for Supporting “A” Natural Features will be evaluated through an *Environmental Impact Statement*:
 - (a) *Locally Significant Wetlands* – 15 metres
 - (b) *Locally Significant Woodlands* – 10 metres (measured from the drip line)
 - (c) *Perennial Watercourses* – 30 metres on each side of the watercourse (measured from the bankfull channel)
- (8) Buffer widths different than those suggested in policy 8.2.5(7) for Supporting “A” Natural Features may be required if the features and *ecological functions* warrant it, as determined through the *Environmental Impact Statement*. Modified buffer widths will be determined on a site- specific basis by considering the sensitivity of the *natural features*, their *ecological functions*, the potential impacts of the proposed *development* and/or land use, the intended function of the buffer, and the physiography of the site.
- (9) Buffers of Supporting “A” Natural Features are to remain in a primarily natural state or be restored to a primarily naturalized state if disturbed through historical land use or approved works. Permitted uses within the buffers of Supporting “A” Natural Features will be limited to low impact uses consistent with those permitted within Supporting “A” Natural Features. In addition, portions of stormwater management facilities may be permitted where the Supporting “A” Natural Feature can be enhanced, no other alternative location is feasible, *low impact development* measures are implemented to the extent feasible outside the buffer, root zones are not impacted, and the facility replicates or complements an existing function of the buffer lands. Impervious surfaces and grading will not be permitted, except for approved works associated with public trails and stormwater management that conform to detailed engineering and environmental analysis accepted by the City and the other public agencies having jurisdiction. Such works will only be permitted where there will be no *adverse environmental impacts* on the Supporting “A” Natural Feature and the works within the buffer are minimized to the extent possible.
- (10) Plantings within the buffers of Supporting “A” Natural Features will consist of native species that are ecologically appropriate and suitable for site conditions. The City may require applicants to complete and implement a restoration or management plan for buffer areas as a condition of *development* application approval.
- (11) Buffers required to ensure the protection of Supporting “A” Natural Features will generally be secured in public ownership.
- (12) Buffers required to ensure the protection of Supporting “A” Natural Features will not be considered as contributing to the parkland dedication requirements under the Planning Act.
- (13) Opportunities to naturalize piped, culverted, or channelized *Perennial Watercourses* to enhance or restore *ecological functions* will be supported.
- (14) Where construction of a *road* on a new right-of-way, widening or upgrading of an existing roadway, construction or upgrading of a trunk sewer, trunk watermain, gas

pipeline or electrical transmission line, wastewater treatment facility, waste management facility, or groundwater taking project is proposed within or *contiguous* to a Supporting “A” Natural Feature, the submission of an *Environmental Impact Statement* or other appropriate study accepted by the City and the other public agencies having jurisdiction, in accordance with Section 8.2.11, will be required, unless the proponent is expressly exempt by other legislation. Alternatives to undertaking such works will be evaluated and, wherever possible, such works will be avoided, especially *road* improvements where steps could be taken to reduce traffic.

- (15) Where a study completed in accordance with policy 8.2.5(14) demonstrates to the satisfaction of the City that the construction of the *infrastructure* work will:
- (a) result in localized and/or reversible impacts to a Supporting “A” Natural Feature or its *ecological functions*, and that other alternatives are less feasible from a technical, environmental, and/or financial perspective, the City will, without amendment to this Plan;
 - (i) require that appropriate mitigation measures be implemented; and,
 - (ii) approve the project; or,
 - (iii) support the project in comments, submissions or recommendations;
 - (b) result in widespread *adverse environmental impacts* to the Supporting “A” Natural Feature or its *ecological functions* or result in long-term damage to its significant features and functions, and that other technically and financially feasible alternatives exist that would have fewer *adverse environmental impacts*, the City will:
 - (i) not approve the project; or
 - (ii) not support the project in comments, submissions or recommendations; or
 - (c) result in widespread *adverse environmental impacts* to the Supporting “A” Natural Feature or its *ecological functions*, or result in long-term damage to its significant features and functions, but that there is a clearly demonstrated need for the project, and that all other alternatives to the recommended project are substantially less feasible from a technical, environmental, and/or financial perspective, the City will, without amendment to this Plan:
 - (i) require that appropriate mitigation measures be implemented to reduce the impact of the project to greatest extent feasible; and
 - (ii) require compensation in the form of habitat restoration or enhancement, on-site or off-site; and
 - (iii) approve the project; or
 - (iv) support the project in comments, submissions or recommendations.

Supporting “B” Natural Features

- (16) The *ecological function* of Supporting “B” Natural Features will be maintained, enhanced or, where feasible, restored.
- (17) *Development* and *site alteration* will avoid Supporting “B” Natural Features wherever feasible. The assessment of feasibility will include, but may not necessarily be limited to, achieving a compact and efficient urban form, technical considerations, and financial considerations.

- (18) The form of Supporting “B” Natural Features may be modified through *development* or *site alteration* if it is demonstrated through an *Environmental Impact Statement* or other appropriate study accepted by the City and the other public agencies having jurisdiction, in accordance with Section 8.2.11, that *ecological functions* are maintained, enhanced or where feasible, restored. Where a feature is permitted to be modified, boundary modifications will be reflected on the Schedules of this Plan through a *municipal comprehensive review* or Official Plan Amendment, the Land Use Designation and Height and Density permissions assigned to the remainder of the property that surrounds the feature will apply, and a Zoning By-law Amendment will be required.
- (19) Further to policy 8.2.5(18), *development* or *site alteration* may only be permitted within *Other Wetlands* where it is demonstrated through an *Environmental Impact Statement* or other appropriate study accepted by the City and the Grand River Conservation Authority that that the feature is not:
- (a) located within a riparian community;
 - (b) part of a Landscape Level System, Core Natural Feature, or other Supporting Natural Feature;
 - (c) a *hazardous land* or *hazardous site*;
 - (d) a bog or fen;
 - (e) *fish habitat*; or
 - (f) part of a functional *Linkage* between larger *wetlands* or *natural features*.
- (20) Notwithstanding policy 8.2.5(16) and 8.2.5(18), *development* or *site alteration* within *Other Woodlands* that has the effect of disrupting or reducing *ecological function* may be permitted subject to an evaluation of significance. Significance will be evaluated based on composition, age, size, connectivity, representation in the vicinity, and potential contribution to community design. Where the removal of an *Other Woodland*, in part or in whole, is permitted, compensation in the form of *woodland* restoration or enhancement, on-site or off-site, may be required. Where it is considered appropriate to maintain an *Other Woodland*, in part or in whole, the protection of trees will be required through such measures as Tree Preservation Plans, landowner stewardship, zoning provisions, or public ownership.
- (21) Further to policy 8.2.5(18), where *Environmentally Significant Discharge Areas* or *Environmentally Significant Recharge Areas* sustain Core Natural Features or Supporting “A” Natural Features, as determined through a *watershed study* or other appropriate study accepted by the City and the other public agencies having jurisdiction, *development* or *site alteration* will only be permitted within the *Environmentally Significant Discharge Areas* or *Environmentally Significant Recharge Areas* where it is demonstrated through an *Environmental Impact Statement* or other appropriate study accepted by the City and the other public agencies having jurisdiction that there will be no *adverse environmental impacts* on the Core Natural Features or Supporting “A” Natural Features or their *ecological functions*. Where feasible, *infrastructure* projects will avoid *Environmentally Significant Discharge Areas* and *Environmentally Significant Recharge Areas*. Where it is not feasible to avoid these areas, the construction of *infrastructure* projects will be designed to maintain the *hydrologic functions* that sustain the Core Natural Features or

Supporting “A” Natural Features.

- (22) Where the form of an *Intermittent Watercourse* is to be maintained or realigned through *development* or *site alteration*, in part or in whole, a guideline buffer width of 15 metres, applied to each side of the watercourse (measured from the bankfull channel), will be evaluated through an *Environmental Impact Statement* or other appropriate study to the satisfaction of the City and the other public agencies having jurisdiction, in accordance with Section 8.2.11.
- (23) Where the form of an *Other Wetland* or *Other Woodland* is to be maintained or relocated through *development* or *site alteration*, in part or in whole, an appropriate buffer width will be determined through an *Environmental Impact Statement* or other appropriate study accepted by the City and the other public agencies having jurisdiction, in accordance with Section 8.2.11.
- (24) Where applicable, buffers of Supporting “B” Natural Features are to remain in a primarily natural state or be restored to a primarily naturalized state if disturbed through historical land use or approved works. Permitted uses within the buffers of Supporting “B” Natural Features will be limited to low impact uses. In addition, portions of stormwater management facilities may be permitted where the Supporting “B” Natural Feature can be enhanced, no other alternative location is feasible, *low impact development* measures are implemented to the extent feasible outside the buffer, root zones are not impacted, and the facility replicates or complements an existing function of the buffer lands. Impervious surfaces and grading will not be permitted, except for approved works associated with public trails and stormwater management that conform to detailed engineering and environmental analysis accepted by the City and the other public agencies having jurisdiction. Such works will only be permitted where there will be no *adverse environmental impacts* on the Supporting “B” Natural Feature and the works within the buffer are minimized to the extent possible.
- (25) Where applicable, plantings within the buffers of Supporting “B” Natural Features will consist of native species that are ecologically appropriate and suitable for site conditions. The City may require applicants to complete and implement a restoration or management plan for buffer areas as a condition of *development* application approval.
- (26) Where applicable, buffers required to ensure the protection of Supporting “B” Natural Features will generally be secured in public ownership.
- (27) Where applicable, buffers required to ensure the protection of Supporting “B” Natural Features will not be considered as contributing to the parkland dedication requirements under the Planning Act.
- (28) Opportunities to naturalize piped, culverted, or channelized *Intermittent Watercourses* to enhance or restore *ecological functions* will be supported, where appropriate.

- (29) *Infrastructure* work will avoid Supporting “B” Natural Features wherever feasible. Where it is not feasible to avoid these features, *infrastructure* will be designed to maintain, enhance or where feasible, restore *ecological functions*.

8.2.6 Restoration Areas

- (1) Restoration Areas are lands that have the potential to be enhanced or restored to a natural state, thereby contributing to the overall integrity and connectivity of the Natural System. Such areas may include small, human-altered “gaps” in *natural features*, *hazardous lands* and *hazardous sites* associated with *natural features*, or other lands adjacent to Landscape Level Systems, Core Natural Features, or Supporting Natural Features. Restoration Areas are shown on **Schedule ‘A4’ – Natural System**.
- (2) Restoration Areas will be identified through technical studies undertaken or accepted by the City, through the conservation and land securement programs of other public agencies, through private land stewardship, or through the *development* application review process. Where Restoration Areas are identified through the *development* application review process, excluding *site plan* applications, the lands will be protected through zoning.
- (3) Once identified, Restoration Areas will be managed in accordance with applicable *watershed studies* or site-specific studies to provide planting of appropriate native species and/or allow for natural succession. Permitted uses within Restoration Areas will be limited to low impact uses consistent with those permitted within Core Natural Features and Supporting Natural Features.
- (4) Restoration Areas will be reflected on the Schedules of this Plan through a *municipal comprehensive review* or Official Plan Amendment as they are identified.

8.2.7 Linkages

- (1) *Linkages* are areas that are intended to provide opportunities for plant and animal movement among *natural features*, support hydrological and nutrient cycling, and contribute to the overall integrity and connectivity of the Natural System. *Linkages* are shown on **Schedule ‘A4’ – Natural System**.
- (2) *Linkages* will be identified through technical studies undertaken or accepted by the City, through the conservation and land securement programs of other public agencies, through private land stewardship, or through the *development* application review process, with the intent of maximizing functionality. Where *Linkages* are identified through the *development* application review process, excluding *site plan* applications, the lands will be protected through zoning.
- (3) Once identified, *Linkages* will be maintained, enhanced or, where feasible, restored.

Permitted uses within *Linkages* will be limited to low impact uses consistent with those permitted within Core Natural Features and Supporting Natural Features.

- (4) The City will establish or enhance *Linkages*, where appropriate, by restoring natural habitat on city-owned lands. In addition, the City will encourage the connection of *natural features* across municipal boundaries through the identification of *Linkages*.
- (5) *Linkages* will be reflected on the Schedules of this Plan through a *municipal comprehensive review* or Official Plan Amendment as they are identified.

8.2.8 Fisheries

- (1) *Development* or *site alteration* will not be permitted within *fish habitat*, except in accordance with provincial and federal legislation.

8.2.9 Urban Forest

- (1) The City recognizes the *urban forest* as providing significant ecological, social, and economic benefits. The City will encourage the protection, restoration, wise management, and expansion of the *urban forest*.
- (2) It is the City's intent to protect existing trees and plant new ones where feasible and appropriate. When considering *development* applications and *site alteration* permit applications, the City will require that only the trees that directly impede the proposed work be removed and that the applicant replace them in reasonable amount, with trees of sufficient maturity. The amount and maturity of replacement trees will be determined based on the amount, maturity, species, and health of the trees to be removed. A Tree Preservation Plan may be required to provide an inventory of all trees on the site, an assessment of their health and condition, recommendations regarding which trees should be saved and which will be removed, tree protection measures, and replacement trees. As part of any Tree Preservation Plan, the City may require tree- loss totals and corresponding compensation estimates. Tree Preservation Plans must be prepared by qualified professionals.
- (3) When considering *development* applications and *site alteration* permit applications, the City may require the protection and enhancement of hedgerows, especially where:
 - (a) they link other elements of the Natural System;
 - (b) wildlife regularly use them as habitat or movement corridors;
 - (c) they are composed of mature, healthy trees;
 - (d) they contain trees that are rare, unique, culturally important, or over 100 years in age; or
 - (e) they contribute to the aesthetics of the landscape.
- (4) Where the City is undertaking *infrastructure* work, the *urban forest* will be protected

and preserved, where feasible. If it is necessary for *infrastructure* work to remove any trees, the City will compensate by re-planting in reasonable amount on or off-site, with trees of sufficient maturity. The amount and maturity of replacement trees will be determined based on the amount, maturity, species, and health of the trees to be removed. A Tree Preservation Plan may be required to provide an inventory of all trees on the site, an assessment of their health and condition, recommendations regarding which trees should be saved and which will be removed, tree protection measures, and replacement trees.

- (5) Opportunities for tree planting on City-owned lands will be identified and implemented in coordination with other public agencies and local interest groups, as required. The City will plant native species that are ecologically appropriate and suitable for site conditions, where feasible.
- (6) The City will implement planting programs of desired and compatible species, with preference given to native species, on public lands or, in conjunction with landowners, on private lands.
- (7) To generate appreciation and stewardship towards the *urban forest*, the City will encourage public education and involvement.
- (8) The City will support and enhance the *urban forest* by implementing urban design standards that protect street trees, in particular in terms of preservation of existing root structures and preventing soil compaction.

8.2.10 Watershed Planning

- (1) Watershed planning is an integrated, ecosystem approach to planning based on the boundaries of a watershed or subwatershed. Watershed and subwatershed boundaries provide natural limits for managing the interconnections that exist between human activities and features and processes of the natural environment. The City recognizes watershed planning as an important mechanism for guiding land use and *infrastructure* decisions.
- (2) In collaboration with the *Province*, the Region, and the Grand River Conservation Authority, the City will require *watershed studies* to comprehensively and holistically characterize and assess the natural environment and protect it from site-specific and cumulative degradation. The City will work co-operatively with the *Province*, the Region, and the Grand River Conservation Authority to implement *watershed studies*.
- (3) The priorities and process for undertaking and updating *watershed studies* will be jointly determined by the *Province*, the Region, the City, and the Grand River Conservation Authority.
- (4) Generally, *watershed studies* will be prepared by the proponents of development under the direction of the City and the other public agencies having jurisdiction.

- (5) To complement the Laurel Creek Watershed Study, new *watershed studies* will be undertaken at the subwatershed scale.
- (6) Prior to an amendment to this Plan or the adoption of a District Plan which would have the effect of permitting significant areas of *development*, the City will require the completion and acceptance of a *watershed study*. The resulting recommendations for environmental protection, enhancement, restoration, management, and monitoring will be incorporated into the District Plan and implemented through the *development* application review process.
- (7) The City will consider *watershed studies* to be living documents. Recognizing that a portion of Waterloo's growth will come from *intensification*, applicants may be required to update existing *watershed studies*. The need to update such studies will be determined jointly by the Region, the City, and the Grand River Conservation Authority.
- (8) The *Province*, the Region, the City, and the Grand River Conservation Authority, in consultation with affected landowners and the general public through the decision-making process of the City, will jointly determine the terms of reference for *watershed studies*. At a minimum, the terms of reference for *watershed studies* will include:
 - (a) identification, maintenance, restoration, and wherever feasible, enhancement of *natural features, groundwater features, surface water features* and *ecological functions* which are necessary for the ecological and hydrological integrity of the watershed/subwatershed;
 - (b) identification, maintenance, enhancement and, wherever feasible, restoration of *linkages* among *natural features* and *ecological functions, groundwater features, and surface water features*;
 - (c) determination of areas where *development* and *site alteration* will be prohibited to:
 - (i) protect actual and potential municipal drinking-water supplies and identified *vulnerable* areas; and
 - (ii) maintain, enhance or, wherever feasible, restore *vulnerable* surface and ground water, *sensitive surface water features*, and *sensitive groundwater features*, their *hydrologic functions*, and *floodplains*;
 - (d) protection of the quality, quantity, distribution, and direction of flow of existing surface and groundwater processes;
 - (e) identification of stormwater management practices that maintain or enhance the quality, quantity, and distribution of stormwater including infiltration measures, and minimize stormwater volumes and contaminant loads;
 - (f) identification of areas where *Environmental Impact Statements* may be required for the review of *development* applications. Wherever feasible, *watershed studies* should partially fulfill the *Environmental Assessment* requirements for major *infrastructure* work to be located within that watershed, and/or comprehensive *Environmental Impact Statements* for all or part of the watershed/subwatershed; and
 - (g) development of a monitoring plan and definition of roles and responsibilities for

pre-, during, and post-construction monitoring to determine and address the impact of *development* on the Natural System and surface and groundwater resources.

- (9) This Plan will be amended to implement recommendations from *watershed studies*, where appropriate. Recommendations from the *watershed studies* will also be implemented through the *development* application review process and other mechanisms where the City has the legal authority to do so, such as through existing programs or management plans. The City will encourage private landowners to undertake whatever actions are within their legal authority to implement *watershed studies*.

8.2.11 Environmental Impact Statements

- (1) An *Environmental Impact Statement* will be required in accordance with the policies of this Plan to identify and evaluate the potential effects of *development* or *site alteration* on elements of the Natural System, to recommend means of preventing, minimizing, or mitigating impacts as well as opportunities for enhancing or restoring the quality and connectivity of the elements comprising the Natural System. An *Environmental Impact Statement* may also be used to identify and evaluate elements of the Natural System and interpret the boundaries of these elements. *Environmental Impact Statements* will be carried out by qualified professionals.
- (2) The need for, scope, and acceptability of an *Environmental Impact Statement* will be determined collaboratively by the *Province*, the Region, the City, and the Grand River Conservation Authority, and led by:
 - (a) the *Province*, for *development* or *site alteration* potentially affecting *Significant Habitat of Endangered or Threatened Species*;
 - (b) the Region, for *development* or *site alteration* potentially affecting Landscape Level Systems (not including *Significant Valleys*), Core Natural Features, and *Environmentally Significant Discharge Areas* or *Environmentally Significant Recharge Areas* that sustain Core Natural Features;
 - (c) the Grand River Conservation Authority for *Significant Valleys*, *Provincially Significant Wetlands* located outside *Environmentally Sensitive Policy Areas*, *Locally Significant Wetlands*, *Other Wetlands*, and *Perennial Watercourses* and *Intermittent Watercourses*;
 - (d) the City for *development* or *site alteration* potentially affecting Supporting Natural Features; and,
 - (e) Fisheries and Oceans Canada, or its delegate, for *fish habitat*.
- (3) The City, in consultation with the *Province*, the Region, and the Grand River Conservation Authority, may require the completion of a comprehensive *Environmental Impact Statement* where *development* or *site alteration* is proposed on multiple contiguous properties containing elements of the Natural System.
- (4) The extent of the contiguous lands that trigger an *Environmental Impact Statement* will be determined by the City in consultation with other public agencies having jurisdiction.

- (5) The City may reduce the scope or content of an *Environmental Impact Statement* where the impacts of the proposed *development* or *site alteration* are expected to be limited in area or scope or where other environmental studies fulfilling the requirements of an *Environmental Impact Statement* have been previously prepared.
- (6) The City may waive the requirement for an *Environmental Impact Statement* where consultation with other public agencies having jurisdiction and/or site investigation by the City indicate that there are not likely to be *adverse environmental impacts* on the Natural System.
- (7) Where an *Environmental Assessment* is required, or alternative environmental reviews are being undertaken as part of a comprehensive planning process required under provincial or federal legislation, the submission of an *Environmental Impact Statement* will not be required, provided the *Environmental Assessment* or alternative environmental review fulfills the requirements of an *Environmental Impact Statement*.
- (8) The completion of an *Environmental Impact Statement* or alternative environmental review does not guarantee that the proposed *development* application or *site alteration* application will be approved.
- (9) The City may develop *Environmental Impact Statement* Guidelines to be used by proponents and professionals when preparing an *Environmental Impact Statement*. Such Guidelines may be revised from time to time. Alternatively, the City may also utilize any Regionally-approved Guidelines.

8.2.12 Major Urban Greenlands

- (1) Major Urban Greenlands are relatively large, publicly accessible parklands, or open spaces located within urban areas that are owned and maintained by the Region, the City, or the Grand River Conservation Authority. These urban greenlands are valued for their environmental, hydrological, recreational, and public health benefits, and are intended to help maintain a balance between the built and natural environment in urban areas.
- (2) The City, in collaboration with the Region, the Grand River Conservation Authority, and other stakeholders, will develop and implement an Urban Greenlands Strategy that:
 - (a) identifies a system of natural areas and open spaces, including Major Urban Greenlands, that enhance quality of life and public health;
 - (b) helps mitigate air pollution, the urban heat island, and stormwater runoff;
 - (c) promotes green roofs, *community gardens*, and tree planting;
 - (d) secures additional public urban greenlands through the *development* application review process, excluding *site plan* applications; and
 - (e) provides a range of open-space amenities.
- (3) Subsequent to the identification of Major Urban Greenlands through the Urban

Greenlands Strategy identified in policy 8.2.12(2), the City will designate Urban Greenlands and develop associated policies for these areas in this Plan to:

- (a) provide long-term protection from inappropriate *development* through application of adequate land use designation(s);
- (b) require *development* on adjacent lands to not have an *adverse effect* on the valued characteristics of Major Urban Greenlands by requiring applicants to submit an assessment through the *development* application review process, excluding *site plan* applications, to the satisfaction of the City indicating how any *adverse effects* will be mitigated;
- (c) facilitate public access to the Major Urban Greenlands through connections with transit, cycling, and *pedestrian facilities*; and
- (d) support the provision of recreational and/or visitor services, wherever appropriate.

8.3 WATER RESOURCES

Water resources are critical to ecosystem and human health. They represent and sustain an array of environmental features, both on and under the earth's surface, and provide the City with a source of drinking water. Water is also an indispensable resource for the economy. It is therefore necessary to safeguard both surface and groundwater, as they are intricately connected, from land uses and human activities that could impair their quality or quantity. With continuing population growth and a finite supply of resources, the protection, conservation, and efficient use of water is imperative.

8.3.1 Supporting Documents and Implementation

- (1) Council will approve, and update as appropriate, additional documents to support the implementation of the policies of this Section. Such documents may include, but are not necessarily limited to:
 - (a) Environmental Strategy
 - (b) *Watershed Studies*
 - (c) *Source Protection Plan*

8.3.2 General

- (1) The City will endeavour to maintain, enhance, or restore water quality and quantity by using the watershed as the ecologically meaningful scale for planning and minimizing potential negative impacts, including cross- jurisdictional and cross-watershed impacts.
- (2) The City will promote and play a leadership role in the efficient and sustainable use of water resources, including practices for water conservation and sustaining water quality. Such practices may include, but are not necessarily limited to, encouraging educational initiatives, supporting the Region in programs related to water conservation, incorporating stormwater management best practices (including *low impact development* measures), and pursuing technological and other system improvements to address such issues as inflow and infiltration of sanitary sewers.

- (3) The City will participate in studies conducted by the Region or the Grand River Conservation Authority to monitor the *quality and quantity of water* resources within Waterloo's watersheds.
- (4) The City will discourage land uses that exert impacts on water resources that are not sustainable, such as those that use large amounts of water and/or discharge large amounts of water that require treatment.
- (5) The City will require hydrogeological assessments for *development* applications, excluding *site plan* applications, that may have *adverse environmental impacts* on *surface water features* and/or *groundwater features*. Such assessments must document pre-to-post development water balances and include measures to substantially maintain infiltration, recharge, and peak flow rates relative to existing conditions.
- (6) *Sensitive surface water features* and *sensitive groundwater features* will be identified through *watershed studies*, *Source Protection Plans*, or other appropriate studies accepted by the City and the other public agencies having jurisdiction. Where identified, these features and their related *hydrologic functions* will be maintained, enhanced or, where feasible, restored.
- (7) *Development* and *site alteration* will not be permitted in or near *sensitive surface water features* and *sensitive groundwater features* unless it is demonstrated through an *Environmental Impact Statement* or other appropriate study accepted by the City and the other public agencies having jurisdiction, in accordance with Section 8.2.11, that there will be no *adverse environmental impacts* on the feature or its *hydrologic functions*.
- (8) Where feasible and appropriate, *development* will maximize clean water recharge and conservation measures, including infiltration through lot level infiltration structures, permeable surfaces and bioswales, cisterns for non-potable on-site use, and other innovative alternatives.

8.3.3 Source Water Protection

- (1) Source Water Protection Areas are identified by the Region and are shown on **Schedule 'B4' – Source Water Protection** Areas. These areas contribute water, or are in close proximity, to municipal drinking- water supply wells that are *vulnerable* to contamination and or depletion from incompatible land uses. In the City of Waterloo, Source Water Protection Areas consist of Wellhead Protection Sensitivity Areas, High Microbial Risk Management Zones, and *Regional Recharge Areas*.
 - (a) Wellhead Protection Sensitivity Areas are classified from 1 to 8. This classification allows for varying degrees of management relative to the *vulnerability* of the underlying groundwater to contamination, the importance of

the well to the capacity of the municipal drinking-water supply systems, and the length of time groundwater within the area will take to reach the municipal drinking-water supply well.

- (b) High Microbial Risk Management Zones identify areas where the underlying groundwater is the most *vulnerable* to disease causing organisms. These zones surround municipal drinking-water supply wells supplied by Groundwater Under the Direct Influence of Surface Water (GUDI). GUDI wells draw groundwater that is directly connected to, and dependant upon, surface water in locations where contaminants in the surface water may not be filtered adequately by the overlying soil or subsurface before entering the well.
 - (c) *Regional Recharge Areas* identify areas that will be protected from land use practices and hazardous chemicals and/or substances that could negatively impact the quality and quantity of water within and available to the aquifers that contribute to the municipal drinking-water supply system.
- (2) New water taking will not be permitted for any new or expanding uses within the Urban Area Boundary.
 - (3) The City will review its Zoning By-Law with respect to Source Water Protection Areas to ensure conformity with the Regional Official Plan in terms of compatible land uses.
 - (4) The City will, in collaboration with other public agencies having jurisdiction, provide input into and implement a *Source Protection Plan*.
 - (5) This Plan will be amended to conform to an approved Source Protection Plan, as required.
 - (6) The City, in collaboration with the *Province*, the Region, and the Grand River Conservation Authority will participate in informed stewardship of Source Water Protection Areas.
 - (7) *Development* applications, excluding *site plan* applications, within Source Water Protection Areas will be reviewed and considered in accordance with the source water protection policies in the Regional Official Plan.

8.4 ENVIRONMENTAL HEALTH AND SAFETY

Both natural and human-made hazards pose a threat to public health and safety. Natural hazards are physical processes occurring at or near the earth's surface that produce events of unusual magnitude or severity. Flooding and erosion are primary examples. In addition to the inherent risk to life, natural hazards are associated with property damage, social disruption as well as private and public expenditure. Accordingly, the general intent of this Plan is to direct development outside of areas subject to natural hazards. In contrast to natural hazards, which are naturally occurring events, human-made hazards result from

human activities. Included are contaminated sites. Through the remediation of *brownfields*, threats to human and ecosystem health are addressed and *intensification* opportunities are often provided, serving to further the City's goal of transitioning to a compact urban form and making wise use of resources. In addition to hazards, noise, vibration, and light emissions have the potential to adversely impact human health and the overall quality of life.

A proactive and precautionary approach is fundamental to protecting environmental health and safety. Such an approach allows for threats to be minimized, eliminated, or averted, and opportunities for improvement to be seized. The sound management of natural and human-made hazards, along with other nuisances including noise, vibration, and light emissions, is a critical component of the City's sustainability.

8.4.1 Supporting Documents and Implementation

- (1) Council will approve, and update as appropriate, additional documents to support the implementation of the policies of this Section. Such documents may include, but are not necessarily limited to:
 - (a) Environmental Strategy
 - (b) *Watershed Studies*
 - (c) Emergency Management Plan

8.4.2 Natural Hazards

Natural hazards include *hazardous lands* and *hazardous sites*. While *hazardous sites* could be unsafe for *development* and *site alteration* because of naturally occurring hazards such as unstable soils or unstable bedrock, *hazardous lands* are considered unsafe due to naturally occurring processes like *flooding hazards* and *erosion hazards*. *Hazardous lands* impacted by *flooding hazards* are categorized as a One Zone Policy Area, Candidate Two Zone Policy Area, Two Zone Policy Area, or *Special Policy Area*. There is one *Special Policy Area* in the City of Waterloo – the Laurel/Clair *Special Policy Area*. Any amendments to the *Special Policy Area* policies must be considered and approved by the *Province*, the City, and the Grand River Conservation Authority.

- (1) To reduce the threat to life and property posed by natural hazards, as well as lessen the risk of social disruption and potential for public cost, *development* will generally be directed to areas outside of *hazardous lands* and *hazardous sites*. Where *development* is permitted near or on *hazardous lands* and *hazardous sites*, potential adverse impacts will be recognized and mitigated.
- (2) *Hazardous lands* and *hazardous sites* are identified, mapped, and regulated by the Grand River Conservation Authority. *Hazardous lands* and *hazardous sites* are shown on **Schedule 'A5' – Natural Hazards**. Amendments to this Plan will not be required for minor revisions to the limits of *hazardous lands* and *hazardous sites*, where such revisions are supported by technical studies approved by the Grand River Conservation Authority.
- (3) *Development* or *site alteration* will not be permitted within:
 - (a) *hazardous lands* impacted by *flooding hazards* and/or *erosion hazards*;

- (b) *hazardous sites*; and
 - (c) erosion access allowances, which will not be less than 6 metres.
- (4) Notwithstanding policy 8.4.2(3), *development* or *site alteration* may be permitted in *hazardous lands* and *hazardous sites* where:
 - (a) a *Special Policy Area* has been approved by the *Province*;
 - (b) the *development* is limited to land uses that, by their nature must locate within the *floodway*, including flood or erosion control works, structures necessary for conservation, water supply, wastewater management, or minor additions or passive non-structural uses which do not affect flood flows;
 - (c) a Two Zone Policy Area has been designated in accordance with policy 8.4.2(22) to permit *development* or *site alteration* in the *flood fringe*, and the effects and risk to public safety are minor so as to be managed or mitigated in accordance with the *Province's* standards, as determined by the demonstration and achievement of all of the following:
 - (i) *development* or *site alteration* is carried out in accordance with *floodproofing* standards, protection works standards, and access standards;
 - (ii) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion, and other emergencies;
 - (iii) new hazards are not created and existing hazards are not aggravated; and
 - (iv) no *adverse environmental impacts* will result.
- (5) Notwithstanding policy 8.4.2(4), *development* proposing the following land uses will not be permitted within *hazardous lands* and *hazardous sites*:
 - (a) an institutional land use associated with hospitals, nursing homes, *assisted living facilities*, preschool, school nurseries, child care centres, and schools, where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities, or the young during an emergency as a result of flooding, failure of *floodproofing* measures, or protection works, or erosion;
 - (b) an essential emergency service such as that provided by fire, police, and ambulance stations and electrical substations, which would be unacceptably impaired during an emergency as a result of flooding, the failure of *floodproofing* measures or protection works, or erosion; and
 - (c) land uses associated with the disposal, manufacture, treatment, or storage of *hazardous substances*.
- (6) *Development* permitted within *hazardous lands* impacted by *flooding hazards* will be *floodproofed* to the elevation of the *Regulatory Flood* unless otherwise provided by more specific policies. For non-habitable accessory buildings or structures such as garages, sheds, or temporary structures, *floodproofing* will be undertaken to the extent practical where *floodproofing* to the elevation of the *Regulatory Flood* is not technically feasible.
- (7) Where an existing building or structure is destroyed in a manner not associated with the inherent natural hazard, the City will permit its reconstruction, subject to approval from the Grand River Conservation Authority.
- (8) Except as provided through policy 8.4.2 (4), parking lots, elevated parking structures

and underground parking structures associated with residential uses and underground parking structures associated with non-residential uses will not be permitted in *hazardous lands* impacted by *flooding hazards*.

- (9) Where *development* on private services is permitted, new septic systems must be located outside of *hazardous lands* and *hazardous sites*. Where new or replacement septic systems are associated with *site alteration*, septic systems should be located outside of *hazardous lands* and *hazardous sites*.
- (10) Prior to *development* on lands occasioned by groundwater discharge or high water tables, detailed hydrogeological and/or geotechnical studies will be required to assess potential risks to persons, buildings, structures, or *infrastructure*.
- (11) Development approvals will not be granted within *hazardous lands* and *hazardous sites* or on lands adjacent to *hazardous lands* and *hazardous sites* that are regulated by the Grand River Conservation Authority until written permission is obtained from the Grand River Conservation Authority.
- (12) *Hazardous lands* and *hazardous sites* will be placed in an appropriate zoning category or identified through a zone suffix or prefix in the Zoning By-Law.
- (13) Building setbacks from *hazardous lands* and *hazardous sites* may be established in the Zoning By-Law in accordance with the degree, extent, and severity of the natural hazard, in consultation with the Grand River Conservation Authority, the *Province*, and other public agencies having jurisdiction.
- (14) *Hazardous lands* and *hazardous sites* will not be considered as contributing to the parkland dedication requirements under the Planning Act.
- (15) The acquisition of *hazardous lands* and *hazardous sites* by the City or other public agency is encouraged.
- (16) The City will continue to cooperate with the Grand River Conservation Authority in the operation of the Grand River Watershed Warning System.
- (17) The City will maintain an Emergency Management Plan that will protect the citizens, property, and environment from significant natural, technological, and human caused events.

Flooding Hazards – One Zone Policy Areas

- (18) In One Zone Policy Areas, the entire floodplain is considered the floodway.
- (19) Development and *site alteration* will not be permitted in One Zone Policy Areas except in accordance with policy 8.4.2(4).
- (20) Notwithstanding 8.4.2(19), minor alterations and additions to *existing* buildings or structures may be permitted provided that:

- (a) there is no feasible alternative location outside of the *floodplain*;
- (b) no *adverse effects* on the hydraulic characteristics of flood flows are created;
- (c) no new dwelling units are created;
- (d) no new floor space or building services, such as mechanical or electrical services, are created below the elevation of existing floor space;
- (e) no new habitable floor space is created below the elevation of existing habitable floor space;
- (f) *floodproofing* is undertaken to the extent practical, where *floodproofing* to the elevation of the *Regulatory Flood* is not technically feasible; and
- (g) there is no risk of structural failure due to potential hydrostatic or dynamic pressures.

Flooding Hazards – Two Zone Policy Areas

- (21) In Two Zone Policy Areas, the *floodplain* is divided into two sections: the *floodway* and the *flood fringe*. The *floodway* is the area of the *floodplain* required to pass the flows of greatest depth and velocity. The *flood fringe* lies between the *floodway* and the outer edge of the *floodplain*. Depths and velocities of flooding in the *flood fringe* are generally less severe than those in the *floodway*.
- (22) The City, in collaboration with the Grand River Conservation Authority, may designate Two Zone Policy Areas where significant urban uses currently exist within the *floodplain*, and where there is significant potential for further *intensification* with no *adverse effects* on flood flows. The application of the Two Zone concept is not intended to be on a lot-by-lot basis, but on a subwatershed or major reach basis.
- (23) Development and *site alteration* will not be permitted in the floodway of a Two Zone Policy Area except in accordance with policy 8.4.2(4).
- (24) Further to policy 8.4.2(4), *development* and *site alteration* may be permitted in the *flood fringe* of a Two Zone Policy Area provided that:
 - (a) all new buildings and structures are floodproofed to the elevation of the Regulatory Flood;
 - (b) all new dwelling units are above the elevation of the *Regulatory Flood*;
 - (c) all habitable floor space and building services, such as mechanical or electrical services, are above the elevation of the *Regulatory Flood*;
 - (d) no basement is proposed, or where the building contains multiple units, the basement is *floodproofed* to the elevation of the *Regulatory Flood* to provide parking below grade or common amenities; and
 - (e) ingress and egress to a building or structure is dry where achievable or *floodproofed* to an elevation that is practical and feasible, but no less than safe, as determined by the Grand River Conservation Authority.
- (25) The creation of any uninhabitable floor space below the elevation of the *Regulatory Flood* where there is any possibility of conversion to habitable use will not be permitted. Uninhabitable residential space associated with multi-unit development created below the elevation of the *Regulatory Flood* may be permitted and will be *floodproofed* to the elevation of the *Regulatory Flood*. Such areas may include foyers,

recreation rooms, communal storage areas, and other uninhabitable floor space that are normally associated with multi-unit residential development.

- (26) Access to new residential buildings and mixed-use buildings containing residential space will be provided to ensure safe access/evacuation at the Regulatory Flood elevation. The determination of safe access shall be made by the Grand River Conservation Authority in an evaluation of the combination of flood depths and flood flow velocities as they affect individual sites. However, in no case shall residential development be permitted where access/evacuation routes are subject to flood depths in excess of 0.8 metres or flood flow velocities in excess of 1.7 metres per second or where the product of depth and velocity exceeds 0.4 square metres per second under Regulatory Flood conditions. The provision of safe access within these parameters shall be provided by the raising of all or part of the site to suitable elevations to permit safe pedestrian evacuation or access under wet conditions. Parking associated with residential uses in the Two Zone Policy Area will also conform to the safe access standards outlined above.

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- (27) Conversions of non-residential buildings in the *flood fringe* to residential use may be permitted and will require that all residential floor space be located at or above the elevation of the *Regulatory Flood* and building services are *floodproofed* to the elevation of the *Regulatory Flood*. Separate electrical and heating services will be required for ground floor non-residential and upper floor residential conversions. An assessment by a qualified professional engineer of the structural integrity of the building to withstand flood and hydro-static pressures may be required by the City and the Grand River Conservation Authority. Access policies outlined in policy 8.4.2(26) shall apply.
- (28) Elevated parking structures and underground parking structures with a portion of the lowest parking level exposed and open above grade may be permitted in the *flood fringe* of a Two Zone Policy Area subject to the provisions of the Zoning By-Law. Underground parking structures which are fully enclosed underground are not permitted in the Two Zone Policy Areas.

Flooding Hazards – Candidate Two Zone Policy Areas

- (29) Candidate Two Zone Policy Areas are based on a Grand River Conservation Authority Board-approved list created in response to changes in the provincial *floodplain* planning policy framework. Candidate areas are subject to additional technical analysis in order to demonstrate the appropriateness of the application of the Two Zone approach. Candidate Two Zone Policy Areas will be treated as One Zone Policy Areas unless additional technical analysis is completed to the satisfaction of the Grand River Conservation Authority and the results of the analysis validate the application of the Two Zone approach. In such cases, Candidate Two Zone Policy Areas may be treated as Two Zone Policy Areas. Changes in status will be reflected on **Schedule 'A5' – Natural Hazards** through a *municipal comprehensive review* or Official Plan Amendment.

Flooding Hazards – Special Policy Areas

- (30) The City recognizes that the designation of a *Special Policy Area*, and any change or modification to the site-specific policies or boundaries applying to the *Special Policy Area*, must be approved by the *Province*. Further, the City recognizes that the *Province* has established procedures for undertaking such changes or modifications. The City intends to follow these procedures in the near future to update the policies and/or boundaries that apply to the *Special Policy Area* currently designated in the City of Waterloo.
- (31) This Plan designates certain lands along the Laurel and Clair Creeks a Provincial *Special Policy Area* for reasons outlined in subsections (a) to (f) inclusive. The lines on **Schedule 'A5' – Natural Hazards** are general in nature. Interpretations of lines on individual sites must be confirmed in consultation with the Grand River Conservation Authority. These lands are part of the historic centre of Waterloo and special policies are required for the continued economic and social viability of the area. Also, these lands are subject to special conditions which constitute a significant hazard to life and property during serious floods.
- (a) With specific reference to *floodplains*, the municipality has been utilizing design criteria for land use planning and stormwater management to control flooding up to the magnitude of the 1 in 100 year storm event. However, the Provincial design standard is the Regulatory Storm which is in the magnitude of Hurricane Hazel. Using this more restrictive provincial standard, the Grand River Conservation Authority has determined that a certain amount of development near specific watercourses in the City would be adversely affected by such a severe storm event.
 - (b) Provincial Flood Plain Planning policies generally discourage development within the regulatory *floodplain*. The policies recognize that, in some cases, portions of the *floodplain* can be developed safely and protected to the *Regulatory Flood* elevation with no adverse impacts to existing development. In such cases, selective application of a Two Zone Concept (*floodway-flood fringe*) is permitted. Where adherence to these policies is not feasible, the concept of *Special Policy Area* is recognized as a possible option for flood prone communities or portions thereof which have historically developed in the *floodplain*. In these areas, social, economic and environmental factors may warrant assuming a higher degree of flood risk than would normally be acceptable.
 - (c) In portions of Uptown Waterloo and areas adjacent to certain reaches of Laurel and Clair Creeks, development has historically taken place on lands within the regulatory *floodplain* defined by the Grand River Conservation Authority. The City has demonstrated a strong commitment to the renewal and revitalization of Uptown Waterloo through various actions and policies. While the City recognizes that a higher degree of flood risk exists along these creeks than would normally

be deemed acceptable, rehabilitation, development and replacement of buildings and structures in the area is considered necessary to the continued economic and social viability of this area and major relocations or complete acquisition by public authorities is not considered practical. Consequently, a *Special Policy Area* has been identified in this Plan which addresses planning and engineering criteria for developed and undeveloped lands along certain reaches of Laurel and Clair Creeks.

- (d) This Plan designates certain lands along Laurel and Clair Creeks as a *Special Policy Area*. This area is one in which the City, the Grand River Conservation Authority, the *Province* and the public agree to accept a higher flood risk than would normally be acceptable and permit development in circumstances where it would normally be prohibited, subject to certain flood damage reduction measures.
 - (e) A program of channelization/channel improvements is being undertaken within this area to reduce flooding up to the magnitude of the 1 in 100 year storm event. Unusual flood effects occur in the *Special Policy Area* once water exceeds the 100 year level. Flooding can occur to potentially significant depths over a short period of time leaving little time for public warning and/or evacuation. In certain locations within the *Special Policy Area* depths and velocities of water during a *Regulatory Flood* event combine to create hazardous conditions.
 - (f) Although the goal for the *Special Policy Area* is to promote protection to the regulatory level to prevent the loss of life and minimize property damage, requirements have been relaxed especially in relation to commercial development and related parking. The policies have been formulated to overcome or reduce flood hazards where feasible while recognizing the economic and social necessity of continued development in this area.
- (32) The *floodplains* that have been identified for the Laurel and Clair Creek watersheds and the flood channelization measures that have or will be developed in the core area have been developed on the assumption that any urban development located west of Erbsville Road and upstream of Laurel Creek Reservoir will not increase flooding within the *Special Policy Area*. Prior to development of lands on the West Side of Waterloo as identified above, a Master Drainage Plan for the West Side will be required. The goal of such a plan will be that run off from the West Side not increase peak flows up to and including the *Regulatory Flood* flow over existing conditions to the extent that flood levels in the *Special Policy Area* are affected. Should this goal not be achievable, the downstream effects as they impact upon the *Special Policy Area* will be reviewed and if required, an amendment to this Plan will be undertaken. Policy changes or the acceptance of even a higher level of risk within the *Special Policy Area* may result if flooding is increased by development on the West Side of the City.
- (33) An area within the *Special Policy Area* exists and functions as an hydraulic *floodway*. This hydraulic *floodway* is the minimum area required to pass the *Regulatory Flood*.

The hydraulic *floodway* is illustrated on **Schedule 'A5' – Natural Hazards**. Obstruction of the hydraulic *floodway* would create adverse upstream and downstream effects in the form of increased flow velocity, depth and extent of flooding.

- (34) No new buildings, structures or fill shall be permitted in the hydraulic *floodway*. Notwithstanding this prohibition, an area of the hydraulic *floodway* between the Erb Street West and Caroline Street intersection and Erb Street East has been identified as an area in which elevated parking structures may be permitted provided that the design and construction of such structures accommodates the passage of the *Regulatory Flood* as determined by the Grand River Conservation Authority and the City.
- (35) The reorientation or reconfiguration of existing buildings within the hydraulic *floodway* as a result of unusual loss or redevelopment may be permitted without requiring an amendment to this Plan provided that such redevelopment results in an improvement of the flow characteristic of the hydraulic *floodway*. Such buildings shall be *floodproofed* in accordance with the applicable policies of this Plan to the satisfaction of the City and the Grand River Conservation Authority.
- (36) The portion of the hydraulic *floodway* between Weber Street North and University Avenue East has been determined on the basis of the greater extent of two criteria: flood depth and the area required to pass the *Regulatory Flood*. The extent of the hydraulic *floodway* in this area is a result of the impact created by three bridges (two privately held and one under the jurisdiction of the Region). The use of flood depth as an additional factor to determine the hydraulic *floodway* is unique to this area. The replacement of bridges provides some opportunity to improve the flood condition while in other areas of the *Special Policy Area* such opportunities do not exist. The selected depth criteria addresses the area of the *floodplain* where the greatest risk exists and would assist in reducing risk of damage during lesser flood events than the Regulatory Storm. No new buildings, structures or fill shall be permitted in this area.

Notwithstanding the above, nothing shall prevent the erection of a training facility for fire protection purposes within this portion of the hydraulic *floodway* subject to approval by the Grand River Conservation Authority and the City. It is the intention that the three bridges will be reconstructed or other alternatives pursued such as new access points to private development which could eliminate the need for the private bridges. Such actions will be undertaken with the cooperation of the Grand River Conservation Authority, the Region, the City, and affected landowners. An amendment to this Plan will be required to ensure that *floodplain* policy reflects the improved flood condition.

- (37) Development along the edge of Silver Lake is constrained by the storage capacity of

this water body under *Regulatory Flood* conditions. Development along the shoreline may be permitted provided that the storage capacity is not affected or allowance has been made for replacement of lost capacity through reconfiguration of the lake. As a consequence the hydraulic *floodway* limit is shown on **Schedule 'A5' – Natural Hazards** as following the shoreline of Silver Lake. Development proposals will be assessed by the Grand River Conservation Authority and the City relative to impact on storage capacity. Should changes to the hydraulic *floodway* line be required to accommodate shoreline development, no amendment to this Plan will be required provided that storage capacity is not impaired.

- (38) Within the core area, flood depths and velocities within the hydraulic *floodway* may necessitate public acquisition of certain lands for open space purposes and special design treatments of adjacent structures.

Residential Policies

- (39) Policies 8.4.2(24)(c), 8.4.2(25) and 8.4.2(26) shall apply to the development of new residential buildings in the *Special Policy Area*. Notwithstanding policy 8.4.2(25), uninhabitable residential space created below the *Regulatory Flood* elevation shall be *floodproofed* to the *Regulatory Flood* elevation except those areas where it can be demonstrated to the satisfaction of the City and the Grand River Conservation Authority that a limited potential for damage exists. Flood protection for such uninhabitable space may be reduced, but in no case shall the reduction be more than 1 metre below the *Regulatory Flood* elevation. This elevation will provide protection to, at minimum, the 100- year flood elevation or higher.
- (40) Policy 8.4.2(27) shall apply to conversions of non-residential buildings beyond the hydraulic *floodway* to residential use.

Institutional Policies

- (41) Libraries, museums, university facilities and similar non-residential institutional uses are permitted in the *Special Policy Area* subject to *floodproofing* to the *Regulatory Flood* elevation.
- (42) Protective services such as police, fire, utility and public works yards, ambulance stations and major electrical substations should not be located in the *Special Policy Area*. If a *Special Policy Area* location cannot be avoided these uses shall be floodproofed to *Regulatory Flood* levels and access/facilities provided to ensure their ability to deliver emergency services during flood events is not impaired. Minor additions or alterations as defined by the Grand River Conservation Authority, to existing facilities may be permitted subject to the approval from the City and the Grand River Conservation Authority.

Commercial Policies

- (43) Commercial uses such as retail, office, service and personal service commercial uses shall be floodproofed to the *Regulatory Flood* elevation except where it can be demonstrated to the Grand River Conservation Authority and the City that the level of flood protection would impair the viability of commercial operations. In such cases, a reduction in flood protection requirements may be permitted, but in no case shall the reduction be more than 1 metre below the *Regulatory Flood* elevation. This elevation will provide protection to, at minimum the 100-year flood elevation or higher.
- (44) Hotels and motels, as commercial uses containing overnight accommodation, shall be *floodproofed* to the *Regulatory Flood* elevation. In no case shall building services, residential or sleeping space be located below the elevation of the *Regulatory Flood*. Direct access to the outside from residential or sleeping quarter space shall not be permitted unless the standards for access to new residential buildings, as outlined in policy 8.4.2(26) can be achieved. Notwithstanding the above, ancillary and other non habitable space shall be subject to commercial flood protection policies as outlined in policy 8.4.2(43).

Parking Policies – Surface

- (45) Surface parking may be permitted in all areas of the *Special Policy Area* in accordance with the Zoning By-Law. Where the Grand River Conservation Authority determines that surface parking sites are subject to severe flow velocities of sufficient magnitude to displace cars or other vehicles, surface parking facilities shall be designed with perimeter walls, berms, railings or other barriers suitable to contain floating vehicles in the parking lot and prevent obstruction of flood water flows.
- (46) Surface parking facilities associated with residential uses shall not be permitted to intrude into the hydraulic *floodway*. Surface parking associated with residential use shall conform to the same standards of "safe" access that apply to residential buildings as outlined in policy 8.4.2(26).

Parking Policies – Elevated

- (47) Elevated parking structures are prohibited within the hydraulic *floodway* but may be permitted in all other areas of the *Special Policy Area* subject to the provisions of the Zoning By-Law. Notwithstanding the above, elevated parking structures may be permitted in a specific section of the hydraulic *floodway* as outlined in policy 8.4.2(34) only if the placement of columns and ramps and the design of floor clearance will accommodate the passage of the *Regulatory Flood* as determined by the Grand River Conservation Authority and the City.
- (48) With specific reference to elevated parking structures noted above, when notified that flood events will result in significant overland flows, the City will attempt to

prohibit access by vehicle to the ground floor parking levels and attempt to remove existing vehicles parked in ground level spaces. Such action shall be integrated into an Emergency Management Plan and Flood Warning System.

Parking Policies – Underground

- (49) Underground parking facilities may be permitted in all areas of the *Special Policy Area* in accordance with the Zoning By-Law. Except as provided in policy 8.4.2(50), all underground parking facilities shall be floodproofed to the *Regulatory Flood* elevation. All underground parking structures in the *Special Policy Area* shall be developed subject to the following:
 - (a) access by elevator to underground structures during flood events shall be prevented;
 - (b) underground structures shall be designed for controlled seepage and filling by flood waters and shall contain facilities for pump out; and
 - (c) electrical and mechanical services be floodproofed to the *Regulatory Flood* elevation.
- (50) In the section of the *Special Policy Area* between the intersection of Erb Street West and Caroline Street and Erb Street East, it may not be feasible to protect underground parking facilities to the regulatory elevation. Where the City and the Grand River Conservation Authority determine that achievement of the *Regulatory Flood* protection is not feasible, underground parking facilities and structures may be developed subject to the following:
 - (a) openings to underground parking facilities may be permitted below the *Regulatory Flood* elevation, as determined by the Grand River Conservation Authority and the City. But in no case shall such openings be more than 1.0 metre below the Regulatory elevation.

Erosion Hazards

- (51) Notwithstanding policy 8.4.2(3), development or *site alteration* associated with existing uses may be permitted within the limits of an erosion hazard where it is demonstrated through a site-specific geotechnical or engineering assessment that:
 - (a) there is no feasible alternative location outside of the *erosion hazard*;
 - (b) any proposed building or structure is located in the area of least risk;
 - (c) there is no impact on existing or future slope stability and bank stabilization or erosion protection works are not required;
 - (d) access for maintenance or emergency purposes is not prevented; and
 - (e) where unavoidable, impacts on *natural features* or *ecological functions* are minimized and appropriate mitigative and remedial measures will adequately enhance or restore features and functions.
- (52) Minor alterations and additions to *existing* buildings or structures within the limits of an *erosion hazard* may be permitted in accordance with policy 8.4.2(51).
- (53) The replacement of buildings or structures within the limits of an *erosion hazard* may be permitted in accordance with policy 8.4.2(51).

- (54) *Development or site alteration* adjacent to a steep slope will be subject to a setback from the stable top of bank. The stable top of bank will be determined in consultation with the Grand River Conservation Authority. A minimum setback of 6 metres will be required to accommodate an erosion access allowance.
- (55) Where feasible, lands below the stable top of bank will be maintained in a natural state. In cases where such lands have been impacted by agricultural or urban uses, efforts will be made to naturalize the lands where appropriate.

8.4.3 Contaminated Sites

- (1) Where *development* is proposed on, or adjacent to, a known or *potentially contaminated site*, planning approvals will be subject to the submission of a Record of Site Condition. Where applicable, the procedures contained in the Regional Implementation Guideline for the Review of Development Applications on or Adjacent to Known and Potentially Contaminated Sites will be followed.
- (2) Land use designations on **Schedule 'A' – Land Use Plan** may be subject to review and the uses contemplated by this Plan may be restricted subsequent to environmental site assessment work carried out through the *development* application review process.
- (3) Holding provisions related to known or *potentially contaminated sites* may be utilized by the City when it is necessary or desirable to zone lands for development prior to the submission of a Record of Site Condition to the *Province*.
- (4) Where the City is deeded land for public highways, *road* widenings, parkland, stormwater management, easements, or any other purpose, evidence may be required, as a condition of the transfer, to the choice and satisfaction of the City, that no environmental contamination has occurred on the subject lands, that the lands have been satisfactorily restored, or that a record of on-site contaminants is provided. Unless satisfied, the City may not accept the deed.
- (5) The City may consider and implement programs to encourage the remediation of contaminated sites in accordance with Section 12.3.2 related to Community Improvement Plans.

8.4.4 Noise, Vibration and Light Emissions

General

- (1) *Sensitive land uses* proposed in the vicinity of *roads*, railways, or other uses considered to be noise generators will comply with applicable provincial, regional, and municipal guidelines. All recommended means of mitigation will be secured to

the satisfaction of the City prior to, or as a condition of approval of the *development* application, excluding *site plan* applications.

- (2) Any required noise or vibration study will be prepared by a qualified professional in accordance with recognized noise and vibration measurements and prediction techniques, to the satisfaction of the City and in accordance with applicable provincial, regional, and municipal guidelines and standards.
- (3) Where noise attenuation measures are required, *passive noise attenuation measures are preferred. Noise barriers may only be used where it is demonstrated to the satisfaction of the City that other attenuation methods are not adequate or feasible. Noise barriers must be designed and constructed to complement the streetscape and community design.*
- (4) To minimize noise and vibration impacts during the construction phase of development, proponents will be encouraged, and where appropriate, required to establish noise and vibration reduction strategies based on relevant regulations, guidelines, and best practices.
- (5) The City recognizes that innovative noise and vibration abatement techniques may become available through the development of new technologies. The use of such techniques will be encouraged.
- (6) The application of noise attenuation measures may be detailed in District Plans.

Noise and Vibration from Transportation Sources

- (7) Where a *development* application, excluding *site plan* applications, for a *sensitive land use* is submitted in the vicinity of an existing or planned City Arterial or Regional Arterial *road*, provincial highway or railway, the Regional *rapid transit* system, or a transit terminal, a noise study may be required. Any required noise mitigation measures will be implemented through the *development* application review process.
- (8) Where projected noise levels exceed the noise criteria prescribed by the *Province* and the Region, appropriate noise warning and/or noise attenuation measures will be required prior to, or as a condition of approval of a *development* application, excluding *site plan* applications. Such measures may include site design and building layout, noise warning clauses, noise attenuation barriers, air conditioning, and/or structural design measures such as multiple glazed windows and brick wall construction. Notwithstanding the above, *sensitive land uses* will be prohibited where the projected attenuated daytime noise level in the associated *outdoor living area* exceeds 70 dBA.

- (9) Provisions for noise mitigation are to be provided beyond the limits of the ultimate *road* or railway right-of-way.
- (10) Where a development application, excluding site plan applications, for a *sensitive land use* is submitted within 75 metres of a property line for a railway, a vibration study may be required, to the satisfaction of the City. The study must address all sources of vibration affecting the site and include recommendations for mitigation.

Noise and Vibration from Stationary Sources

- (11) Any *development* application, excluding *site plan* applications, for any use proposed to generate a stationary source of noise or vibration may be required to undertake a noise and/or vibration study as part of the application review process, to the satisfaction of the City. The study must address all sources of noise and vibration, include recommendations for mitigation, and demonstrate that there are no *adverse effects* on existing or planned *sensitive land uses*.
 - (a) Adherence to this Policy may include a development application to seek recognition as a Class 4 Area under NPC-300 guidelines.
 - (b) For clarity, requests for lands to be identified as a Class 4 Area will be supported by a noise and/or vibration study as part of the development application review process.

OPA No. 14, approved January 11, 2018

Light Emissions

- (12) Light pollution is excessive or obtrusive artificial light. While maintaining public safety, the City will endeavor to reduce light pollution in an effort to limit energy waste, decrease greenhouse gas emissions, minimize adverse impacts on ecological systems, and enhance the visibility of the night sky.
- (13) The City will use and promote the use of responsible lighting practices that eliminate or minimize light pollution.
- (14) The City may consider a Light Pollution By-law that would help prevent the negative impacts of excessive or misdirected light and encourage responsible lighting that is properly directed, of appropriate intensity, and energy efficient.
- (15) The City may require the proponent of an application for *development* to submit a light assessment and photometric plan in conjunction with the application.

8.5 ENERGY

The City of Waterloo, both corporately and as a community, is presented with energy challenges and opportunities, including the need to use energy more efficiently and the

ability to establish sources of sustainable energy production. Increased energy efficiency can lead to reduced air pollutant and greenhouse gas emissions, decreased demand for new production and distribution *infrastructure* and greater energy security. Complementing the efficient use of energy are *alternative energy systems* and *renewable energy systems*. While the environmental, social and economic benefits of such systems are widespread, benefits should be balanced with the functionality of these sustainable technologies and their compatibility with the natural environment and surrounding land uses.

8.5.1 Supporting Documents and Implementation

- (1) Council will approve, and update as appropriate, additional documents to support the implementation of the policies of this Section. Such documents may include, but are not necessarily limited to:
 - (a) Environmental Strategy
 - (b) *Watershed Studies*
 - (c) Community Energy Plan
 - (d) Transportation Demand Management Plan

8.5.2 Culture of Conservation

- (1) The City will play a leadership role in energy conservation through:
 - (a) the on-going implementation of energy conservation efforts in municipal facilities;
 - (b) ensuring that all new City facilities are designed to meet a high standard of *sustainable design*, including energy conservation;
 - (c) the ongoing implementation of energy management, waste reduction and re-use and recycling programs in City facilities;
 - (d) reducing, to an appropriate extent, the amount of high maintenance landscaping on City-owned lands; and
 - (e) maintaining a green procurement policy.
- (2) The City will encourage energy conservation in the community by:
 - (a) cooperating with other levels of government and the private sector to encourage innovative energy conserving measures within the City;
 - (b) supporting educational programs that promote energy conservation and efficiency measures; and
 - (c) promoting the retention and expansion of the urban forest to enhance air quality and reduce energy use through shading and sheltering opportunities.

8.5.3 Energy Conservation in the Built Environment

- (1) The City will encourage energy conservation in the community by:
 - (a) identifying opportunities to conserve energy, enhance energy security/ stability and increase the use of *renewable energy systems* or *alternative energy systems*, which may include developing a Community Energy Plan;
 - (b) promoting a compact city form, including:
 - (i) encouraging *intensification* primarily within Nodes and Corridors and discouraging reductions in permitted densities, as defined in this Plan and

- the Zoning By-Law, in instances where higher densities are appropriate;
- (ii) improving the mix of land uses, where appropriate, to reduce/ shorten vehicular trips and reduce congestion, including encouraging the distribution of *convenience retail* and personal services within walking/cycling distance of residential areas; and
- (iii) with regard to development within *designated greenfield areas*, phasing expansion or directing development to areas contiguous to the built up area of the City to optimize the use of existing *infrastructure*.
- (c) promoting increased reliance on public transit and *pedestrian* and bicycle travel and a reduced reliance on motor vehicles through measures such as enhanced physical *infrastructure* for transit, *pedestrians* and cyclists and supporting *transportation demand management* initiatives;
- (d) focusing major employment, commercial and other travel-intensive land uses on sites which are well served by existing or proposed public transit or designing these sites/areas to facilitate the establishment of public transit in the future;
- (e) promoting energy conservation during the review of development proposals by encouraging, where practical, the design of structures for energy efficiency, the proper siting of buildings, appropriate landscaping for wind shelter in the winter and the prevention of overheating in the summer, maximization of passive solar gain and east-west street orientation;
- (f) encouraging and, where possible, requiring that waste reduction, including the diversion of construction materials from landfills, and re- use and recycling programs be implemented;
- (g) encouraging energy conserving new construction and the upgrading and retrofitting of existing buildings to enhance their energy efficiency, including through the ongoing implementation of the Property Standards By-law and supporting *on-site energy production*, where appropriate;
- (h) supporting actions which aim to conserve energy through such things as the revision of Building Code standards; and
- (i) facilitating a reduction in energy consumption for development by:
 - (i) considering adaptive reuse of existing buildings;
 - (ii) considering the use of alternative development standards;
 - (iii) promoting development on gravity fed sanitary sewers and minimizing the reliance on pumping stations; and,
 - (iv) promoting water conservation measures.

8.5.4 Energy Production and Distribution

- (1) The City recognizes that a stable, efficient energy supply system is necessary for a strong, sustainable economy.
- (2) Increased energy supply in the City is encouraged by providing opportunities for alternative energy systems and renewable energy systems to accommodate current and projected needs. Such systems will generally be preferred over conventional forms of energy production, subject to provincial and federal requirements.
- (3) Notwithstanding any *provincial and federal requirements for notice/public*

consultation regarding energy production facilities, the City encourages proponents to undertake sufficient public notice and consultation so as to ensure members of the community and the City have sufficient opportunity to provide comment on proposed facilities to the proponent and/or approval authority.

- (4) In addition to the policies of this Plan, geothermal facilities will be subject to the Source Water Protection policies of the Regional Official Plan.
- (5) As per policy 5.2.8(5), the City may, in conjunction with development, require the transition of existing above-ground hydro lines and plant to underground locations, where technically feasible and where funding is available. It is recognized that the Uptown Waterloo Urban Growth Centre represents one priority area for such transition. Other priorities will be established through Class Environmental Assessments, capital projects, and or master planning, such as Hickory Street in Northdale. Where financially feasible, the City will support and participate in cost-sharing arrangements for the burial of hydro between Waterloo North Hydro Inc., landowners/developers and the Region. Where underground hydro services are contemplated, development shall be designed to accommodate the underground hydro services (including vaults, 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

- (6) The City may support or actively participate in the development of energy production facilities which may include municipal ownership and/or operation of such facilities.
- (7) Energy production facilities that are owned and/or operated by the City, public utilities, Ontario Power Generation Inc., or Hydro One Networks Inc. and are subject to the requirements of the Environmental Assessment Act will be permitted in any land use designation of this Plan, with preference given to facilities locating in areas designated Flexible Industrial.
- (8) Energy production facilities that are privately owned and managed and are not regulated by the Green Energy Act may be permitted in the Zoning By-law in areas designated Flexible Industrial, subject to appropriate regulations. Zoning By-law Amendments to permit such energy production facilities in other areas of the City will only be considered where the City is satisfied that there will be no *adverse effects* from the development as related to economic, environmental, social, transportation, safety, and other concerns, as determined by the City.
- (9) *Alternative energy systems and renewable energy systems*, will be permitted in all land use designations in this Plan, but are encouraged to locate in areas designated Flexible Industrial. Such energy systems will be developed in accordance with *provincial and federal* requirements including appropriate separation distances to address land use compatibility.
- (10) The City will actively participate with the responsible approval authorities in planning

for the location and/or expansion of *alternative energy systems and renewable energy systems* within the City.

- (11) This Plan recognizes *district energy* systems as an efficient method of supplying heating, cooling and electricity to buildings and as a means to reduce the vulnerability of the energy system.

8.6 AIR QUALITY AND CLIMATE CHANGE

Our quality of life is dependent upon the quality of our air. Regardless of whether the source of air pollution is direct or indirect, local or long-range, air quality degradation significantly impacts both human and ecosystem health. Moreover, air pollution is closely linked with the burning of fossil fuels and the emission of greenhouse gases. Recognizing this link, and the link that exists between the accumulation of greenhouse gases and climate change, is vital to ensuring a comprehensive approach is taken in protecting and improving our air quality and combating human-induced climate change. Such an approach will include mitigation that reduces the sources and enhances the sinks of greenhouse gases and adaptation that minimizes our vulnerability to the impacts of climate change.

8.6.1 Supporting Documents and Implementation

- (1) Council will approve, and update as appropriate, additional documents to support the implementation of the policies of this Section. Such documents may include, but are not necessarily limited to:
 - (a) Environmental Strategy
 - (b) *Watershed Studies*
 - (c) Energy Management Program
 - (d) Air Quality and Climate Change Management Plan

8.6.2 General

- (1) The City will promote an urban form that includes compact and efficient development that is transit-supportive as a means of improving air quality and minimizing contributions to climate change through reduced reliance on automobiles.
- (2) The City will promote *sustainable design* and construction standards and the use of *renewable energy systems* as a means of improving air quality and minimizing contributions to climate change through reduced resource consumption and air pollutant generation.
- (3) The City will promote and undertake tree planting and landscaping initiatives to enhance and improve the *urban forest* as a means of improving air quality and minimizing contributions to climate change through shading, sheltering, screening, and increasing carbon sinks. The City will also promote the protection, restoration, wise management, and expansion of the *urban forest* as a means of pollution mitigation and carbon sequestration.

- (4) The City, through its operations, will endeavor to improve air quality and minimize contributions to climate change through pollution control, energy conservation, development and utilization of *renewable energy systems*, waste reduction, and the promotion of energy efficient facilities in the planning, design, and construction of public works.
- (5) The City may collaborate with other levels of government, other municipalities, institutions, community groups, and local industries to develop programs to reduce air pollutants and greenhouse gas emissions.
- (6) The City may promote and support education and awareness of air quality and climate change issues, associated health impacts, and linkages to transportation and land use.
- (7) *Development* that has the potential to generate dust, odour, or other airborne emissions will be evaluated in accordance with provincial guidelines and approval requirements. The City may require the proponent of such proposals to demonstrate compliance with provincial requirements.

8.6.3 Targets and Monitoring

- (1) The City may partner with other organizations to monitor, track, and assess local air quality to identify local emission sources and take action to reduce air pollutant and greenhouse gas emissions at these sources.
- (2) The City will encourage and undertake actions to reduce air pollutant and greenhouse gas emissions, which may include the development of an Air Quality and Climate Change Management Plan and local air pollutant and greenhouse gas emission targets.

8.7 ENVIRONMENTAL SUSTAINABILITY

On both a local and global scale, the impact that human activity has on the natural environment is increasingly more evident. To reduce and reverse this impact, ecological footprints must be minimized and our actions that threaten the quality of our land, air, and water must be modified. Achieving environmental sustainability requires continuous effort; there is no end to the process. Moreover, the challenge of becoming environmentally sustainable is actualized through a broad range of practices, including developing communities and buildings that are energy and water efficient, reducing greenhouse gas emissions, eliminating point source and fugitive contaminants, efficiently managing stormwater, effectively reducing and managing solid waste, and protecting biodiversity. Recognizing that our physical well-being, social vitality, and economic viability are intricately connected to each other and to the health of our natural environment, it is imperative that our activities are compatible and balanced with ensuring the integrity of *natural features*, systems, and processes.

8.7.1 Supporting Documents and Implementation

- (1) Council will approve, and update as appropriate, additional documents to support the implementation of the policies of this Section. Such documents may include, but are not necessarily limited to:
 - (a) Environmental Strategy
 - (b) *Watershed Studies*
 - (c) Energy Management Program
 - (d) Air Quality and Climate Change Management Plan

8.7.2 General

- (1) The City will promote environmental sustainability by encouraging, supporting and, where appropriate, requiring:
 - (a) a compact and efficient urban form;
 - (b) greater use of alternative transportation modes, such as transit, cycling, and walking;
 - (c) *sustainable design* and construction practices;
 - (d) the integration and protection of *natural features* and landscapes into building and site design;
 - (e) the reduction of resource consumption associated with growth;
 - (f) the avoidance of the release of contaminants into the environment; and,
 - (g) the creation of places and spaces that are resistant to the impacts of climate change.

8.7.3 Sustainable Building

- (1) The City will encourage *sustainable design* standards and the application of sustainable management practices for *development*, building renovation, and *infrastructure*.
- (2) The City will encourage, and where feasible and appropriate, require the implementation of *low impact development* measures for *development*, building renovation, and *infrastructure*.
- (3) The City will encourage the creation of innovative green spaces that retain stormwater, increase natural vegetation cover, improve air quality by binding dust and filtering air pollution, support biodiversity, provide sound attenuation, counteract the urban heat island effect, provide aesthetic and amenity value, provide opportunities for local food production, and/or reduce energy demand.
- (4) To offer protection from sun exposure, mitigate the urban heat island, and reduce energy demands, the City will encourage the provision of shade, either natural or constructed, to provide a balance of sun and shade. When planning for and developing new City facilities such as parks and public spaces, or refurbishing existing City-owned facilities, the City will consider the provision of shade an essential component.

- (5) Applications for Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision, and *Site Plan* will be encouraged, and where appropriate, required to submit a Sustainable Development Report describing the sustainable initiatives being implemented in the development, including but not necessarily limited to, initiatives related to energy efficiency, water efficiency, indoor air quality, building materials, landscaping, stormwater management, and construction waste.
- (6) The City may implement programs to encourage and/or require environmentally sustainable development.

8.7.4 Community Gardens

- (1) The City recognizes *community gardens* as valuable community resources that provide open space and a local food source, offer recreational and educational opportunities, and build social connections.
- (2) The City will identify land use designations appropriate for *community gardens*, with consideration being given to compatibility, prior land use and lot area.
- (3) The City will support *community gardens* through initiatives which may include:
 - (a) promoting the awareness of community gardening;
 - (b) where appropriate, offering City-owned lands as new community garden sites, such as undeveloped parcels and closed road right of ways; and
 - (c) collaboration with the Region.
- (4) The City will encourage backyard, roof top, and workplace gardening, as well as edible landscaping and fruit-bearing trees to complement community gardens.

NOTE: Chapter 9 has been Deferred (Deferral 10) as per the 2012 approval of the Official Plan by the Region of Waterloo.

CHAPTER 9 MINERAL AGGREGATES

The mineral aggregate policies are intended to identify and protect Mineral Aggregate Resources Areas for long-term use. Policies in this chapter provide for the consideration of future extraction of *mineral aggregate resources*, while recognizing the need to balance social, economic, and environmental interests.

9.1 OBJECTIVES

- (1) Identify and protect Mineral Aggregate Resource Areas for current and future needs.
- (2) Minimize short and long term impacts of aggregate extraction on the natural environment and the quality of life for existing and future residents.

9.2 GENERAL POLICIES

- (1) Areas identified as having a high potential to contain *mineral aggregate resources* are identified as Mineral Aggregate Resource Areas on **Schedule 'H' – Mineral Aggregate Resource Areas**.
- (2) Boundaries of the Mineral Aggregate Resource Areas may be updated by the Region as necessary through a five-year *municipal comprehensive review* of the Regional Official Plan, or the completion of a *municipal comprehensive review* as otherwise initiated by Regional Council. Boundaries of the Mineral Aggregate Resource Areas may be further refined in this Plan without an amendment to the Regional Official Plan.
- (3) The Mineral Aggregate Resource Area designation is intended to protect and provide for the recovery of *mineral aggregate resources* if required over the extended long-term. The identification of Mineral Aggregate Resource Areas in this Plan does not presume that all lands located within the identified area are suitable for mineral aggregate extraction within the life of this Plan. Large portions of the Mineral Aggregate Resources Area designated in this Plan currently underlie the Grey Silo Golf Course, parkland, and multi-use trail located within the RIM Park recreation complex. As a result, this Plan does not anticipate or support the extraction of *mineral aggregate resources* in this area within the planning horizon of this Plan.
- (4) *Development* that would preclude or hinder the extraction of *mineral aggregate resources* shall be prohibited within or adjacent to any Mineral Aggregate Resource

Area, except where:

- (a) extraction of the resource would not be feasible;
 - (b) the proposed land use or development serves a greater long-term public interest; or,
 - (c) issues of public health, public safety and environmental impact are addressed.
- (5) While the City anticipates a limited demand for *mineral aggregate operations* within the City, the City recognizes regulatory requirements to permit *mineral aggregate operations*. *Mineral aggregate operations* within a Mineral Aggregate Resource Area or elsewhere in the City may be permitted only by amendment to the Zoning By-Law. Any such amendments will be evaluated based on:
- (a) whether the proposed *mineral aggregate operation* will have *adverse environmental impacts* on any element of the City's Natural System shown on **Schedule 'A4' – Natural System**. Potential *adverse environmental impacts* to the Natural system shown on **Schedule 'A4' – Natural System** shall be appropriately mitigated through adequate buffering, screening, or other techniques.
 - (b) anticipated impacts on *roads* under City jurisdiction;
 - (c) anticipated impacts on the surrounding community; and,
 - (d) conformity with all other applicable policies found within this Plan and the Regional Official Plan.
- (6) Extraction of *mineral aggregate resources* may be permitted outside the Mineral Aggregate Resource Area as shown on **Schedule 'H' – Mineral Aggregate Resource Area** where there is a sufficient quantity and quality of resources to warrant extraction as demonstrated to the satisfaction of the *Province*, the Region, and the City, subject to policies in this Plan and the Regional Official Plan.
- (7) In addition to the supporting information that may be required as part of a complete *development* application, excluding *site plan* applications, under Section 12.2.14 of this Plan, any proposals for the extraction of *mineral aggregate resources* will also be reviewed in the context of the supporting studies required under policy 9.C.3 of the Regional Official Plan. To avoid duplication among the studies required by the various agencies, the City will require applicants to participate in a pre-application consultation meeting to identify the supporting information that addresses the needs of each agency having jurisdiction.
- (8) Any Zoning By-Law Amendment that permits a *mineral aggregate operation* shall also permit accessory uses that are directly associated with the extraction, and processing of, mineral aggregates such as crushing, screening, washing, storage, weigh scales, parking, and office facilities.
- (9) Applications to amend the Zoning By-law to permit *mineral aggregate operations* may also request the permission of secondary uses such as asphalt plants, concrete plants, and aggregate depots that blend and stockpile aggregate materials with salt.

CHAPTER 10 LAND USE POLICIES

Overview

The land use policies set out in this chapter build upon the framework provided in previous chapters of this Plan. They are intended to be comprehensive policy statements pertaining to the land use designations as shown on the **Schedule 'A' - Land Use Plan, Schedule 'A1' – Commercial Land Uses, Schedule 'A2' – Employment Areas, Schedule 'A3' – Open Space Land Uses** and **Schedule 'A4' – Natural System**. It is the intent of this Plan that urban growth in the City will occur in accordance with the land use designations as shown on the above-mentioned Schedules and as set out in the policy sections of this chapter.

This Plan includes five categories of land use designations – Residential, Commercial, Employment, Open Space and Major Institutional. With the exception of the Major Institutional designation, each designation includes a sub- set of designations that further define the intended planned function of lands included within the designation. The policies related to each land use designation establish the uses that are contemplated in each designation. Together, the designations describe where uses such as housing, employment, stores, services, open space, institutions and recreation are contemplated to locate and where a mix of uses is desired or required.

This Plan contemplates a greater mixing of uses on individual sites than has been planned historically within Waterloo. This is particularly the case for lands within Residential and Commercial designations within Nodes and Corridors. Specifically, categories within Residential and Commercial designation speak to maintaining a primarily residential or commercial function while defining a mix of supporting uses that provide opportunities for people to live, work, learn and play in close proximity. Supporting uses may be permitted to be developed as a freestanding use on a site, or as *ancillary uses* which are intended to be secondary uses on a site and required to be located within a *mixed-use* building or on a *mixed-use* site. Opportunities for a mixing of uses on sites designated Employment are more limited. In order to support the objective of ensuring a long term supply of employment lands, Employment designations contemplate a range of employment uses and limit other supporting uses to varying degrees, as defined within the individual land use designations.

10.1 RESIDENTIAL LAND USE POLICIES

Vision

The City will plan for a full range of residential neighbourhoods that meet the needs of the City's residents. The City's residential neighbourhoods vary significantly in their planned function, context, and intensity of land use. The residential land use designations of this Plan provide opportunities for a range of housing forms and densities, from low rise neighbourhoods to high rise neighbourhoods that permit high-rise apartment units. The residential land use designations are designed to provide for a range of housing forms and densities.

The residential categories allow *ancillary uses*, with higher density residential categories permitting a broader range of *ancillary uses*. The intent of this structure is that higher density residential projects have the ability to incorporate an appropriate range of non-residential uses, thereby facilitating *mixed-use development* and increasing densities. The non-residential *ancillary uses* support the *complete community* concept by providing convenient local access to day to day goods and services.

Medium to high rise residential land uses are generally directed to designated Nodes and Corridors. The Nodes and Corridors are planned to have convenient access to transit, be *pedestrian* supportive through design, and are anticipated to accommodate a significant portion of Waterloo's growth to 2051.

Areas designated Low Rise Residential are generally located outside of Nodes, Corridors and Major Transit Station Areas. Low Rise Residential areas will continue to evolve over time through minor and context sensitive densification, with predominately ground oriented residential built forms, as well as complementary and ancillary uses as set out in this Plan and/or implementing Zoning By-law.

All residential development will be consistent with the City's urban design objectives and policies as set out in this Plan and supporting implementation documents.

10.1.1 General Policies

- (1) Lands designated residential are shown on **Schedule 'A' - Land Use Plan**. Residential land use designations serve a range of functions as described in the policies of this chapter. The residential land use designations are:
 - (a) Low Rise Residential.
 - (b) Medium Rise Residential.
 - (c) Medium High Rise Residential.
 - (d) High Rise Residential.
- (2) Approval of *development* within areas designated Low Rise Residential, Medium Rise Residential, Medium High Rise Residential, and High Rise Residential as shown on **Schedule 'A' - Land Use Plan** will be subject to the availability of schools, parks and recreation facilities, *infrastructure*, and all other services and public works required to service the proposed development to the standards of the City and authorities having jurisdiction.
- (3) The City shall use various tools and processes at its disposal to implement the residential land use policies of this Plan, including but not necessarily limited to zoning, *site plan* control, determination of complete *development* applications, excluding *site plan* applications, and property standards.
- (4) Any residential development proposed in close proximity to a rail line shall be subject

to the noise policies, set out in the Environment and Energy Chapter.

Home Occupations

- (5) *Home occupations* may be permitted in land use designations that permit residential uses, as set out in the implementing Zoning By-law. Where a class or classes of *home occupations* are not permitted in the Zoning By-law, a Zoning By-law Amendment shall be required, and shall demonstrate that:
- (a) The *home occupation* is compatible with adjacent residential uses with respect to built form, noise, odour, fumes, vibration, dust, glare, traffic, and parking;
 - (b) There is no outside storage of goods associated with the *home occupation*;
 - (c) The *home occupation* will not generate a significant increase in vehicular traffic;
 - (d) No exterior alterations are to be made to the dwelling other than those made to enhance the residential use of the structure;
 - (e) There are no proposed outside storage and display areas, and exterior lighting and signage is restricted to avoid impacting adjacent land uses;
 - (f) The *home occupation* fulfills the requirements governing such matters as permitted uses, allowable floor space, parking and signage as may be provided for in the Zoning By-law and the Sign By-law; and,
 - (g) No significant delivery or shipment of goods or materials to or from the dwelling is required by the *home occupation*;

High Quality and Innovative Design

- (6) The City seeks a high standard of urban design and innovation in the design of residential areas and in the design and construction of residential units, including where innovation will:
- (a) Incorporate *sustainable design*;
 - (b) Lower costs to purchasers;
 - (c) Maintain compatibility with surrounding land uses and where possible complementing the existing landscape features of the surrounding neighbourhood;
 - (d) Reduce municipal expenditure;
 - (e) Support Waterloo's development as a *complete community*; and,
 - (f) Protect *natural features* and their *ecological functions*.

Residential Density

- (7) In order to plan for the availability of medium rise, medium high rise and high rise housing sites, and to assist in the achievement of the planned densities for a given area, the Zoning By-law will incorporate performance standards intended to minimize the re- subdivision of sites intended for multiple unit housing forms to lower density housing and the subsequent under-development of sites.

- (8) Council recognizes the importance of achieving sufficient minimum levels of density in *Designated Growth Areas* to economically provide municipal services and contribute toward the achievement of *Designated Growth Area* density targets set out in Table 3-1 of this Plan and in accordance with the Provincial Planning Statement.
- (9) Densities referred to within specific residential land use designations shall be interpreted as gross density calculations after all road widenings and other land conveyances. All portions of the site that are designated residential shall be used to calculate adherence to such gross density regulations, provided further that:
 - (a) Development within *Designated Growth Areas* shall also adhere to minimum gross density targets set out in Table 3-1 this Plan.
 - (b) To implement the density targets identified in Table 3-1, the City will apply minimum density requirements, through appropriate planning mechanisms, to all residential *Designated Growth Areas* that are subject to a Plan of Subdivision.
- (10) This Plan is intended to guide *development* in terms of compatibility, scale and intensity of use and built form. In addition, this Plan provides a framework for the City to plan for *infrastructure* requirements over the long-term, ensure properties develop at appropriate densities for the property size, and foster land use compatibility. To achieve the foregoing, density calculations for residential uses, where applicable, shall be measured using a gross density calculation in *bedrooms* per hectare, or such other method as the City determines appropriate as set out in the Zoning By-law.
- (11) Detailed residential densities may be reflected through District Planning, and established in the Zoning By-law, provided the densities are in conformity with the policies of this Plan, where applicable.

10.1.2 Supporting a Range of Housing

- (1) This Plan recognizes that access to a range of housing contributes to the quality of life within a City. The City will plan for a diverse range and mix of housing options that vary in terms of form, tenure, density, price and number of *bedrooms* to accommodate the needs of all sizes, incomes, and ages of households.
- (2) To support a range of housing options and the transition of neighbourhoods to *complete communities*, this Plan enables a diverse range of compact low rise residential built forms within low rise neighbourhoods, and medium rise, medium high rise and high rise residential *intensification* within designated Nodes, Corridors and Major Transit Station Areas throughout the City.
- (3) The City will work collaboratively with the Region of Waterloo, as Housing Service Manager, as well as other senior levels of government, the private sector, and not-for-profit organizations to support the provision of *affordable housing* and *special needs*

housing in areas that permit residential uses throughout the city.

- (a) Where possible, *affordable housing* and *special needs housing* should be located within walking distance of schools, public transit, lands designated commercial, parks and recreational facilities and have convenient access to other *community infrastructure*.

Additional Residential Units

- (4) Additional Residential Units, up to a maximum of three additional units per lot may be permitted in a broad range of residential areas within the city, with definitions, locations and regulations governing such units established in the Zoning By-law. Additional Residential Units may be permitted in a:
 - (a) Single detached building;
 - (b) Semi-detached building;
 - (c) Townhouse building;
 - (d) Duplex building;
 - (e) Triplex building; and,
 - (f) Coach house (i.e. and ancillary detached building or structure),provided the total number of dwelling units on the lot is four or less.
- (5) The Zoning By-law shall establish appropriate regulations and standards for Additional Residential Units such as, but not necessarily limited to, parking, lot size, frontage, floor area, scale, and availability of services.
- (6) Notwithstanding policy 10.1.2 (4), more than three Additional Residential Units per lot may be permitted without an amendment to this Plan, but shall be:
 - (a) compliant with applicable provisions in the Zoning By-law; and,
 - (b) permitted in the Zoning By-law.

Housing to Support Post-Secondary Educational Institutions

- (7) This Plan recognizes the need for the provision of comprehensively planned, safe, suitable, compatible, and an appropriate range of housing types for users of post-secondary educational institutions. This Plan supports and encourages the provision of such housing:
 - (a) Firstly, by the post-secondary educational institution, either on or in close proximity to the main campus of post-secondary educational institutions;
 - (b) Within those portions of the designated Nodes and Corridors which are in close proximity to the main campus of post-secondary educational institutions; and,
 - (c) Within a comprehensively planned and designated area set out in a District Plan, subject to the related policies of the District Plan.
- (8) This Plan supports efforts to stabilize, and in some cases revitalize neighbourhoods surrounding the post-secondary educational institutions. Regard shall be given to:

- (a) Having an appropriate balance of housing types;
- (b) Having a broad mix of housing unit types;
- (c) Having a range of unit sizes.

Affordable Housing

- (9) The City, in collaboration with the Region, will plan to achieve an overall target of a minimum of 30 percent of new ownership and rental housing being *affordable* to low and moderate income households.
- (10) The City will support the Region in monitoring the progress in meeting the *affordable* housing target set out in policy 10.1.2(12).
- (11) Where a *development* application, excluding *site plan* applications, proposing residential uses is submitted for a site containing one hectares or more of developable lands, a minimum of 30 percent of new residential units will, wherever appropriate, be planned in forms other than single detached and semi-detached units, and street fronting and single unit condominium townhouse units as required by the Regional Official Plan.
- (12) Regard shall be given to an adequate mix of rental and ownership units for a wide variety of household sizes when considering *development* applications, excluding *site plan* applications, and creating new or amending existing District Plans.
- (13) The City may provide a range of planning tools and regulatory incentives pursuant to the Planning Act and Municipal Act that encourage *affordable housing*. These may include:
 - (a) Developing a protocol in collaboration with the Region to fast-track *development* applications that contain *affordable housing* units;
 - (b) Collaborating with the Region of Waterloo and community partners to foster the provision of *affordable housing*;
 - (c) Grants, tax relief, waivers of fees and charges and other incentives for *affordable housing* projects provided through a Community Improvement Plan, Capital Facilities By-law or other appropriate mechanisms; and,
 - (d) Design solutions that support housing affordability while maintaining appropriate levels of safety, functionality and aesthetic quality.
- (14) The City may set out regulations in the Zoning By-law to permit, in appropriate locations within the city, emergency shelters and other temporary accommodations for individuals and households experiencing homelessness.
 - (a) In determining appropriate locations for emergency shelters and temporary accommodations for individuals and households experiencing homelessness, the City will have regard for planned heights and densities, *infrastructure* capacity, natural hazards, proximity to services, proximity to other emergency shelters and

temporary accommodations for individuals and households experiencing homeless, transportation options and other criteria as deemed appropriate by the City.

Inclusionary Zoning

- (15) The City will enact zoning by-laws for Inclusionary Zoning, pursuant to the Planning Act and in accordance with the policies of this Plan, to require *affordable* housing units to be included in *development* containing dwelling units located within Major Transit Station Areas as identified on **Schedule ‘B’ – City Structure**.
- (16) Notwithstanding policy 10.1.2(15), Inclusionary Zoning will not apply to:
- (a) *development* containing fewer than 50 residential units.
 - (b) the portions of a development containing a *long term care facility*, assisted *living facility*, *lodging house*, *special needs housing* or a student residence owned and/or operated by a post-secondary educational institution.
 - (c) *development* proposed by a non-profit housing provider or proposed by a partnership in which:
 - (i) a non-profit housing provider has an interest that is greater than 51 per cent, and
 - (ii) a minimum of 51 per cent of the units are intended as *affordable* housing, excluding any offsite units that would be located in the *development*;
 - (d) developments that are otherwise exempt under the Planning Act
- (17) *Development* subject to the Inclusionary Zoning requirements will set aside a minimum percentage of new *Gross Leasable Residential Area* as *affordable* units in accordance with Table 10-1. Table 10-1. Inclusionary Zoning Set-Aside Requirements

Market Area	Major Transit Station Area	Minimum Percentage of Gross Leasable Residential Area Set Aside for <i>Affordable</i> Units by Date of Building Permit Issuance			
		2025-2026	2027-2028	2029-2030	2031+
Prime	• University of Waterloo • Laurier-Waterloo Park • Waterloo Public Square • Willis Way • Allen	2%	2-3%	2-4%	5%
Established	• Conestoga • Research & Technology Park • Northfield	1%	1-2%	1-3%	5%

Emerging		0%	0-1%	0-2%	5%
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- (18) Notwithstanding Policy 10.1.2(17), any lands located within a Major Transit Station Area that are designated Employment in the City Official Plan as of the date of the passing of Official Plan Amendment 50 and that require a land conversion to permit residential uses will be required to meet the set aside rates and timing associated with the Prime Market Area in Table 10-1, in the event that residential uses are permitted.
- (19) *Affordable* units required under 10.1.2(15) will be provided as rental units.
- (20) The City, in consultation with the Region and the Cities of Kitchener and Cambridge will establish maximum rents for the required *affordable* units on an annual basis as described in the definition of *affordable* in Chapter 13 Glossary.
- (21) *Affordable* units required under 10.1.2(15) will be:
- (a) occupied by low or moderate income renter households as described in the definition of *affordable* in Chapter 13 Glossary with a maximum income at the time of their initial tenancy of 3.5 times the *affordable* dwelling unit's rent;
 - (b) rented in accordance with policies of this plan for a period of at least 25 years from the date of first residential occupancy of the *affordable* dwelling unit;
 - (c) similar to the market portion of the *development* giving rise to the *affordable* dwelling units in terms of unit mix and size, as appropriate, to achieve a balanced mix of *affordable* dwelling unit types and sizes and support the creation of *affordable* dwelling units suitable for a range of household sizes; and,
 - (d) first occupied prior to or coincident with and proportional to the first occupancy of the market dwelling units in the *development* giving rise to the *affordable* dwelling units.
- (22) The City, together with the Region, will support *developments* in meeting their Inclusionary Zoning requirements by exempting *developments* that contain the required *affordable* units, on a prorated basis, from parkland dedication requirements, development charges, and community benefit charges, in accordance with Provincial Legislation.
- (23) The City will support *developments* in meeting their Inclusionary Zoning requirements by not requiring off-street parking to be provided for the required *affordable* dwelling units.
- (24) *Affordable* dwelling units will be provided within the building giving rise to the Inclusionary Zoning requirements, or offsite in a building located within a Major Transit Station Area identified on Schedule 'B', and on lands subject to the Inclusionary Zoning by-law.

- (25) Further to policy 10.1.2(24), and consistent with the intent of policy 10.1.2(21)(d), the timing of first occupancy of offsite *affordable* dwelling units will be prior to or coincident with and proportional to the occupancy of market units on the site giving rise to the requirement for the *affordable* dwelling units.
- (26) The City with support from the Region, will verify ongoing *affordable* rents of the dwelling units, and their occupancy by eligible households, by establishing and maintaining a list of eligible tenants, outlining reporting requirements, and securing these requirements through agreements as outlined in Section 12.2.3.
- (27) The City shall prepare an assessment report every five years or more frequently as necessary, in accordance with the Provincial requirements, for the purpose of determining whether any Inclusionary Zoning policies in this Plan should be amended.
- (28) The City, together with the Region, shall monitor the impact of Inclusionary Zoning on the *affordable* housing supply and will prepare and make publicly available a report every two years in accordance with Provincial requirements. The report will contain information relating to:
- (a) The number of *affordable* dwelling units.
 - (b) The types of *affordable* dwelling units.
 - (c) The location of the *affordable* dwelling units.
 - (d) The range of household incomes for which the *affordable* dwelling units were provided.
 - (e) The number of *affordable* dwelling units that were converted to units at market value.
 - (f) The proceeds (if any) that were received by the municipality from the sale of *affordable* dwelling units.
- The City may initiate amendments to the policies of this Plan in response to the findings of such report in advance of the 5-year assessment report update.
- (29) The City will prepare a report to Council before the last day of 2024, 2026, 2028 and 2030, on local market conditions and feedback from the development industry, and provide a recommendation on whether the Minimum Percentage of Gross Leasable Residential Floor Area to be provided as *affordable* dwelling units should be imposed or increased in January the following year, and if any of the Major Transit Station Areas should be reclassified as a different Market Area in Table 10-1. This report will analyze factors such as market rents, condominium sale prices, presales and market unit absorption, financing costs, construction costs, building permits, construction starts and lands sales.

OPA No. 50, approved September 12, 2024

Special Needs Housing

- (30) It is recognized that *special needs* housing provides care for persons with physical, social, mental, or emotional disabilities and shall be permitted in all designations that permit residential uses.

Protecting Rental Housing Supply

- (31) The City will regulate, through an implementing by-law, the demolition of *existing* residential rental buildings containing six or more dwelling units, consistent with the following criteria:
- (a) where the replacement of rental units is required, any replacement units will include the same or higher number of units of comparable *bedroom* mix and affordability to the units demolished; and,
 - (b) where the demolition of rental units is permitted, existing tenants will be compensated in accordance with the regulations of the Residential Tenancies Act, 2006.
- (32) A *development* application to create a plan of condominium, which would result in the conversion of rental housing to condominium ownership for buildings with six or more units, shall only be permitted where:
- (a) the rental *vacancy rate* for comparable units for the area municipality, or the Census Metropolitan Area if not available for the area municipality, has been at or above three percent for the preceding two years; and
 - (b) the applicant notifies all tenants about the intention to convert the building(s) to condominium ownership and offers first right of refusal to purchase a condominium unit as appropriate, in accordance with the regulations of the Residential Tenancies Act, 2006.
- (33) Statistical data used for calculating *vacancy rates*, rent charges, and dwelling/structure types will be determined by the Canada Mortgage and Housing Corporation (CMHC).

Bed and Breakfast Establishments

- (34) It is recognized that *bed and breakfast establishments* complement the City's tourism industry by providing short-stay, temporary accommodations for the travelling public.
- (35) *Bed and breakfast establishments* may be permitted in:
- (a) Areas designated Low Rise Residential;
 - (b) Commercial land use designations within the Uptown Primary Node.
- (36) Regulations for *bed and breakfast establishments* may be established in the Zoning

By-law and Sign By-law. Regulations shall require sufficient off-street parking to meet the demands of the use.

- (37) *Bed and breakfast establishments* are encouraged to locate in dwellings where the use does not necessitate the expansion of the dwelling.

Commercial Uses in Residential Designations

- (38) Lands designated Low Rise Residential, Medium Rise Residential, Medium High Rise Residential and High Rise Residential may permit a limited range of commercial uses that cater to *pedestrian*, bicycle and non-vehicular travel and are intended to support the primary residential uses. *Ancillary* commercial uses are not intended to be standalone uses but rather, must be provided within a *mixed-use*, multi-storey building and in a manner that is oriented toward, activates and enhances the *pedestrian* environment. Particular regard shall be given to site and building design that give priority to *pedestrian* and other non-vehicular movements and that provide for adequate and safe vehicular circulation, vehicular parking and site services to be located away from the street while maintaining a *pedestrian*-friendly streetscape and human-scale form of development.

10.1.3 Low Rise Residential Designation

Vision and Planned Function

The Low Rise Residential designation is intended to accommodate primarily low-rise residential land uses at lower densities than the rest of the City. *Intensification* in areas designated Low Rise Residential shall be context sensitive to the surrounding neighbourhood and maintain a low-rise built form.

Land Use

- (1) The Low Rise Residential designation shown on **Schedule 'A' - Land Use Plan**, is a designation in which the predominant use of land is residential. The aim of this designation is to permit a mixture of low-rise residential building types across neighbourhoods that support and are generally consistent with the existing low-rise built form of the area. Lands designated Low Rise Residential may be zoned to permit specific low-rise building forms being one or more of the following: single-detached dwellings; semi-detached dwellings; duplex dwellings; triplex dwellings; and townhouses. Some sites may also be zoned to permit stacked townhouse dwellings and/or apartment units. The Zoning By-law will restrict the range of permitted uses within zones that implement the Low Rise Residential designation with the intent of achieving a low-rise built-form, context sensitive development, and a high standard of design.

- (2) In addition to permitted residential uses above, lands designated Low Rise Residential may be zoned to permit the following complementary uses, subject to the provisions of this Official Plan, provided they do not impact the ability of the lands to achieve the vision and policies in this designation:
- (a) *Assisted Living Facility*;
 - (b) Child care centres;
 - (c) *Community uses*;
 - (d) Limited commercial uses and convenience retail uses as regulated by the Zoning By-law;
 - (e) *Long Term Care Facility*; and,
 - (f) *Spiritual uses*.
- (3) The height and density of uses within the Low Rise Residential designation shall be limited as shown on **Schedule 'B1' - Height and Density** and as set out in section 3.4. For clarity, the following regulations apply:
- (a) The maximum gross residential density permitted on any one site may be established in the implementing Zoning By-law.
 - (b) The maximum height of any building shall not exceed 4 storeys, except as provided in 10.1.3 (11) and 10.1.3 (12) below. The Zoning By-law may further define or restrict building heights as deemed appropriate by the City.
- (4) Lands designated Low Rise Residential may be zoned to permit offices, and *convenience retail* uses on the ground floor of a multi-storey *mixed-use* building, as *ancillary* uses. Such uses will be considered by way of an amendment to the Zoning By-law and applications to amend the Zoning By-law and permit *ancillary uses* will consider:
- (a) The ability to provide sufficient off-street parking, while achieving required Zoning By-law performance standards;
 - (b) The impact that additional traffic will have on local *roads*; and,
 - (c) The use is not expected to introduce undesirable effects to the surrounding residential neighbourhood, such as excessive noise, light and other effects.
- (5) New development shall respect and reinforce the general physical patterns in the neighbourhood, including those established by:
- (a) street and block configurations;
 - (b) lot sizes and configurations; and,
 - (c) building height and setbacks.
- (6) It is the intent of this Plan that the implementing Zoning By-law shall establish the range of permitted uses and establish regulations that further the planning objectives of policy 10.1.3.(5). Applications for intensification beyond what is permitted in the implementing Zoning By-law shall include an assessment of how the proposal addresses policy 10.1.3.(5).

Stacked Townhouse Dwellings and Low Rise Apartments on Lands Designated Low Rise Residential

- (7) Stacked townhouse dwellings, as defined in the implementing Zoning By-law, and low rise apartment dwellings (or equivalents) are enabled housing forms within the Low Rise Residential designation where appropriate, as determined by the City. Where stacked townhouse dwellings and low-rise apartments are not currently permitted in the implementing Zoning By-law, a Zoning By-law Amendment shall be required, which demonstrates an ability to satisfy the policies of this Plan including policies 10.1.3.(8) and 10.1.3.(9) below.
- (8) A Zoning By-law Amendment to permit stacked townhouse dwellings apartments (or an equivalent housing form) shall comply with the following criteria:
 - (a) The property is not located within a Heritage Conservation District;
 - (b) The proposal will achieve a high standard of urban design, with emphasis on:
 - (i) Site and building design that complement and enhance the surrounding neighbourhood;
 - (ii) Landscape design that creates visual interest, and promotes the 'greening' of the site; and,
 - (iii) Prominent entrances that emphasize the streetscape.
 - (c) Sufficient infrastructure exists to service the site;
 - (d) The proposal does not require significant relief from standard regulations;
 - (e) The development results in context-sensitive intensification in the low density residential neighbourhood and,
 - (f) The proposal complies with other criteria that may be deemed appropriate by the City based on the context of the site. Preference will be given to a built form that is accessible to persons with disabilities such as incorporating *VisitAble* housing features.

OPA No. 22, approved June 11, 2019

- (9) In addition to policy 10.1.3 (8) above, applications to amend the Zoning By-law to permit stacked townhouse dwellings or apartments (or an equivalent housing form) will be reviewed within the context of locational criteria deemed appropriate by the City including the following criteria:
 - (a) The property is located on the periphery of a low rise residential neighbourhood; or,
 - (b) The property is located within a Major Transit Station Area as identified on Schedule 'B'; or,
 - (c) The property is in close proximity to a school site or other *community uses*; or,
 - (d) The property is in close proximity to existing or planned transit; or,
 - (e) The property is in close proximity to commercial centres or neighbourhood shopping areas; or,
 - (f) Other locations as may be deemed appropriate by Council.

- (10) Notwithstanding policy 10.1.3 (3) of this Plan, on lands designated Low Rise Residential, a maximum height of 6 storeys may be permitted for apartment buildings (or an equivalent housing form) in compliance with the criteria in policies 10.1.3 (8) and 10.1.3 (9), and subject to a Zoning By-law Amendment.
- (11) Notwithstanding policies 10.1.3 (7), 10.1.3 (8), and 10.1.3 (9) above, properties designated Low Rise Residential and zoned to permit stacked townhouse dwellings or apartment units (or an equivalent housing form) as of the day of Council adoption of this Official Plan, may continue to be zoned to permit stacked townhouse dwellings or apartments (or an equivalent housing form) as the case may be.
- (12) The maximum permitted building height of a spiritual use, private school or public school in the Low Rise Residential designation shall be 4 storeys. The implementing zoning may also recognize existing *spiritual uses*, private schools and public schools on lands designated Low Rise Residential that exceed 4 storeys in height.
- (13) Stacked townhouse buildings, and similar built form typologies, typically contain dwelling entrances that are accessed by steps, which may not be accessible for persons with disabilities. This Plan strongly encourages accessible and *VisitAble* housing be developed wherever possible in order to facilitate ease of living and aging in place.

10.1.4 Medium Rise Residential Designation

Vision and Planned Function

The Medium Rise Residential designation is a category in which medium rise housing types are the predominant use of land. Properties are to be developed primarily for residential purposes, although complementary and *ancillary* uses are also permitted. The aim of this designation is to encourage medium density, *mixed-use*, primarily residential development within Minor Corridors, recognizing that properties may also function as a transition from low rise areas to medium high and high rise areas.

Land Use

- (1) Lands designated Medium Rise Residential as shown on **Schedule 'A'- Land Use Plan** may be zoned to permit multiple unit residential buildings that are greater in intensity than duplexes.
- (2) In addition to the permitted uses above, lands designated Medium Rise Residential may be zoned to permit the following complementary uses, subject to the provisions of this Official Plan, provided they do not impact the ability of the designated Medium Rise Residential area to achieve the vision and policies in this designation:
 - (a) *Assisted Living Facilities*;
 - (b) *Community uses*;
 - (c) *Long Term Care Facilities*; and,

(d) *Spiritual uses.*

- (3) The height of uses within the Medium Rise Residential designation shall be limited as shown on **Schedule 'B1' - Built Form** and as set out in section 3.4. For clarity, the following regulations apply:
 - (a) The maximum gross residential density permitted on any one site may be established in the implementing Zoning By-law.
 - (b) The maximum height of any building shall not exceed 6 storeys.
- (4) To ensure properties are of sufficient size to accommodate medium rise uses, lands designated Medium Rise Residential shall have adequate frontage and/or flankage. The implementing Zoning By-law may contain minimum frontage and/or flankage requirements.
- (5) Lands designated Mixed-Use Medium Density Residential may be zoned to permit offices, *medical clinics*, *convenience retail*, restaurants, *food stores*, child care centres, and personal services as *ancillary uses*, subject to the implementing Zoning By-law setting out performance standards.

10.1.5 Medium High Rise Residential Designation

Vision and Planned Function

The Medium High Rise Residential designation is a category in which multiple residential buildings are the predominant use of land. This designation is intended to provide opportunities for substantial levels of *intensification*. Properties are to be developed primarily for residential purposes, although complementary and *ancillary* uses are also permitted. The aim of this designation is to encourage medium high density, *mixed-use*, primarily residential development in Minor Nodes and Corridors and well as the Uptown Waterloo Primary Node. This designation also functions as a transition between lower density and higher density areas.

Land Use

- (1) Lands designated Medium High Rise Residential as shown on **Schedule 'A' - Land Use Plan** will be designated to permit multiple unit residential buildings.
- (2) In addition to the permitted use above, lands designated Medium High Rise Residential may be zoned to permit the following complementary uses, subject to the provisions of this Official Plan, provided they do not impact the ability of the designated Medium High Rise Residential area to achieve the vision and policies in this designation:
 - (a) *Assisted Living Facilities;*
 - (b) *Community uses;*
 - (c) *Long Term Care Facilities.*

- (3) The height and density of uses within the Medium High Rise Residential designation shall be limited as shown on **Schedule 'B1' - Built Form** and as set out in section 3.4. For clarity, the following regulations apply:
 - (a) The minimum net residential density on any one site shall be 150 bedrooms per hectare, and the maximum gross residential density permitted on any one site may be established in the implementing Zoning By-law.
 - (b) The maximum height of any building shall not exceed 12 storeys.
- (4) To ensure properties are of sufficient size to accommodate medium high rise uses, lands designated Medium High Rise Residential shall have adequate frontage and/or flankage. The implementing Zoning By-law may contain minimum frontage and/or flankage requirements.
- (5) Lands designated Medium High Rise Residential may be zoned to permit offices, *medical clinics*, *convenience retail*, restaurants, *food stores*, child care centres, personal services, and *spiritual uses as ancillary uses*, subject to the implementing Zoning By-law setting out performance standards.

10.1.6 High Rise Residential Designation

Vision and Planned Function

The High Rise Residential designation is a category in which multiple residential buildings are the predominant use of land. This designation is intended to provide opportunities for substantial levels of *intensification*. Properties are to be developed primarily for residential purposes, although complementary and *ancillary* non-residential uses are also permitted. The aim of this designation is to encourage high density, *mixed-use*, primarily residential development in Major Nodes and Major Corridors.

Land Uses

- (1) Lands designated High Rise Residential as shown on **Schedule 'A' - Land Use Plan** will be zoned to permit multiple unit, high rise residential buildings.
- (2) In addition to the permitted use above, lands designated High Rise Residential may be zoned to permit the following complementary uses, subject to the provisions of this Official Plan, provided they do not impact the ability of the designated High Rise Residential area to achieve the vision and policies in this designation:
 - (a) *Assisted Living Facilities*;
 - (b) *Community uses*;
 - (c) *Long Term Care Facilities*.
- (3) The height and density of uses within the High Rise Residential designation shall be limited as shown on **Schedule 'B1' - Built Form** and as set out in section 3.4. For clarity, the following regulations apply:
 - (a) The minimum gross residential density on any one site shall be 150 *bedrooms* per

- hectare (or an equivalent as set out in the Zoning By-law), and the maximum gross residential density permitted on any one site may be established in the implementing Zoning By-law.
- (b) The maximum height of any building shall not exceed 30 storeys in the Uptown Waterloo Primary Node and Major Transit Station Area, and 25 storeys in all other Nodes and Corridors designated High Rise Residential.
- (4) To ensure properties are of sufficient size to accommodate high rise uses, lands designated High Rise Residential shall have adequate frontage and/or flankage. The implementing Zoning By-law may contain minimum frontage and/or flankage requirements.
 - (5) Lands designated Mixed-Use High Density Residential may be zoned to permit offices, *medical clinics, convenience retail*, restaurants, *food stores*, child care centres, personal services, and *spiritual uses as ancillary uses*, subject to the implementing Zoning By-law setting out performance standards.

10.2 COMMERCIAL AND MIXED-USE LAND USE POLICIES

The City will plan for an appropriate amount of commercial and *mixed-use* land uses to meet the needs of the City's residents, employees and businesses. A full range of commercial goods and services will be distributed throughout the community, with emphasis on providing day to day goods and services in close proximity to where people live and work, in accordance with the goals of creating *complete communities*. The City will plan for transit and *pedestrian*-supportive commercial development, wherever possible, while also planning for automobile-oriented commercial *development* in appropriate locations. All commercial and *mixed-use development* shall be consistent with the City's urban design objectives and policies as set out in this Plan and supporting implementation documents.

Providing convenient access to local goods and services is intended to reduce trip length for all modes of travel within our community, in turn reducing impacts on the natural environment while enhancing public health and social interaction. A key component of this involves planning for convenient local neighbourhood shopping, including access to small to mid-size *food stores*.

This Plan creates a comprehensive commercial and *mixed-use* framework for this community through the establishment of a series of commercial and *mixed-use* land use designations, where each category is intended to fulfill a distinct commercial and community function. These functions are described through the policies of this chapter.

The city is served by three primary commercial and retail clusters, identified as Uptown Waterloo, the Conestoga Commercial Centre, and the Westside Commercial Area (the Boardwalk). These three primary commercial clusters will be supported by several mixed-use areas located along key Corridors, Nodes and Major Transit Station Areas. Convenience and Corridor Commercial areas will further distribute commercial function opportunities

throughout the city, and allow all neighbourhood areas to meet the goals of *complete communities*.

In addition to planning for a range of commercial retail, office and service commercial uses, this Plan provides for additional uses to be considered as complementary or *ancillary uses*. These include *community uses*, residential, institutional, entertainment and accommodation uses as outlined in the policies of this chapter.

10.2.1 General Policies

Overview of Commercial and Mixed-Use Land Use Structure

- (1) Lands designated commercial are shown on **Schedule 'A' – Land Use Plan**. The commercial designation is further divided into a series of commercial and *mixed-use* areas shown on **Schedule 'A1' – Commercial and Mixed-Use Land Uses**. Commercial land use designations serve a range of functions as described in the policies of this chapter and are summarized as follows:
 - (a) **Primary Commercial and Retail Clusters:**
 - (i) Uptown Mixed-Use Core
 - (ii) Conestoga Commercial Centre
 - (iii) West Side Mixed-Use Commercial Centre
 - (b) **Nodes, Corridors and Major Transit Station Area Commercial:**
 - (i) Mixed-Use Community Commercial
 - (c) **Neighbourhood and Specialty-Serving Centres and Areas**
 - (i) Convenience Commercial
 - (ii) Corridor Commercial

Primary Permitted Uses

- (2) Within the Commercial and Mixed-Use land use designation, the predominant use of land is commercial and/or *mixed-use* and the designation envisions a broad range of uses including retail, office, and service uses. It is not the intent of this Plan to permit all commercial uses in every commercial designation and permitted uses within individual commercial categories will be further defined in the following Section 10.2.2 of this Plan and in the Zoning By-law.

Complementary and Ancillary Uses

- (3) Complementary uses may be permitted as freestanding uses on a site provided their function will not conflict or interfere with the satisfactory operation and development of the area for primarily commercial purposes. Complementary uses will be defined for individual commercial land use categories designations. Complementary *community uses* on or adjacent to lands designated commercial facilitate *complete communities* and are encouraged where appropriate.

- (4) A range of *community uses* shall generally be permitted as complementary uses on lands designated Commercial, subject to the policies of this Plan and the provisions of the Zoning By-law. *Community uses* are places, facilities, amenities and services to support the health, educational, recreational, social and cultural needs of the community.
- (5) *Ancillary* uses may be permitted as secondary uses within a *mixed-use* building. *Ancillary* uses will be defined for individual commercial land use designations.
- (6) *Development* of Commercial and Mixed-Use designated areas will primarily consist of *mixed-use* buildings. For larger sites, and *development* that includes multiple buildings on the same site, the City may consider the *development* of *mixed-use* sites, where some buildings may be a stand-alone single use. Where *mixed-use* sites are contemplated, *development* will remain focused on creating active and *pedestrian* oriented streetscapes.
 - (a) Notwithstanding policy 10.2.1(6), some designations and/or specific policies of this Plan may require *mixed-use* buildings only or limit the scale and scope of single use buildings to ensure desired commercial functions are achieved.
 - (b) Notwithstanding policy 10.2.1(6) stand alone and single use commercial uses will continue to be permitted on existing commercial and mixed use designated sites.

Residential Uses Within Commercial Designations

- (7) Residential uses may be permitted on lands designated Commercial and Mixed-Use, subject to the requirements set out in individual Commercial and Mixed-Use land use designations. The height of residential uses permitted within Commercial and Mixed-Use designations are shown on **Schedule 'B1' - Height and Density** of this Plan and shall be regulated as set out in policy 3.4 of the City Form Chapter.
- (8) Notwithstanding policy 10.2.1 (6), the maximum building floor area and the location of such floor area for residential uses permitted within a Commercial and Mixed-Use designation may be further regulated and outlined in the policies relating to each individual commercial designation.
- (9) The location of proposed residential uses permitted within Commercial and Mixed-Use designations shall be conform to the land use compatibility policies set out in Chapter 8 and be consistent with any applicable *Provincial* policy or guideline.
- (10) *Special needs* housing will be permitted in commercial and *mixed-use* areas which permit residential uses, subject to the provisions of the implementing Zoning By-law.

Drive-through Facilities in Commercial and Mixed-Use Designations

- (11) Drive-through facilities are normally associated with restaurants, banks and other

commercial uses. Lands designated Commercial and Mixed-Use outside of the Uptown Commercial Mixed-Use Core may permit drive-through facilities in association with permitted uses. Provisions to permit and/or regulate drive-through facilities will be included in the City's implementing Zoning By-law. Where permitted by way of the Zoning By-law, drive-through facilities shall be subject to approval of a *site plan* application. In the review of such applications, particular attention shall be given to sites which abut residential uses, with an objective of mitigating impacts on residential uses.

Location of Retail Commercial Centres

- (12) New *retail commercial centres* will be required to locate in the Uptown Primary Node, Major Transit Station Areas, or designated Nodes, provided such Nodes are located along or at key intersections of Transit Corridors as defined in the Regional Official Plan.
- (13) *Development* applications, excluding *site plan* applications, to establish a new *retail commercial centre*, or expand an *existing* development into a *retail commercial centre*, will be in conformity with all applicable policies of this Plan and the Regional Official Plan and will be subject to Regional approval of a Transportation Impact Study in accordance with Regional Official Plan policy 5.A.25.
- (14) New *retail commercial centres* exceeding 42,000 square metres of gross floor area, or the expansion of an *existing retail commercial centre* to a gross floor area exceeding 42,000 square metres, will only be permitted within the Uptown Waterloo Primary Node, Major Transit Station Areas or designated Nodes. Applicable *development* applications, excluding *site plan* applications, will be in conformity with the policies of this Plan and the Regional Official Plan, will be subject to the complete *development* application policies of this Plan and will be subject to Regional approval of:
 - (a) a Transportation Impact Study in accordance with Regional Official Plan policy 5.A.25;
 - (b) a Retail Impact Analysis demonstrating that the proposed development does not adversely affect the planned function of any Primary Node (including a Township Primary Node), or Major Transit Station Area;
 - (c) a land use study demonstrating how the proposed *development* application, excluding *site plan* applications, supports the Planned Community Structure of the Regional Official Plan; and,
 - (d) a water and wastewater servicing plan demonstrating that the proposed development application, excluding site plan applications, can be adequately serviced.

10.2.2 Commercial Land Use Designations

10.2.2.1 Uptown Mixed-Use Core Designation

Vision and Planned Function

The Uptown Mixed-Use Core designation, as shown on **Schedule 'A1' - Commercial Land Uses** serves as one of the three principle commercial and retail clusters in the city. Lands designated as Uptown Mixed-use Core form the City's Primary Node. Specifically, the area is planned to function as a community focal point to serve as a government, institutional and cultural centre for the city, supported by regional-serving retail, office, entertainment, recreation and tourism activities together with residential uses. This Plan recognizes the importance of a *food store* in the Uptown Mixed-Use Core. The Uptown Mixed-Use Core designation will be planned to accommodate *mixed-use development* that includes commercial, employment and residential uses in a broad range of forms.

Built Form

The Uptown Mixed-Use Core is located within the Uptown Waterloo Primary Node. Consistent with the policies in section 3.7 of this Plan, the Uptown Mixed-Use Core will be planned to provide for a vibrant and human-scaled environment, with a range of uses providing support for public transit and other transportation alternatives to the automobile. Architectural integrity, heritage *conservation* and opportunities to improve access to open space will be key considerations in planning for the growth of a vital Uptown Mixed-Use Core.

Land Uses

- (1) Lands within the Uptown Mixed-Use Core shall be designated Commercial as shown on **Schedule 'A' - Land Use Plan** and indicated more specifically as Uptown Mixed-Use Core on **Schedule 'A1' - Commercial Land Uses**.
- (2) The height and density of uses within the Uptown Mixed-Use Core shall be limited as shown on **Schedule 'B1' - Built Form** and as set out in section 3.4, and Table 3-1. Density may be limited in accordance with the implementing Zoning By-law.
 - (a) For new *development* on lands immediately abutting King Street South between William Street East and Union Street West, a minimum building height of 2 storeys shall be required as outlined in policy 3.7.2(4).
- (3) Lands designated Uptown Mixed-Use Core shall be zoned to permit a broad range of commercial, employment, entertainment, accommodation, institutional, residential and *community uses*, including:
 - (a) Retail uses;

- (b) Commercial services;
 - (c) Personal service uses;
 - (d) Office uses;
 - (e) *Medical Clinics and medical offices*;
 - (f) Banks and financial services;
 - (g) Restaurants including Nanobrewery;
 - (h) Entertainment uses;
 - (i) Residential uses, provided the residential uses are located above the ground floor in a multi-storey, *mixed-use* building;
 - (j) Hotel;
 - (k) *Community uses*;
 - (l) Child care centre;
 - (m) Arts, cultural, recreational uses;
 - (n) Institutional uses;
 - (o) Academic uses;
 - (p) *Spiritual uses*;
 - (q) Commercial school;
 - (r) Structured parking facilities;
 - (s) *Bed and breakfast establishments*; and,
 - (t) Other similar uses consistent with the vision and policies of this designation.
- (4) Lands designated Uptown Mixed-Use Core may be zoned to permit a range of complementary uses, provided such uses are compatible with the planned function and policies of this designation, and do not restrict the *development* of the primary permitted uses, and may include:
- (a) *Community uses*;
 - (b) *Spiritual uses*;
 - (c) Institutional uses;
 - (d) *Urban agriculture*; and,
 - (e) Structured parking facilities.
- (5) Lands designated Uptown Mixed-Use Core may be zoned to permit the following *ancillary* uses in a multi-storey *mixed-use* building containing office and/or residential uses:
- (a) Retail uses and commercial services, provided such uses are street-facing, are located on the ground floor of a multi-storey *mixed-use* building, and that the building floor area for retail uses is subordinate and incidental to the total building floor area in which the retail commercial uses are located, as regulated through the implementing Zoning By-law;
 - (b) Restaurants, provided the total building floor area for all restaurant uses is subordinate and incidental to the total building floor area in which the restaurant uses are located, as regulated through the implementing Zoning By-law.
 - (c) *Community Uses* provided such uses are street-facing as regulated through the

implementing Zoning By-law.

- (6) Municipal decisions shall have regard to the retention and enhancement of *food stores* in the Uptown Mixed-Use Core, and such decisions should not knowingly place *existing food stores* at risk.
- (7) To protect and enhance the *pedestrian*-oriented nature of lands designated Uptown Commercial Core within the Uptown Waterloo Primary Node, lands designated Uptown Mixed-Use Core shall not be zoned to permit drive-through facilities. Proposals to permit drive-through facilities within this designation will be subject to concurrent applications for a Zoning By-law Amendment and *Site Plan* Control and will only be supported where it can be demonstrated that such uses would not interfere with the intended form and function of this designation and Uptown Waterloo Primary Node as defined in the policies of this Plan, giving specific consideration to Section 3.7 and the urban design policies of this Plan.

10.2.2.2 Conestoga Commercial Centre Designation

Vision and Planned Function

The Conestoga Commercial Centre is one of three primary retail and commercial clusters in the city. This Plan recognizes that lands generally bounded by King Street North, Conestoga Road, Davenport Road, Kingscourt Drive and the Conestoga Parkway as the Conestoga Commercial Centre as shown on **Schedule 'A1'- Commercial Land Uses**. Lands designated Conestoga Commercial Centre represent a key commercial and employment component of the designated Major Node and Major Transit Station Area, and will primarily consist of retail, service, entertainment and office establishments. As a commercial destination within the City and Region, lands within the Conestoga Commercial Centre designation will be well-served by transit, and designed with regard to safe and convenient *pedestrian* and cyclist travel to, from and within the site.

Land Use

- (1) Lands within the Conestoga Commercial Centre designation shall be designated Commercial as shown on **Schedule 'A'- Land Use Plan** and indicated more specifically as Conestoga Commercial Centre on **Schedule 'A1'- Commercial Land Uses**.
- (2) The height and density of uses within the Conestoga Commercial Centre designation shall be limited as shown on **Schedule 'B1'- Built Form** and density shall be limited in accordance with the implementing Zoning By-law.
- (3) Lands designated Conestoga Commercial Centre shall be zoned to permit a range of commercial and employment uses, and may include the following primary uses:

- (a) Retail uses;
 - (b) Commercial services;
 - (c) Personal service uses;
 - (d) Entertainment uses;
 - (e) Office;
 - (f) *Medical Clinics and medical offices*;
 - (g) Banks and financial services; and,
 - (h) Restaurants.
- (4) Lands designated Conestoga Commercial Centre may be zoned to permit a range of complementary uses, provided such uses are compatible with the planned function and policies of this designation and do not restrict the development of the primary permitted uses, and may include:
- (a) Accommodation services;
 - (b) *Community uses*;
 - (c) Child care centre;
 - (d) Automobile gas and/or service station;
 - (e) Structured parking facility;
 - (f) Commercial recreation;
 - (g) Commercial school;
 - (h) *Urban Agriculture*;
 - (i) Residential uses; and,
 - (j) Arts, cultural, recreational uses.

Development Policies for lands designated Conestoga Commercial Centre

- (5) Development within the Conestoga Commercial Centre, excluding offices, should maintain a minimum gross floor area of 36,000 square metres as a commercial destination within the city and region.
- (a) For the purpose of this policy and policy 10.2.2.2(6), non-retail uses and spaces shall not be included in the calculation of gross floor area.
- (6) Certain lands within the area designated Conestoga Commercial Centre have developed collectively as a regional-scale shopping centre and are known commonly as 'Conestoga Mall'. For these lands, the following additional policies shall apply:
- (a) The 'Conestoga Mall' lands shall be developed in accordance with and pursuant to satisfactory plans and agreements concerning development control, and provisions satisfactory to the City with respect to municipal and other services and utilities including transportation improvements, stormwater management, site servicing improvements, *pedestrian* and cyclist access and sidewalks, other community amenities, costs and responsibilities for work, timing of development, and performance standards and their timing of implementation; and,
 - (b) The implementing Zoning By-law shall limit gross floor area for primary

permitted uses, excluding offices and *medical clinics*, to 62,000 square metres. Future phases of expansion beyond 62,000 square metres of gross floor area shall require an amendment to the Zoning By-law supported by retail market impact, transportation impact, and site servicing studies to the satisfaction of the City of Waterloo. A peer review of the retail market impact, transportation impact, and/or site servicing study may be required at the discretion of the City of Waterloo. The retail market impact study shall justify the ultimate proposed gross floor area for the site. No amendment to this Plan will be required.

- (c) Residential uses shall be permitted on the Conestoga Mall lands. Any *development* containing residential uses on the Conestoga Mall lands shall facilitate the creation of *pedestrian* focused areas and streetscapes, compliance with all applicable policies and this Plan, and conformity to applicable regulations in the implementing Zoning By-law.

10.2.2.3 Mixed-Use Community Designation

Vision and Planned Function

Lands designated Mixed-Use Community Commercial are intended to be *mixed-use* centres that serve as community focal points and commercial destinations for the surrounding community, nearby residential neighbourhoods and/or business areas. Located within Nodes, Corridors, and Major Transit Station Areas lands designated Mixed-Use Community shall be planned at various scales, and be of sufficient size to accommodate a range of uses.

It is the intent of this Plan that the Mixed-Use Community designated area will facilitate safe and convenient *pedestrian* and cyclist travel to/from and within the *mixed-use* area, and to be well-served by transit. Residents will be able to obtain commercial goods and services, and employment opportunities, at a community scale and at the local level.

Mixed-Use Community areas will include a range of commercial, retail and services uses, as well as allow *community uses* and residential uses as complementary uses. This Plan also envisions *food stores* of various sizes and scales anchoring Mixed-Use Community areas. Taken together, the range of mixed uses and the *pedestrian*, cycling and transit focused nature of the area will enable *complete communities*.

Lands designated Mixed-Use Community will be planned to have a strong commercial focus. The policies of this Plan as well as the Zoning By-law will include provisions to ensure that a minimum amount of commercial space is provided within areas designated Mixed-Use Community.

Where *existing* commercial shopping centres form the centre of *mixed-use* communities, this Plan will ensure the continuation, and potential expansion of, this core commercial function. It is the intent of this Plan that these clusters of properties will also continue to evolve to include a broader mix of uses, including residential and *community uses*. Commercial and

service uses, *community uses*, offices, and select employment uses will predominantly comprise the ground floor and lower storeys of *mixed-use* buildings within this designation to foster active and vibrant streetscapes, and to maintain the commercial planned function. Residential uses where permitted through zoning, will generally be located in storeys above the ground floor within multi-storey, *mixed-use* buildings.

Land Use

- (1) Mixed-Use Community areas shall be designated Commercial as shown on **Schedule 'A'- Land Use Plan** and indicated more specifically as Mixed-Use Community on **Schedule 'A1'- Commercial Land Uses**.
- (2) The height and density of uses within the Mixed-Use Community designation shall be limited as shown on **Schedule 'B1' - Built Form** and as set out in section 3.4, and density shall be limited in accordance with the implementing Zoning By-law.
- (3) The Mixed-Use Community designation shall be zoned to permit a range of commercial, personal services, office, select light employment, and residential uses, and may include the following primary uses:
 - (a) Retail uses;
 - (b) Commercial services;
 - (c) Personal service uses;
 - (d) Offices;
 - (e) Accommodation uses, where located in a Primary or Major Node, Major Corridor or Major Transit Station Area;
 - (f) *Medical clinics* and *medical offices*;
 - (g) Banks and financial services;
 - (h) Residential uses in accordance with policy 10.2.2.3 (7); and,
 - (i) Restaurants.
- (4) Mixed-Use Community designated areas located in Minor Nodes or Minor Corridors shall generally be zoned to permit a range of small to mid-size commercial and mixed uses.
- (5) In addition to policy 10.2.2.4 (3), *food stores* are permitted and encouraged within lands designated Mixed-Use Community.
 - (a) Notwithstanding policy 10.2.2.4 (5), where the Mixed-Use Community designation is located within a Minor Node or a Minor Corridor as shown **Schedule 'B' – City Structure**, new *food stores* may be permitted to a maximum of 8,000 square metres.
- (6) Lands designated Mixed-Use Community may be zoned to permit a range of complementary uses, provided they do not restrict the development of primary uses and are not obnoxious by reason of noise, vibration, odour or smoke. Complementary

uses should be located within *mixed-use* buildings unless demonstrated to the satisfaction of the City that being part of a *mixed-use* building would not be feasible or desirable. Complementary uses may include:

- (a) *Community uses*;
 - (b) Child care centres;
 - (c) Entertainment facilities;
 - (d) Commercial recreation;
 - (e) Commercial school;
 - (f) Arts, cultural, recreational uses;
 - (g) *Urban agriculture*;
 - (h) select light employment uses as set out in the Zoning By-law;
 - (i) Automobile gas and/or service station, and/or vehicle charging station; and
 - (j) Structured parking facilities and/or secured bicycle storage facilities.
- (7) Lands designated Mixed-Use Community may be zoned to permit primarily residential buildings provided the ground floor includes active uses as set out in the Zoning By-law, and provided further that:
- (a) Parking required for residential uses will be encouraged to be provided in a parking structure; where feasible, parking should be located underground;
 - (b) The Zoning By-law will define performance standards specific to residential development, including but not necessarily restricted to location, amenity space, density, and parking regulations;
 - (c) Freestanding residential uses may be permitted through a comprehensive municipal zoning process or through a site-specific Zoning By-law Amendment application where it is determined by the City through either process that freestanding residential uses are feasible and appropriate and that the commercial planned function of the centre or area will not be adversely impacted. Such residential development shall only be considered where lands are of sufficient size to accommodate multiple buildings, including one or more buildings adjacent to the street devoted primarily to retail, service commercial and/or office commercial uses.
 - (d) Where new residential uses are proposed on sites with existing commercial uses, the planned function of the commercial component should be retained. Proponents shall address the retention of the commercial planned function as part of a planning justification report, to the satisfaction of the City.
 - (e) Where a proposed redevelopment would result in a significant reduction (50% or greater reduction) of commercial space, a commercial market study shall be required to ensure that there will be sufficient commercial/service facilities to support the surrounding community and the commercial planned function is appropriately maintained.
- (8) Lands designated Mixed-Use Community and located along King Street or along the *rapid transit* corridor are priority commercial streets. Active uses from any combination of ground floor commercial, restaurant and retail uses, *community uses*,

office uses and/or personal service uses shall be required along the ground floor of *mixed-use* buildings oriented towards the street or transit corridor. The implementing Zoning By-law shall require a minimum height for the ground floor of new *mixed-use* buildings for priority retail streets so as to ensure an active street frontage is enabled.

- (9) Lands designated Mixed-Use Community located in a Major Node as identified on Schedule 'B' shall include a target minimum of 10,000 square metres of gross floor area devoted to non-residential (commercial, office and select light employment) uses, located over the entire Node area designated Mixed-Use Community rather than on individual properties, provided further that:
 - (a) The implementing Zoning By-law may limit gross floor area devoted to primary uses, based on land area, site constraints, or other planning considerations;
 - (b) Commercial space is intended to facilitate vibrant *mixed-use* areas that meet the day-to-day and special commercial needs of area residents, employees, and the broader community.
 - (c) Ground floor commercial spaces shall be planned as convertible spaces to meet the current and potential future needs of area residents, employees, and the broader community.
- (10) The following additional provisions related to gross floor area apply to lands designated Mixed-Use Community:
 - (a) With respect to the lands designated Mixed-Use Community Commercial at:
 - (i) the Westmount Road/Erb Street West intersection;
 - (ii) the King Street North/Weber Street North intersection; and,
 - (iii) the Bridgeport Road East/Weber Street intersection, it is the intent of this Plan that more than half of the gross floor area of primary permitted uses, excluding office, will be provided on the site or area historically planned as a shopping centre. The implementing Zoning By-law may apply minimum and maximum floor space caps for gross floor area of primary permitted uses, excluding offices, to be permitted on the shopping centre site to ensure that the commercial planned function is achieved. The implementing Zoning By-law may also apply floor space caps, using gross floor area as a measure, on the remaining lands within the cluster.
 - (b) The lands designated Mixed-Use Community Commercial in the area of University Avenue West and Phillip Street include multiple properties that have historically been planned as neighbourhood- oriented shopping centres (shopping centre sites). It is the intent of this Plan that the gross floor area requirements of this designation will be achieved by equitably distributing primary uses amongst the shopping centre sites. To achieve this, the implementing Zoning By-law may apply minimum and maximum floor space caps to the shopping centre sites, using gross floor area as the measure, to ensure that the commercial planned function is achieved. In the application of minimum and maximum floor space caps, regard shall be had to land area, site constraints, historic permissions on each of the sites, or other factors as

determined by the City.

- (c) The lands designated Mixed-Use Community Commercial at the King Street North/University Avenue intersection are comprised of a cluster of numerous, individually managed properties. The provisions of policy 10.2.2.3 (9), regarding gross floor area, shall not apply to these lands.
- (11) The Mixed-Use Community designation applies to clusters of properties within a Node that are contemplated to redevelop over time, and as such, it is the intent of this Plan that such *redevelopment* occur in a manner that is comprehensively planned, creates connectivity and integration between the sites within the designation, creates a *sense of place* and is consistent with the following principles:
- (a) *Mixed-use*, compact, and higher density development is strongly encouraged;
 - (b) Buildings shall be designed with a high quality of architecture and urban design, with complementary and inviting green/landscape features;
 - (c) Buildings shall be oriented toward the street to the extent possible.

King Street North/University Avenue Area

- (12) This Plan designates the area located generally at the intersection of King Street North and University Avenue as Mixed-Use Community as shown on **Schedule 'A1' – Commercial Land Uses**. The area is unique compared to other areas designated Mixed-Use Community in that it has not historically been planned and designed to include a large single site or sites that accommodate a commercial shopping centre as a focal point. Rather, this area is comprised of a group of individually managed properties that function collectively as a *mixed-use* area to serve the commercial needs of the community and in particular, surrounding neighbourhoods and post-secondary educational institutions, in a less intense manner than the Uptown Core. Given the unique planning for this area, 10.2.2.3 (13) through 10.2.2.3 (15) have been incorporated into this Plan to provide further guidance for development in this area, and to aid in the creation of appropriate implementing zoning regulations for lands designated Mixed-Use Community in the King Street North and University Avenue Area.
- (13) For lands designated Mixed-Use Community within the King Street North and University Avenue area, this Plan contemplates predominantly *mixed-use*, multi-storey buildings with:
- (a) A range of commercial uses, including office, located on the ground and lower floors;
 - (b) Employment uses and/or residential uses in storeys above the ground floor.
- (14) A high standard of urban design will be achieved for development on lands designated Mixed-Use Community within the King Street North and University Avenue area, resulting in a coordinated and unified design theme. Site development and improvements within the public realm shall place a priority on accommodating

comfortable and convenient travel to and within the King/University area, including the provision of integrated *pedestrian* and cyclist facilities.

- (15) Notwithstanding the provisions of policy 10.2.2.3(7) and 10.2.2.3(3), for areas not directly abutting King Street North or University Avenue, freestanding residential uses may be permitted in the implementing zoning, provided further that:
- (a) Required parking will be encouraged to be provided in a parking structure;
 - (b) The Zoning By-law will define performance standards related to residential development, including but not necessarily restricted to location, amenity space, density and parking regulations.

10.2.2.4 West Side Mixed-Use Commercial Centre Designation

Vision

The West Side Mixed-Use Commercial Centre is one of three primary retail and commercial clusters and a unique commercial area in the City of Waterloo. Recognized as a Major Node within the City Structure, the West Side Mixed-Use Commercial Centre will be planned to permit a range of commercial uses, including retail, entertainment, Arterial Commercial uses and offices primarily serving the west side of the City. As an important focus and function, the West Side Mixed-Use Commercial Centre area will include office uses to create a well-balanced and integrated, *mixed-use* commercial and employment centre. The Centre is intended to provide a destination for employment, shopping and transit supportive development on Regional arterial *roads* designed to provide efficient transportation access to the site. The West Side Mixed-Use Commercial Centre area will also include opportunity for larger retail and entertainment uses, and also, include a limited amount of retail and personal service uses to serve a more local area. Together, these uses will be planned and developed to create an integrated and coordinated commercial and employment cluster based on a high standard of *urban design* promoting an urban experience, *pedestrian* and cycling activity, sustainable development, and other design objectives set out in implementing design guidelines. The West Side Mixed-Use Commercial Centre will contribute to a comprehensively planned and balanced commercial land use structure in the City, and shall not undermine the structure by having a significant detrimental impact to existing and future planned commercial areas.

Land Use

- (1) Lands within the West Side Mixed-Use Commercial Centre shall be designated Commercial as shown on **Schedule 'A'- Land Use Plan** and as Mixed-Use Commercial Centre is contemplated in the City, as shown on **Schedule 'A1'- Commercial and Mixed-Use Land Uses**.
- (2) The height and density of uses within the West Side Mixed-Use Commercial Centre shall be limited as shown on **Schedule 'B1', Built Form** and as set out in section 3.4,

and density shall be limited in accordance with the implementing Zoning By-law if residential is determined to be an appropriate use on the lands.

- (3) The West Side Mixed-Use Commercial Centre designation will permit the following primary uses:
 - (a) Retail uses, subject to the prohibited uses as outlined in policy 10.2.2.4(5) below;
 - (b) Office;
 - (c) Entertainment uses;
 - (d) Personal service uses; and,
 - (e) Restaurants.
- (4) Lands designated West Side Mixed-Use Commercial Centre may permit a limited range of complementary uses (including but not limited to parking facilities, open space, recreation and cultural facilities and *urban agriculture*), provided they do not restrict the development of the primary use of the lands for commercial purposes subject to the implementing Zoning By-law.

Development Policies for the West Side Mixed-Use Commercial Centre

- (5) To maintain the planned function of the City of Waterloo commercial and *mixed-use* structure, it shall be the policy of this Plan to only permit one West Side Mixed-Use Commercial Centre designation in the City as shown on **Schedule 'A1' – Commercial Land Uses**. It is a policy of this Plan that the West Side Mixed-Use Commercial Centre designation as shown on Schedule 'A1' shall not expand.
- (6) This Plan recognizes the commercial area located at the northwest corner of Ira Needles Boulevard and University Avenue as the West Side Mixed- Use Commercial Centre. This area shall be developed in a less intense manner than the Uptown Waterloo Primary Node and more intense than the Corridor Commercial designation of this Plan.
- (7) The West Side Mixed-Use Commercial Centre designation shall allow for a range of land uses. However, Official Plan policies, implementing zoning, and development agreements shall be used to ensure a *mixed-use* function is established with a balance of office, retail, entertainment and personal service uses, and to ensure that the overall planned function of the commercial land use structure is maintained.
- (8) Development within or abutting the lands designated West Side Mixed- Use Commercial Centre shall not have an unacceptable impact on planned commercial areas/centres in the City, thereby maintaining the planned function of such commercial areas within the Commercial and Mixed-use land use planning framework.
- (9) The West Side Mixed-Use Commercial Centre shall be comprehensively planned with regard to the development of adjacent/contiguous Employment lands as designated

on **Schedule 'A' - Land Use Plan**, to secure a range of significant employment uses.

- (10) This Plan promotes *mixed-use*, multi-storey buildings with a range of commercial uses located on the ground floor and employment uses located above the ground floor.
- (11) The City shall regulate, through Official Plan policies (See Area Specific Policy 31) and implementing Zoning By-law, the size and scale of development, including minimum and maximum unit sizes, specific retail merchandise categories, and development phasing, to establish and maintain a *mixed-use* function of the site and to maintain the planned function of the City's commercial and *mixed-use* areas.
- (12) A high standard of urban design shall apply to all development within the West Side Mixed-Use Commercial Centre designation and shall result in a coordinated and unified design theme. Site development shall include a high standard of site amenities and features such as enhanced perimeter landscape treatment, internal landscape areas and amenity spaces, integrated *pedestrian* and cyclist facilities and a centralized outdoor amenity space.
- (13) Development shall be subject to municipally-approved Urban Design Guidelines, including any specific guidelines for the lands designated West Side Mixed-Use Commercial Centre. Urban design guidelines will provide a basis for *site plan* review and approval and will implement the policies of this Plan.
- (14) Planning mechanisms available to the City and any approval authority having jurisdiction, including the Zoning By-law, urban design guidelines, development agreements, and *site plan* control shall be used to implement the policies of this Plan applicable related to the West Side Mixed-Use Commercial Centre designation.

10.2.2.5 Convenience Commercial Designation

Vision

Lands designated Convenience Commercial shall be planned to accommodate one or more retail or service establishments in a small-scale centre or area and are intended to help meet the day to day needs of nearby neighbourhood and/or business areas through the provision of a range of convenience goods and services. Such centres or areas may be used solely for commercial purposes or may incorporate residential uses in *mixed-use* buildings, provided the primary commercial function of the lands is maintained. The Convenience Commercial designation will help facilitate the goals of establishing *complete communities* and may serve as the focus area of adjacent neighbourhood areas.

Areas designated Convenience Commercial will have a strong *pedestrian* and cyclist focus and be well connected to the surrounding local neighbourhood. Such facilities will be planned to provide opportunities for residents to obtain commercial goods and services within a

reasonable walking and cycling distance, thereby reducing the need for automobile trips and fostering social interaction. To realize the *pedestrian*-oriented intent of Convenience Commercial facilities, such facilities should be located and designed to create a *sense of place* and destination within the neighbourhood, while ensuring that parking does not dominate the development.

Lands designated Convenience Commercial should be located near or adjacent to Arterial or Collector *roads*, generally outside of designated Nodes, and in close proximity to areas designated Residential. Convenience Commercial designations shall only be permitted in locations where such uses are considered compatible with existing or planned development.

This Plan recognizes that convenience-oriented goods and services will also be permitted outside of the Convenience Commercial designation, primarily on lands designated Residential and within *mixed-use* buildings that include residential uses as set out in the Section 10.1 of this Plan.

Land Use

- (1) Convenience Commercial areas shall be designated Commercial as shown on **Schedule 'A'- Land Use Plan** and indicated more specifically as Convenience Commercial on Schedule '**A1**'- **Commercial and Mixed-Use Land Uses**.
- (2) The height and density of uses within the Convenience Commercial designation shall be limited as shown on **Schedule 'B1'- Built Form** and as set out in section 3.4, and density shall be limited in accordance with the implementing Zoning By-law.
- (3) Lands designated Convenience Commercial shall be zoned to permit a range of small-scale commercial and office uses and may include the following primary uses:
 - (a) Small scale retail uses, provided that no individual unit shall exceed 300 square metres of gross floor area;
 - (b) Commercial services;
 - (c) Personal service uses;
 - (d) Banks and financial services;
 - (e) Restaurants;
 - (f) Offices;
 - (g) *Medical clinics and medical office*;
 - (h) Automobile gas station;
 - (i) Child care centre; and
 - (j) Commercial school.
- (4) Lands designated Convenience Commercial may be zoned to permit *community uses* as complementary uses of land provided their function will not conflict or interfere with the primary operation and development of areas for primary uses.

- (5) Lands designated Convenience Commercial may permit residential uses in storeys above the ground floor in a *mixed-use* building containing primary permitted use(s). Single-use residential buildings are not permitted in the Convenience Commercial designation.
- (6) Lands designated Convenience Commercial may permit drive-through facilities, subject to locational criteria that require such uses to abut Arterial Roads.
- (7) The gross floor area of ground floor uses in Convenience Commercial buildings shall not exceed 2,000 square metres, although this Plan recognizes that many such centres are developed with less than 1,000 square metres of ground floor gross floor area. Based on the context of the Convenience Commercial site and the scale of the surrounding neighbourhood, the Zoning By-law may limit the gross floor area of ground floor uses to less than 2,000 square metres, and may limit the size of individual commercial units. Individual units should generally be small in scale, with the intent that the majority of units would be less than 300 square metres in size, with provisions for an anchor tenant (or tenants, depending on the size of the centre) of up to 500 square metres in size.

10.2.2.6 Corridor Commercial Designation

Vision and Planned Function

The Corridor Commercial designation is intended to primarily accommodate commercial uses, generally located along or adjacent to Arterial Roads. Corridor Commercial uses generally include:

- (i) uses which require the transportation exposure and vehicular accessibility afforded by Arterial or similar functioning roads given their retailing of large or bulky goods, or provision of services related to large gatherings;
- (ii) uses which require large format buildings whose size requirements are such that they are not generally compatible, nor economically viable, in the Uptown Mixed-Use Core or other categories within the commercial and *mixed-use* land use structure; and,
- (iii) commercial uses which are automobile oriented and/or rely on business from the travelling public.

Corridor Commercial areas will be located outside of Major and Minor Nodes, and Major Transit Station Areas, but may be located in Corridors.

Land Use

- (1) Corridor Commercial areas shall be designated Commercial as shown on **Schedule 'A'- Land Use Plan** and indicated more specifically as Corridor Commercial on **Schedule 'A1'- Commercial Land Uses**.
- (2) The height of developments within the Corridor Commercial designation shall be

limited as shown on **Schedule 'B1'- Built Form.**

- (3) Lands designated Corridor Commercial shall be zoned to permit automobile-oriented commercial uses, large format commercial uses, offices, and commercial businesses that accommodate large gatherings, and may include the following primary uses:
 - (a) Retail uses, limited to automotive/vehicle related products and services, large or bulky goods such as furniture and domestic appliances, home entertainment goods, home improvement materials, hardware, nursery or garden supply products, office equipment; and the limited sale of goods in association with a wholesale use.
 - (b) Wholesale uses;
 - (c) Offices;
 - (d) Medical clinics and *medical office*;
 - (e) Accommodation uses;
 - (f) Restaurants;
 - (g) Entertainment uses;
 - (h) Commercial recreation;
 - (i) Automobile gas and/or service station and/or vehicle charging station;
 - (j) Banquet halls; and,
 - (k) Funeral homes.
- (4) For clarification, it is the intent of this Plan that a *food store* with a maximum size of 8,000 square metres and a *drug store* with a maximum size of 2,500 square metres may be permitted on lands designated Corridor Commercial. *Department stores* are not contemplated within the Corridor Commercial designation. *Development* of such uses would only be considered by way of an amendment to the Official Plan and Zoning By-law.
- (5) Limited personal service uses be permitted, and if permitted are encouraged to be oriented toward public streets. The Zoning By-law may limit the range and type of personal service uses, and the size of individual units.
- (6) Lands designated Corridor Commercial may be zoned to permit the following complementary uses, provided their function will not conflict or interfere with the primary operation and development of areas for Corridor Commercial purposes:
 - (a) *Community uses*;
 - (b) Institutional uses; and,
 - (c) Parking facility including secured bicycle storage facilities.

Development Policies for Corridor Commercial Areas

- (7) Development within lands designated Corridor Commercial shall only be permitted where adequate vehicular access and egress, off-street parking, and municipal services and public works required are available.

- (8) Development within Corridor Commercial areas will not necessarily have direct access to Regional or City arterial *roads*. Access to Regional *roads* requires Regional approval and may require a Regional entrance permit. Access to arterial *roads* under the jurisdiction of the City of Waterloo requires City approval, may require a City entrance permit, and shall be subject to the *Site Plan* Review process when *development* applications are submitted for consideration.
- (9) This Plan contemplates a high quality of *urban design* and aesthetically pleasing streetscapes in Corridor Commercial areas.
- (10) Development within Corridor Commercial areas that is adjacent to residential areas shall have regard to site design measures including buffers and screening to mitigate impacts from Corridor Commercial uses related traffic, parking and service areas to the extent possible.

10.2.3 Complete Development Application Requirements for Commercial Development Proposals

This Plan describes a system of commercial and *mixed-use* land use planning that defines how various commercial centres and areas are intended to function to meet the needs of the community and the planning objectives of the City. Specifically, planned commercial and *mixed-use* land uses are intended to provide for an appropriate distribution of adequate commercial opportunities, while avoiding an oversupply of facilities.

- (1) Where an amendment to this Plan and/or the Zoning By-law is required to permit the development of a new commercial land use or an expansion (in terms of floor area, land area or range of uses permitted) to an existing commercial land use, the City may require the submission of an independent and comprehensive professional analysis to assess the appropriateness, opportunities and implications of the proposal and to assess compliance with the policies and objectives of this Plan.
- (2) Where an amendment is required to permit the *development* of a large commercial and *mixed-use* site greater than five hectares, the City may require the submission of an independent and comprehensive professional analysis to assess the appropriateness, opportunities and implications of the proposal, and to assess compliance with the policies and objectives of this Plan. Maintaining the commercial function will be the primary objective of any *redevelopment* for the City.
- (3) Requirements for information to be submitted as part of the comprehensive professional analysis referred to in policy 10.2.3 (1) and (2) may be determined through the pre-submission consultation process and shall include consideration of the following:
 - (a) Planning Assessment – Consideration of how the proposal would function within

the City's defined commercial and *mixed-use* land use structure and would address the objectives of this Plan relative to providing for the appropriate distribution of facilities to meet the needs of the community while avoiding an oversupply of facilities. Specific consideration should be given to the relationship between the proposal and the Uptown Waterloo Primary Node to ensure that the proposal does not impact the ability of the Uptown Waterloo Primary Node to fulfill its intended planned function. In addition, the assessment should consider how the proposal may address the objectives and policies of this Plan which speak to providing for locally serving *pedestrian*-oriented facilities that have a neighbourhood focus and can support the reduction of vehicle trips.

- (b) Servicing Assessment – Indicating that adequate sanitary sewer, water and storm drainage services are available to accommodate the proposed development
- (c) Transportation Assessment –The applicant may be required to provide a Transportation Impact Study to the satisfaction of the City of Waterloo and to the satisfaction of the Region of Waterloo where the development would access onto a *Regional Road*. The Study is to be prepared in conformity with the Transportation System policies of this Plan and will assess the transportation demands, impacts and opportunities associated with a proposed development.
- (d) Commercial Impact Analysis – For *development* applications, excluding *site plan* applications, which include proposals for retail commercial uses of 5,000 square metres of gross floor area or greater, or where a proposal involves a change to the type or scale of retail commercial uses contemplated within a designation, the City, at its discretion, may require the applicant to submit a Commercial Impact Analysis. This City will not support proposals solely on the basis of the conclusions of a Commercial Impact Analysis. The weight of such studies shall only extend to assessing whether the proposal can proceed on the basis of market demand without having a negative impact on the planned function of the commercial and *mixed-use* areas designated in this Plan.
 - (i) Where a Commercial Impact Analysis is required, the study shall have specific regard to the planned function of the Uptown Waterloo Primary Node, including the growth targets for retail and service commercial uses defined in policy 3.7.1 (10) of the City Form Chapter and should ensure that the proposed development does not impede the ability of the Uptown Waterloo Primary Node to achieve the defined targets.
 - (ii) Where a Commercial Impact Analysis is required, the City may retain, at the applicant's expense, a qualified consultant to assist the City in defining the methodology and terms of reference for the Commercial Impact Analysis, peer review the applicant's submission, and provide professional conclusions and recommendations to the City. The requirement for a Peer Review will be identified between the City and the applicant and it is expected that the applicant's consultant and the peer review consultant will collaborate to develop a mutually agreeable terms of reference.

- (e) Other studies as may be identified by the City through the voluntary pre-submission consultation process.

OPA No. 34, approved October 28, 2022

10.2.4 Urban Design for Lands Designated Commercial

- (1) Commercial and *Mixed-Use development* shall be subject to the Urban Design policies of this Plan and implementing urban design guidelines approved by the City including the City's Urban Design Manual, Development Manual and Council approved project guidelines. In addition, the following design policies shall be considered for commercial development:
 - (a) As a general principle, building entrances and windows shall be oriented to the street to enhance street activity, interest and provide eyes on the street. In limited circumstances where building entrances or windows cannot be provided, a high level of building design and articulation shall be provided to create interest along the street.
 - (b) Rooftop mechanical equipment should be screened from public view or located outside of public view.
 - (c) Dedicated *pedestrian* walkways shall be provided on sites with multiple commercial buildings to provide convenient and direct access from parking areas to major destinations including the primary building entrances, amenity spaces, public *roads* and transit routes.
 - (d) On sites with multiple commercial buildings, building facades shall be designed in a coordinated manner including the use of similar building materials, colours, textures and architectural elements.
 - (e) Where commercial uses are proposed adjacent to residential areas, enhanced landscape buffers shall be provided along yards abutting residential properties (*existing* or planned). In addition, structures, traffic, parking, loading and service areas are to be screened and buffered so that noise, light and other undesirable effects emanating from the commercial land use are minimized.
 - (f) Predevelopment groundwater infiltration rates are to be maintained to the extent possible, where feasible and appropriate. Infiltration measures shall minimize the risk of contamination to the groundwater, to the satisfaction of the City.
 - (g) Where appropriate, the Zoning By-law may require ground floor building heights to be a minimum of 4 metres or more to allow for convertible frontages and active uses at ground level.

10.3 EMPLOYMENT LAND USE POLICIES

The City will plan land uses to allow for an appropriate mix and broad range of employment opportunities to meet the needs of the city's employees, businesses and residents.

Waterloo's employment growth will be characterized by a wide range of employment sectors including but not limited to manufacturing, research and technology and knowledge-based

industries. The city's future economy will increasingly rely on the service sector, particularly knowledge-based industries, business services and technology companies. Advanced manufacturing will play an important supporting role in the local economy. Other service industries that primarily support Waterloo's population will continue to provide an important function for local residents. The City will protect *employment areas* from non-employment uses and support and encourage employment uses within Nodes, Corridors, and the Uptown Waterloo Primary Node. *Intensification of employment areas* and employment related land use areas are opportunities to support the city's growth and sustainability. To support intensification, the City will plan for transit and *pedestrian*- supportive *employment areas*, and new and expanding employment land use areas where possible and appropriate.

Employment Areas and other employment lands will be planned to permit a broad range of employment uses in the local context. Complementary uses, where permitted, are anticipated to directly support the primary employment use on the lands and adjacent area. *Ancillary* uses, where permitted, are anticipated to provide opportunities for *mixed-use* developments within specific Employment land use designations and are intended to permit uses that directly support the primary employment use on the lands and adjacent area.

10.3.1 Employment Objectives

- (1) The City of Waterloo will plan for and support a well balanced, diverse, and sustainable economy, while ensuring meaningful employment opportunities are available. The City will:
 - (a) Encourage, support and promote *development* that features *sustainable design*;
 - (b) Plan for a wide range of business clusters and economic activities that are directed to appropriate locations across the City;
 - (c) Continue to collaborate with and support economic development entities in an effort to attract sustainable growth that provides high- quality jobs, supports a diverse economy, and contributes to Waterloo's future prosperity;
 - (d) Support and plan for an appropriate range of lot sizes in the *employment areas* located in the City, while recognizing the constrained land supply in the City; and,
 - (e) Make strategic investments, or provide support to other public agencies and/or private entities, to provide key competitive *infrastructure* that supports sustainable business development and activity, including sewage and water systems, stormwater systems, utilities (such as electricity, natural gas and telecommunications), and the transportation system.
- (2) The City encourages the creation of high-tech and innovation clusters among similar and complementary businesses in order to foster the sharing of ideas, information, and to facilitate interactions.
- (3) The City encourages the further *development* of the University of Waterloo's Research and Technology Park as an opportunity for the knowledge-based and technology

industry to locate within the City.

- (4) This Plan encourages high-tech and innovation clusters to locate on lands designated Business Employment, given access to public transit and other community amenities.

10.3.2 General Policies

Overview of Employment Land Use Structure

- (1) Employment land uses are shown on **Schedule 'A' – Land Use Plan** as employment and are designated on **Schedule 'A2' – Employment Land Uses** as the following two Employment land use designations:
 - (a) Flexible Industrial; and,
 - (b) Business Employment;
- (2) Lands designated Flexible Industrial on Schedule 'A2' Employment Land Uses, shall be considered as *employment areas* consistent with the Provincial Planning Statement and the Planning Act.
- (3) Other lands designated as Employment on Schedule 'A2' Employment Land Uses, designated Business Employment, may not be *employment areas* as per the Provincial Planning Statement and the Planning Act, but should contribute to a wider range of employment opportunities that are compatible with Flexible Industrial employment areas and other adjacent land uses.
- (4) These Employment land use designations vary in terms of the range of uses permitted, the scale and intensity of the development, the design standards that apply and the potential impacts of these uses on adjacent uses. The height limits for lands with an Employment designation are shown on **Schedule 'B1' – Built Form**.
- (5) Business Employment areas will generally be located adjacent to Flexible Industrial employment areas and will generally serve as transitions between Flexible Industrial employment areas and other land uses.
- (6) Notwithstanding policy 10.3.2 (5), some Business Employment designated areas may be located in areas that are not adjacent to Flexible Industrial employment areas, but may still provide for employment opportunities, provide a transition to other land uses, and/or be strategically located throughout the city to foster complete communities at the neighbourhood or large site scale.

Location of Major Office Development

- (7) *Major offices* shall be located within the Uptown Waterloo Primary Node, Major Nodes, or Major Transit Station Areas, in close proximity to Light Rail Transit stops or frequent

transit routes.

Protecting the Employment Land Supply

- (8) It is a policy of this Plan to foster growth opportunities within all employment designated lands through the development of vacant lands, and *intensification* of existing employment parcels. This Plan encourages a range of lot sizes in the areas defined in **Schedule 'A2' – Employment Land Uses**, while recognizing that large, vacant employment lots may not be available due to Waterloo's limited land supply.
- (9) It is a policy of this Plan to maintain a diverse and balanced land supply to serve the employment needs of the City and to ensure there are sufficient *employment areas* and land for related employment uses available to accommodate employment growth now and into the future, including an adequate supply of serviced land and an allowance for choice.
- (10) *Employment areas* located adjacent to or near major goods movement facilities or corridors will be preserved as areas for manufacturing, warehousing and logistics, appropriate associated uses, and ancillary facilities.
- (11) Institutional, commercial, residential, retail and office uses are not permitted within designated *employment areas*, with the exception of associated retail, office and ancillary facilities. Flexible Employment as described in section 10.3.2.11 of this Plan would continue to be permitted. Freestanding commercial *development* shall not be permitted within *employment areas*, except as provided for in the Area Specific Policies included in Chapter 11. Such uses shall locate within an appropriate Commercial and Mixed-Use designation.
 - (a) Drive-through facilities are normally associated with restaurants, banks and other commercial uses. Lands designated Business Employment may permit drive-through facilities in association with permitted uses. Provisions to permit and/or regulate drive-through facilities will be included in the City's implementing Zoning By-law. Where permitted by way of the Zoning By-law.
- (12) Notwithstanding any other policies in this Official Plan, limited commercial uses may be permitted in identified Employment Gateway Areas as shown on **Schedule 'A2' – Employment Land Uses** of this Plan. The range of commercial uses and associated performance standards will be outlined by the Zoning By-law.
- (13) Existing uses in the Flexible Industrial designation that do not conform with the definition of "*employment area*" in the Planning Act shall be permitted where the use has been lawfully established on the parcel of land before October 20, 2024.
- (14) Given the limited supply of designated Employment land in the city, *intensification* of designated Employment lands for employment purposes is encouraged. Where

possible, shared use of space and facilities by a variety of users is strongly encouraged.

Land Use Compatibility

- (15) New residential development shall be discouraged from locating within close proximity to land designated Flexible Industrial due to possible adverse affects on the sensitive residential land use by the industrial operations contemplated within the Flexible Industrial designation.
- (a) Where new employment uses or the expansion of employment uses are constructed near residential areas, the City will require that applicable Provincial regulations, policies, guidelines and best practices are met or adhered to. Such proposals shall be referred to the Ministry to determine if a Certificate of Approval under the Environmental Protection Act is necessary.
- OPA No. 14, approved January 11, 2018**

Site and Urban Design

- (16) A high quality of site and building design is contemplated for all Employment land uses. Proponents of development on lands designated Employment shall be required to obtain approval of a *Site Plan* that is consistent with the provisions of the Planning Act, the policies of this Plan, and any City approved design guidelines and development standards, prior to the commencement of any site works or the issuance of a building permit.
- (17) The City shall require a high quality of design, architecture and built form for development in Business Employment designated areas that front onto major roads in visually prominent or gateway locations.
- (a) Higher standards for screening of outdoor storage areas, landscaping, signage, and location of loading and parking areas are contemplated at the periphery of *employment areas* and adjacent to entrance roads into the city.
- (18) Development will contribute to attractive, efficient, and competitive *employment areas* by:
- (a) Featuring a high standard of urban design which enhances the quality of the public realm along all public roads, appropriately accommodates *pedestrians* and cyclists, and minimizes impacts on neighbouring land uses;
- (b) Providing adequate vehicular access, off-street parking, while minimizing large expanses of surface parking and the number and location of vehicular access points;
- (c) Appropriately buffering outside storage and assembly areas to minimize visual impacts on surrounding land uses;
- (d) Appropriately locating and designing loading areas to minimize impacts to surrounding land uses, and promoting safe circulation within the site;
- (e) Minimizing light and fugitive emission impacts on surrounding land uses;

- (f) Ensuring that employment traffic is directed away from planned residential areas; and,
- (g) Fostering compact development and *intensification* to facilitate the efficient use of land, where appropriate.

10.3.3 EMPLOYMENT DESIGNATIONS

10.3.3.1 Flexible Industrial Designation

Vision

The Flexible Industrial land use designation contemplates traditional industrial uses such as manufacturing, processing, assembly, construction and service trades, as well as warehousing and distribution. Lands within this designation are generally on the interior of employment designated areas employment areas to facilitate land use compatibility and limit adverse impacts to *sensitive land uses*. Flexible Industrial designated areas will be planned to function as *employment areas* in accordance with the Provincial Planning Statement and the Planning Act.

Schedules

- (1) Areas designated Flexible Industrial shall be designated Employment on **Schedule 'A' – Land Use Plan** and indicated more specifically as Flexible Industrial on **Schedule 'A2' – Employment Land Uses**.
- (2) The height of developments within the Flexible Industrial designation shall be limited as shown on **Schedule 'B1' – Built Form**, and further defined in the Zoning By-law.

Land Use

- (3) The Flexible Industrial designation may be zoned to permit the following primary uses:
 - (a) Industrial uses including assembling, fabricating, manufacturing, processing, repair and servicing, storage, utilities, communications, transportation facilities, service trades, equipment suppliers, printing and publishing and construction uses;
 - (b) Advanced Technology, Business Incubator, Research and Development facilities including Product Development and Low Impact Testing Labs,
 - (c) Data Centre provided the data centre does not conflict with the planning and growth objectives of this Plan or the City;
 - (d) *Urban agriculture*, excluding large scale greenhouses, subject to the requirements of the implementing Zoning By-law;
 - (e) Warehouse, distribution, and wholesale uses (no retail); and,
 - (f) Office and retail uses ancillary to a primary permitted use

- (4) In addition to the primary permitted uses above, lands designated Flexible Industrial may be zoned to permit the following uses, subject to the provisions of this Official Plan, provided they do not impact the ability of the lands to achieve the vision and policies in this designation:
 - (a) Automobile service stations;
 - (b) *Community uses*, except public schools and private schools and child care facilities; and,
 - (c) Parking facilities.
- (5) Limited display and retail of products manufactured on site is permitted as an *ancillary* use, as regulated in the implementing Zoning By-law.
OPA No. 11, approved December 11, 2014
OPA No. 34, approved October 28, 2022
- (6) The following uses shall be prohibited within the Flexible Industrial designation:
 - (a) Uses deemed to be hazardous;
 - (b) Salvage, scrap, wrecking, and private recycling facilities;
 - (c) Chemical manufacturing, processing or refining;
 - (d) Storage, transportation or manufacturing of explosives or fireworks;
 - (e) Rendering plants or facilities
 - (f) Retail and office uses not associated with and ancillary to a primary use;
 - (g) Residential uses; and,
 - (h) Any other use as set out in the implementing Zoning By-law.

Development Policies

- (7) Where possible, *ancillary uses* associated with the primary permitted land use permitted within the Flexible Industrial designation shall be located along the periphery of the Flexible Industrial Employment area at intersections and along arterial roads.
- (8) Applications for the expansion or relocation of employment uses that use large amounts of water and/or dispose of large amounts of liquid or solid waste shall require an Amendment to this Plan and are generally discouraged. Applications for new employment uses that use large amounts of water and/or dispose of large amounts of liquid or solid waste shall require an Amendment to this Plan and are generally discouraged. The foregoing shall not apply to municipal *infrastructure* such as water distribution and waste water treatment facilities.
- (9) In accordance with the Provincial Planning Statement and the policies in this Plan, removal of lands from *employment areas*, and removal of lands designated Employment on **Schedule 'A' – Land Use Plan** shall only be considered where it is demonstrated to the satisfaction of the City that:

- (a) There is an identified need for the removal of the employment lands and the land is not required for *employment area* uses over the long term.
 - (b) The proposed uses would not negatively impact the overall viability of the *employment area* by:
 - i. Avoiding or where avoidance is not possible, minimizing and mitigating potential impacts to the *existing* or planned *employment area* uses in accordance with policy 3.5 of the Provincial Planning Statement
 - ii. Maintaining access to major goods movement facilities and corridors including segments of the Strategic Goods Movement Network identified in Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe;
 - (c) The proposed uses would not adversely affect the overall viability of the *employment area*,
 - (d) Existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and
 - (e) the city has sufficient employment lands to accommodate projected employment growth to the horizon of this Plan.
- (10) Where lands are removed from *employment areas*, the implementing planning framework to enable the removal shall include:
- (a) appropriate minimum employment densities are required to be maintained in conjunction with non-employment uses;
 - (b) built form requirements, including requirements for *developments* to feature *mixed-use* sites or buildings;
 - (c) permitted heights and densities;
 - (d) requirements to ensure that any new sensitive uses are appropriately phased in based on the surrounding land use context and land use compatibility is achieved including in relation to the Provincial D Series Guidelines. Permission for sensitive uses may require the application of holding provisions to ensure the policies of this Plan and any other matter of interest to the City is addressed.
- (11) The following uses shall be prohibited within the Flexible Industrial designation:
- (a) Uses deemed to be hazardous;
 - (b) Chemical manufacturing, processing or refining;
 - (c) Storage, transportation or manufacturing of explosives or fireworks;
 - (d) Rendering plants or facilities;
 - (e) Residential uses; and,
 - (f) Any other use as set out in the implementing Zoning By-law.

10.3.3.2 Business Employment Designation

Vision and Planned Function

The Business Employment land use designation is a category of employment uses that will be planned as employment areas. Lands within this designation are generally located on the periphery of employment designated areas, serve as a buffer between Flexible Industrial *employment areas* and sensitive uses, while accommodating light industrial uses, and offices and limited commercial uses related to the primary permitted land use, along planned or existing transportation routes, and in higher density destinations such as designated Nodes or Corridors. Lands designated Business Employment will provide a broad range of light industrial uses, technical and/or scientific businesses, advanced technology companies.

Business Employment areas shall be planned to achieve a diverse range of employment uses and help to facilitate *complete communities*. A high standard of urban design and architecture will be required within this designation.

OPA No. 34, approved October 28, 2022

Schedules

- (1) Areas designated Business Employment shall be designated Employment as shown on **Schedule 'A' – Land Use Plan** and indicated more specifically as Business Employment on **Schedule 'A2' – Employment Land Uses**.
- (2) The height of developments within the Business Employment designation shall be limited as shown on **Schedule 'B1'- Built Form**, and further defined in the Zoning By-law.

OPA No. 34, approved October 28, 2022

Land Use

- (3) Lands designated Business Employment will provide a broad range of light industrial uses, technical and/or scientific businesses, and advanced technology companies. Lands designated Business Employment may allow offices, commercial, and ancillary uses with the primary permitted land use. Lands designated Business Employment may be zoned to permit primary uses, including:
 - (a) Advanced Technology, Business Incubator, Research and Development facilities including Product Development and Low Impact Testing Labs, Data Centre provided the data centre does not conflict with the planning and growth objectives of this Plan or the City;
 - (b) Makerspace;
 - (c) Light assembly / light manufacturing / light processing operations, including but not limited to the production of high-value, high technology products, which do

not result in emissions of odours, fumes, noise, cinder (including smoke, soot, ash), dust, vibrations, heat, glare (lighting), or electrical interference;

- (d) Printing and publishing; and,
- (e) Parking facilities.

OPA No. 11, approved December 11, 2014

OPA No. 34, approved October 28, 2022

- (4) Lands designated Business Employment may be zoned to permit the following complementary uses, provided such uses are compatible with the planned function and policies of this designation and do not conflict or interfere with the development of the primary permitted uses:
 - (a) Repair and servicing operations related to the primary uses in policy 10.3.3.2 (3), and as regulated through the implementing Zoning By-law; and
 - (b) Indoor storage and warehousing related to the primary uses in policy 10.3.3.2 (3), and as regulated through the implementing Zoning By-law.
 - (c) Offices;
 - (d) *Medical clinics*;
 - (e) Training facilities;
 - (f) Communication production uses;
 - (g) Hotel, Conference and Convention Centres;
 - (h) *Community uses*, except public schools and private schools;
 - (i) Fitness Centres and Commercial Recreation;
 - (j) Wholesale uses;
 - (k) Entertainment Uses;
 - (l) Self Storage Facilities;
 - (m) Small scale warehousing;
 - (n) Banquet halls; and,
 - (o) Funeral homes.
- (5) In addition to the permitted uses above, lands designated Business Employment may be zoned to permit the following *ancillary* uses, subject to the provisions of this Official Plan:
 - (a) Banks and financial services;
 - (b) Catering establishments;
 - (c) Child care centres;
 - (d) *Food Store*;
 - (e) *Urban agriculture*;
 - (f) Commercial schools; and
 - (g) Restaurants including Nanobrewery.
- (6) Where lands designated Business Employment are recognized on **Schedule 'B' – City Structure** as being within a Major Transit Station Area or within a Major Node, the Zoning By-law may permit the following additional *ancillary* uses:
 - (a) *Convenience retail* and personal service uses intended to serve local business

needs and their employees.

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- (7) The following shall apply to *ancillary uses* permitted in policies 10.3.2.2 (5) and 10.3.2.2 (6):
- (a) *Ancillary uses* shall be on a *mixed-use* site containing primary permitted use(s) identified in policy 10.3.2.2(3) and/or offices or *medical clinics* identified in policy 10.3.2.2(4), and the building floor area associated with the *ancillary uses* shall be subordinate and incidental to a primary use(s), office or *medical clinic* on the site; and,
 - (b) *Ancillary uses* are encouraged to be oriented toward street frontages and designed to enhance the *pedestrian* environment.
- (8) The following uses shall be prohibited within the Business Employment designation:
- (g) Assembly, fabricating, manufacturing, and processing industrial uses, excluding the primary uses permitted in policy 10.3.2.2 (3);
 - (h) Uses deemed to be hazardous;
 - (i) Salvage, scrap, wrecking, and private recycling plants;
 - (j) Chemical manufacturing, processing or refining;
 - (k) Storage, transportation or manufacturing of explosives or fireworks;
 - (l) Rendering plants or facilities;
 - (m) Residential uses; and,
 - (n) Any other use as set out in the implementing Zoning By-law.
- OPA No. 34, approved October 28, 2022**
- (9) Amendments to lands designated Business Employment shall only be considered where it is demonstrated to the satisfaction of the City that:
- (a) the lands are not required to meet the employment targets of this Plan;
 - (b) the proposed amendment would not adversely affect the overall viability of the employment planned function of the area, where applicable; and
 - (c) existing or planned infrastructure and public service facilities are available to accommodate any proposed use(s).
- (10) Where lands are removed from the Business Employment designation, the implementing planning framework to enable the removal shall include:
- (a) appropriate minimum employment densities are required to be maintained in conjunction with non-employment uses;
 - (b) built form requirements, including requirements for *developments* to feature *mixed-use* sites or buildings;
 - (c) permitted heights and densities;
 - (d) requirements to ensure that any new sensitive uses are appropriately phased in based on the surrounding land use context and land use compatibility is achieved including in relation to the Provincial D Series Guidelines. Permission for sensitive uses may require the application of holding provisions to ensure

the policies of this Plan and any other matter of interest to the City is addressed.

10.4 MAJOR INSTITUTIONAL LAND USE POLICIES

Vision and Planned Function

The Major Institutional designation is designed to provide for a wide range of institutional uses within the City. The Major Institutional designation is intended to encompass individual buildings or groups of buildings related to health care, recreation, social service, education, off-campus research institutions, and justice uses, all of which serve to strengthen the community. Major Institutional uses are anticipated to be well-designed, in recognition that that institutional land uses often become landmarks to the City's identity.

Major Institutional uses are distributed throughout the City. It is anticipated that higher-order major institutional uses will be located within the Uptown Waterloo Primary Node, with other smaller-scale institutional uses continuing to locate within neighbourhoods. A limited range of *ancillary* uses are permitted within the Major Institutional designation. All permitted *ancillary* uses are intended to directly serve the institutional use.

Within the Major Institutional designation is a Major Institutional-Academic sub-designation which is applied to the campuses of post-secondary educational institutions. This sub-designation recognizes continued post-secondary growth and recognizes that post-secondary educational institutions are major employers in Waterloo's economy. This sub-designation includes the University of Waterloo's North Campus, where post-secondary educational along with a restricted range of employment and commercial uses are contemplated, primarily within the University of Waterloo Research and Technology Park and the University of Waterloo Northwest Campus.

Schedules

- (1) Lands Designated "Major Institutional" and "Major Institutional-Academic" are shown on **Schedule 'A' – Land Use Plan**.
- (2) The scale of development within the Major Institutional designation shall be limited as shown on **Schedule 'B1' – Built Form**, provided further that lands designated Major Institutional and shown as 'Low Rise, 4 storeys' on **Schedule 'B1' – Built Form**, and further defined in the Zoning By-law.
- (3) The height of *developments* within the Major Institutional-Academic designation shall be limited as shown on **Schedule 'B1' – Built Form**, as specified in policy 10.4
(2)

Land Use

- (4) The Major Institutional designation is a designation in which the predominant use of land is large-scale, institutional uses. Lands designated Major Institutional may be zoned to permit a broad range of institutional uses, including:
 - (a) Major health and government uses;
 - (b) Social service, cultural, community, and recreational uses;
 - (c) High schools (secondary schools);
 - (d) Off-campus research institutes and think tanks; and,
 - (e) Other similar uses consistent with the vision and policies of this designation.
- (5) In addition to the permitted uses above, lands designated Major Institutional may be zoned to permit the following uses, subject to the provisions of this Official Plan, provided they do not impact the ability of the lands to achieve the vision and policies in this designation:
 - (a) Administrative offices that directly serve the major institutional use;
 - (b) Limited retail commercial and service uses that directly serve the major institutional use, provided that the use is located on the same property as the major institutional use;
 - (c) Parking facilities;
 - (d) Residential uses, where they are intended to provide accommodation for persons associated with the major institutional use, provided that the use is located on the same property as the major institutional use;
 - (e) Research activities and/or educational uses associated with the major institutional use, provided that the use is located on the same property as the major institutional use; and,
 - (f) *Community Uses*.
- (6) Applications to amend this Plan to designate additional areas for Major Institutional uses will be reviewed subject to the following criteria:
 - (a) Major Institutional uses will be compatible with the characteristics of surrounding land uses;
 - (b) Major Institutional uses shall be encouraged to locate adjacent to Regional or City Arterial and Collector *Roads*;
 - (c) Major Institutional uses shall demonstrate a high standard of urban design;
 - (d) Infrastructure capacity is not exceeded;
 - (e) Safe access, flood protection, and geotechnical stability shall be achieved to the satisfaction of the City and the Grand River Conservation Authority; and,
 - (f) Major Institutional uses shall be encouraged to locate in close proximity to existing or planned transit routes and incorporate a *pedestrian* and cyclist focus.
- (7) Any lands designated Major Institutional and located within the Uptown Waterloo Primary Node shall be subject to section 3.7.1 of the City Form Chapter.

10.4.1 Major Institutional-Academic

- (1) The Major Institutional-Academic designation shown on **Schedule 'A' – Land Use Plan** is a designation in which the predominant use of land is post-secondary educational institutions. Lands designated Major Institutional-Academic shall be comprised of a mixture and concentration of post-secondary educational institutional uses within the campus of a recognized University or College. Lands designated Major Institutional-Academic may be zoned to permit the following uses:
 - (a) Academic facilities of a post-secondary educational institution related to learning;
 - (b) Administrative facilities for the post-secondary educational institution;
 - (c) Research and development facilities operated by the post-secondary educational institution;
 - (d) Research institutes of the post-secondary education institution;
 - (e) Residential uses, where they are intended to provide accommodation for persons associated with the post-secondary education institution;
 - (f) Parking facilities; and,
 - (g) Other similar uses consistent with the vision and policies of this designation.
- (2) In addition to the permitted uses above, lands designated Major Institutional-Academic may be zoned to permit the following additional uses, subject to the provisions of this Official Plan, provided they do not impact the ability of the lands to achieve the vision and policies in this designation:
 - (a) *Convenience retail* and restaurant uses that primarily serve the faculty, employees and students of the post-secondary educational institution;
 - (b) *Community uses*;
 - (c) Park and recreational facilities accessory to the post-secondary educational institution; and,
 - (d) Child care centres that primarily serve the faculty, employees and students of the post-secondary educational institution.
- (3) This Plan recognizes the University of Waterloo's Research and Technology Park and the University of Waterloo's Northwest Campus. It is a policy of this Plan to encourage the retention and ownership of these lands by the University of Waterloo. The following uses are permitted on these lands:
 - (a) The uses permitted in policies 10.4(8) and 10.4(9) above;
 - (b) Offices;
 - (c) Research and development facilities that are compatible with surround sensitive uses; and,
 - (d) Light Manufacturing related to a research and development facility.
- (4) District Plans may further define the extent of *convenience retail* and restaurant uses that are permitted on lands owned by the University of Waterloo and located north of Columbia Street, provided further that District Plan policies will be implemented through the Zoning By-law.
- (5) The City will work with post-secondary educational institutions to plan for campus growth needs.

- (6) Post-secondary educational institutions are encouraged to create campus master plans.
- (7) The City strongly encourages housing on post-secondary educational institution campuses for the use by students, staff and faculty of such institutions.
- (8) Post-secondary educational institutions should focus growth within their existing campus lands, as a first priority. If additional lands are required, the City will plan for the expansion of post-secondary educational institutional uses in a manner that is consistent and compatible with the planned function of the expansion area, and identify preferred expansion areas. Existing expansion areas are identified in *Area Specific Policies*, and include the following:
 - (a) With respect to the University of Waterloo, lands identified in Area Specific Policy 34 and Area Specific Policy 35.
 - (b) With respect to Wilfrid Laurier University and the University of Waterloo, lands identified in Area Specific Policy 20.
 - (c) With respect to Conestoga College, lands immediately adjacent to Marsland Drive, as identified in Area Specific Policy 36.
 - (d) Uptown Waterloo.
- (9) New Research and Technology Parks on lands designated Major Institutional - Academic will be comprehensively planned *developments* and shall:
 - (a) Be multi-disciplinary, incorporating academic, private business and government agencies as appropriate;
 - (b) Contain *mixed-uses*, where appropriate, that include spaces for academic, office, and residential uses;
 - (c) Offer an appropriate range of complementary commercial, recreational, and leisure amenities to support and serve employees, visitors, and the on-site population;
 - (d) Be comprehensively and cohesively planned as an area, with supporting urban design standards and guidelines;
 - (e) Demonstrate environmental leadership through *sustainable design*; and,
 - (f) Be encouraged to develop at a high density with shared, structured, or underground parking to facilitate a compact built form.
- (10) *Development* on post-secondary institutional lands should comply with Section 3.9 Urban Design and the University Avenue Gateway Strategy.
- (11) Post-secondary institutions are strongly encouraged to participate in the City's Site Plan Review process.
- (12) It is a policy of this Plan that post-secondary institutions coordinate with the City of Waterloo and the Region of Waterloo on matters including *road* widenings, transportation improvements, other public *infrastructure* works, and land use compatibility between certain academic uses in close proximity to *sensitive land*

uses.

10.5 STATION AREA MIXED-USE DESIGNATION

Vision and Planned Function

The Station Area Mixed-Use designation is a category in which a full range and mix of land uses is contemplated. This designation is intended to provide opportunities for infill *development* and for substantial levels of *intensification*. The Station Area designation recognizes that areas within Major Transit Station Areas present opportunities to improve mobility, support placemaking, and create a series of vibrant, *mixed-use* areas and *developments*. Residential uses as part of large site *developments* within Station Areas shall be combined with an appropriate range and amount of non-residential uses on site to create a vibrant transit-oriented *complete community*.

Development on lands designated Station Area Mixed-Use will align with the City's Station Areas Plans, including promoting community-building that supports the unique attributes of each of the station areas, and creating attractive places for working, living, learning and recreation. In addition to place-making and facilitating transit-oriented intensification opportunities, the intent of the Station Area Mixed-Use designation is to orient *development* within Station Areas towards the LRT corridor and Station Area stops where possible.

Land Uses

- (1) Lands designated Station Area Mixed-Use as shown on **Schedule 'A' - Land Use Plan** shall be zoned to permit a range of uses in *mixed-use*, medium and high-rise buildings, on comprehensively planned sites.
- (2) Lands designated Station Area Mixed-Use shall permit building heights of up to 30 storeys as shown on **Schedule 'B1'— Built Form** and densities in accordance with the implementing Zoning By-law.
- (3) Lands designated Station Area Mixed-Use shall be zoned to permit a range of residential, employment, commercial, and *community uses*, as part of a *mixed-use* building, or as part of a comprehensively planned *mixed-use* site, and may include the following primary uses:

Residential

- (a) multi-unit residential buildings, including apartment buildings subject to policies 10.5 (11);

Employment

- (b) advanced technology research and development facilities that are compatible with sensitive uses;
- (c) commercial product research and development facilities that are compatible with sensitive uses;
- (d) office uses;
- (e) light industrial manufacturing, process and assembly;
- (f) live/work units;

Commercial

- (g) Retail uses;
- (h) *Food Stores*;
- (i) Commercial services;
- (j) Banks and financial services;
- (k) Restaurants;

Additional non-residential uses

- (l) Public and private schools;
- (m) Education institutions; and,
- (n) *Community uses* and facilities.

- (4) In addition to the permitted uses above, lands designated Station Area Mixed-Use may be zoned to permit the following complementary uses, provided they do not impact the ability of the designated Station Area Mixed-Use area to achieve the vision and policies in this designation:
 - (a) Assisted Living Facilities;
 - (b) *Urban agriculture*; and,
 - (c) Long-Term Care Facilities.
- (5) The following uses shall not be permitted on lands designated Station Area Mixed-Use:
 - (a) automobile gas and/or service station;
 - (b) stand-alone automobile retail dealership;
 - (c) banquet hall;
 - (d) drive-through;
 - (e) nightclub; and
 - (f) transportation services.
- (6) To ensure properties are of sufficient size to achieve substantial levels of *intensification* as contemplated in this designation, lands designated Station Area Mixed-Use shall be sufficiently sized and have adequate frontage along public or private roads to allow medium and high-rise buildings, as set out in the implementing Zoning By-law which may contain minimum frontage, and lot area requirements.

- (7) Lands designated Station Area Mixed-Use may be zoned to permit *medical clinics*, *convenience retail*, childcare centres, personal services, commercial recreational, commercial wellness, and *spiritual uses* as *ancillary uses*, subject to the following policies:
- (a) Any proposed *ancillary use* identified in this policy shall be within a *mixed-use* building or freestanding on a *mixed-use* site, and the building floor area associated with the *ancillary uses* shall be substantively subordinate and incidental to a primary use(s) in the building or on the *mixed-use* site as the case may be;
 - (b) *Ancillary uses* shall be oriented to the street or other *pedestrian* environment/realm, with a design that activates the streetscape or other *pedestrian* environment/realm; and,
 - (c) Further definition of uses, performance standards, restrictions on the scale of any *ancillary uses* including floor space caps, and permitted locations for ancillary uses shall be regulated through the implementing Zoning By-law.

Development Policies

- (8) The intent of this designation is to increase transit ridership, encourage walking and cycling, and to make more efficient use of the City's *infrastructure* and services, through the *development* of a *mixed-use complete community*. *Development* on land designated Station Areas Mixed-Use shall demonstrate how the intent of the designation has been achieved.
- (9) The range of uses outlined in policy 10.5 (3), including employment, commercial, community and residential uses, shall be used in combination to create comprehensively planned *mixed-use* areas and sites, and to contribute to achieving the minimum Station Area density target of 160 residents and jobs per hectare.
- (10) New *development* shall demonstrate how buildings and sites will facilitate the achievement of the minimum Station Area density target of 160 residents and jobs per hectare.
- (11) For lands designated Station Area Mixed-Use, residential uses shall be located above the ground floor, in a multi-storey *mixed-use* building only, provided further that:
- (a) Parking required for residential uses shall be provided predominately underground or in a parking structure(s), and structured parking shall not be visible from public view. The implementing Zoning By-law may require structured parking to be located behind building floor area.
 - (b) The Zoning By-law will define performance standards that are specific to residential uses, including but not limited to location, amenity space, density, and parking regulations;
 - (c) Freestanding residential uses may be permitted where it is demonstrated to the satisfaction of the City that the site will contain a mixture of uses (including a

meaningful amount of commercial, employment and *community uses*), and the range of uses collectively will contribute to the Station Area density target and a *complete community*. Freestanding residential uses shall not adversely impact the planned function of the Station Area Mixed Use designation. Freestanding residential *development* shall only be considered where lands are of sufficient size to accommodate multiple buildings, including one or more buildings adjacent to the street with a meaningful amount of building floor area devoted primarily to retail, service commercial, office commercial, and/or employment uses.

- (12) Large *developments* with greater than 1,000 residential units should accommodate two square metres or more of commercial, employment, and/or *community uses* for every residential unit proposed.
 - (a) For clarity, for the purposes of calculating non-residential uses as outlined in policy 10.5 (12), any consideration of *community uses* shall exclude open space, *temporary farmers' markets* and *community garden* uses.
 - (b) Planning for employment and office uses, large *developments* shall demonstrate that the proposed *development* will achieve a minimum employment density of 35 jobs per hectare.
- (13) *Development of mixed-use* buildings within the Station Area Mixed-Use designation shall include, but not be limited to the following:
 - (a) Short term parking at restaurants for food delivery vehicles and customer pick-ups;
 - (b) Secure storage for package deliveries in high-rise buildings;
 - (c) Short-term parking for pre-ordered customer pick-ups at retail and *food stores*;
 - (d) Short term parking for deliveries to high-rise buildings, preferably on-site; and,
 - (e) Safe movement of bicycles and *pedestrians*, such as integrated bicycle and *pedestrian* pathways connecting to and from public rights-of-ways.
- (14) Large parcels of land (2 ha or greater) and/or multi-building *developments*, are anticipated to be developed in two or more phases. It is the intent of this Plan that the lands be comprehensively master planned prior to *development*, to demonstrate and ensure:
 - (a) Connectivity and integration between the phases;
 - (b) Orderly growth and *development*;
 - (c) Coordination of site servicing and stormwater management;
 - (d) Public health and safety (including emergency response);
 - (e) The provision of sufficient and coordinated green spaces;
 - (f) The provision of sufficient *community uses* and community *infrastructure*;
 - (g) The provision of sufficient and well distributed commercial and employment uses;
 - (h) Cost effective *development* patterns;
 - (i) Vibrant and well designed private and public spaces; and

- (j) Coordinated design standards and guidelines, including urban design.

10.6 OPEN SPACE LAND USE POLICIES

Vision

This Plan encourages a high-quality urban environment of which Open Space land uses are an important component. The Open Space designation is intended to protect ecologically significant *natural features* and to provide a comprehensive and connected open space system that balances the needs of the community in terms of recreation/leisure, culture, transportation, *infrastructure* and environmental management.

The City's open space will be conveniently accessible from the City's neighbourhoods, and will be planned and designed to serve the needs of a diverse number of user groups. Open spaces will often be multi-purpose spaces, and may accommodate four-season activities. To ensure that citizens have an appropriate level of park-based recreational and leisure opportunities, the City will strive to acquire land for park and trail purposes consistent with a Municipal Parkland Classification System. It is recognized that some Open Space lands, such as stormwater management facilities, hydro corridors, conservation areas, environmental reserves, *natural features*, buffers associated with *natural features*, cemeteries, landfill and golf course are not managed as parkland and may not be City-owned. These lands are identified as Open Space as they provide important connections and green space which contribute to the connectivity of the comprehensive open space system.

The City's Natural System is valued for its contribution to the City's character and high quality of life, the invaluable *ecological functions* it performs, as well as the scientific, recreational and therapeutic role the Natural System provides. The Natural System, comprised of Landscape Level Systems, Core Natural Features, Supporting Natural Features, as well as *fish habitat*, Restoration Areas and *Linkages*, directly supports plants, animals and humans, and is essential in maintaining biodiversity. The City recognizes the varying degree of significance and sensitivity of features within the Natural System hierarchy, and will ensure an appropriate level of protection based on such significance and sensitivity.

10.6.1 General Policies

- (1) The policies of this section are closely related to other sections of this Plan, including:
 - (a) Policies related to the trails and open space network included in the Networks Chapter and Transportation Chapter. These set a framework and provide policy direction with respect to developing a comprehensive and connected open space system.
 - (b) Policies and objectives included in Environment and Energy Chapter of this Plan set a framework and provide policy direction with respect to the wise management of the natural environment.

Schedules

- (2) Lands designated Open Space are shown on **Schedule 'A' – Land Use Plan** and are further identified on the following Schedules:
 - (a) The Parks and Other Green Spaces, Cemeteries, Landfill and Golf Course components of the Open Space designation are identified on **Schedule 'A3' – Open Space Land Uses**.
 - (b) The Natural System elements within the Open Space designation are identified on **Schedule 'A4' – Natural System**.

Land Use

- (3) Within the Open Space land use designation, the predominant use of land is open space and the designation envisions a broad range of uses including municipal parks and other green spaces, active and passive recreation uses, municipal facilities, community gardens, elements of the natural system, cemeteries, golf courses and the regional landfill, subject to policy 10.6.1 (4) below.
- (4) It is not the intent of this Plan to permit all uses listed in policy 10.6.1 (3) in every Open Space designation. Permitted uses and policies related to individual Open Space designations will be further defined in section 10.6.2 of this Plan in the following four Open Space designations:
 - (a) Parks and other Green Spaces (Includes elements of the Natural System as shown on **Schedule 'A4' – Natural System**);
 - (b) Cemeteries;
 - (c) Golf Course; and,
 - (d) Landfill.

Ownership and Acquisition

- (5) Where privately owned open space lands are proposed to change land use or to be sold, consideration may be given by the City to acquire or protect the area through such means as acquisition, agreement, negotiation, regulation within the Zoning By-Law, or conveyance.

Balancing Human Activity and Environmental Stewardship

- (6) In order to balance the need for environmental stewardship with other demands, the City will continue to identify open space areas for active and passive use as well as for protecting elements of the Natural System which will be planned to accommodate little or no human use.
- (7) When considering the location of parks and trails, the City shall examine the potential

for the integration of *natural features*, hedgerows, *hazardous lands* and *hazardous sites*, where appropriate. Planning for park activity will incorporate consideration of environmental sensitivities.

Naturalization

- (8) The City may prepare a Naturalization Policy to balance active recreational programs with the importance of maintaining or enhancing the passive natural environment.
- (9) Naturalized areas will be preserved and managed so as to establish self- sustaining natural conditions over time, where appropriate.
- (10) When naturalization is proposed in a park, City staff will determine the impacts of naturalization and assess its appropriateness, giving consideration to:
 - (a) Level of community support;
 - (b) Ability to ensure adequate active park areas for users and the park's intended service needs;
 - (c) Ability to provide for effective security, aesthetics, cost-effective maintenance and to address other concerns as may be identified on a site-specific basis.
- (11) The City will encourage the protection and planting of indigenous vegetation to support biodiversity and community aesthetics.

10.6.2 Open Space Land Use Designations

10.6.2.1 Parks and Other Green Spaces

Land Use

- (1) The Parks and Other Green Spaces designation as shown on **Schedule 'A3'- Open Space Land Uses** is a designation in which the predominant uses of land shall include municipal parkland and trails as well as other open space areas such as hydro corridors, stormwater management facilities, conservation areas, environmental reserves, *natural features*, and buffers associated with *natural features*. Although some of these areas may be privately owned and are not intended to be maintained or managed as parkland, they serve an important role in contributing to the connectivity and comprehensive nature of the open space system. Community gardens may be permitted on lands designated Parks and Other Green Spaces and where possible, shall be located in easily accessible walkable areas and close to community trails with appropriate site conditions to facilitate success.

Parks

- (2) The City will plan, design, operation and maintain a wide range of municipal parkland intended for, and accessible to, a range of users, giving consideration to:

- (a) four season use;
 - (b) active and passive use; and,
 - (c) partnerships with institutional uses to facilitate joint usage of park spaces.
- (3) Policies contained in this Plan shall generally guide the acquisition and development of municipal parkland in the City of Waterloo as outlined in the Landscape Design Process and Requirements Manual, the Development Services Engineering Manual, the Recreation & Leisure Services Master Plan and any other applicable implementing tools, as updated from time to time.
- (4) Municipal parkland in the City of Waterloo will be developed in accordance with a comprehensive classification system (shown in Table 10-1 shown on the following page) to include:
- (a) City Parks: City parks are the City's largest parks and their size is dependent on land features, base facility and venue purpose. These parks project an image for the City, and are comprised of large recreation areas for both active and passive recreational opportunities.
 - (b) Community Parks (minimum size 4 ha): Community parks are located, planned and designed with a city-wide perspective to serve a large population. The location of community parks may be based on natural resources rather than proximity to population.
 - (c) Local Parks (0.5 - 2.0 ha): Local parks are neighbourhood-oriented parks. Basic facilities could include informal active play fields, skating rinks, play facilities, seating, trails and landscaping.
- (5) The municipal parkland classification system and guidelines associated with such a classification system shall form the basis of municipal parkland acquisition. Whenever possible, municipal parkland shall be acquired in accordance with the general guidelines outlined in Table 10-1 and in accordance with the City's Parkland Frontage Policy. The detailed basis for the acquisition and dedication of municipal parkland will be guided by policies of the Plan. The locations and amount of parkland to be provided may be shown in District Plans.

Table 10-1 Municipal Parkland Classification System

Municipal Parkland Type	Size	Minimum Hectares per 1,000 pop.	Accessibility per Distance	Location
City	Varies depending on land features, base facilities and venue purpose	3ha./1000	Serves the entire City and beyond	• Prominent street frontage > 50m, • More than 3 access locations
Community	Min. 4ha. in size	1ha./1000	1600 -2600m	• Extensive street frontage, >50m • Central location

Municipal Parkland Type	Size	Minimum Hectares per 1,000 pop.	Accessibility per Distance	Location
Local	0.5-2ha	1ha./1000	600-800m or 15 to 20 minute walk.	Preferred street frontage of less than 50 metres, but not less than 40 metres.

OPA No. 11, approved December 11, 2014

Note: Accessibility Distance assumes the absence of physical barriers separating park types from the area to be served.

- (6) In certain situations, particularly in developed areas, it may not be possible to attain the guidelines. However, where renewal or redevelopment proposals are contemplated within areas where a municipal parkland deficiency has been identified, the City will endeavour to obtain additional parkland to satisfy or approach the guidelines.
- (7) Land will be dedicated for parkland purposes in conjunction with development as set out in the parkland dedication policies included in section 12.2.9 of the Implementation Chapter of this Plan.
- (8) Where possible, municipal parkland will be multi-purpose, having a variety of different activities for different user groups that work in a cohesive, orderly manner. In determining the best activity level for a park, consideration will be given to its *natural features* and *ecological functions* and the requirements of the neighbourhood/area.
- (9) With the desire to support healthier lifestyles, municipal parkland will be designed and maintained to allow for four season activities. Not all municipal parkland must or can fulfill this criterion.
- (10) All municipal parkland blocks will have a trail connection to promote connectivity via on-street or off-street trails connecting blocks, open spaces and other points of interest.
- (11) The City encourages the signing of appropriate agreements with the Waterloo Region District School Board and the Waterloo Catholic District School Board for the joint development and use of indoor and outdoor recreation areas and facilities.
- (12) The City will consider entering into Agreements to allow the extension of the municipal parkland/trail system into utility corridors to provide linkage connections that complete or add to the municipal parkland and trail system.
- (13) Wherever possible municipal parkland should be developed adjacent to institutional open space areas in co-operation with the appropriate agencies. Institutional open

space areas include areas owned and operated by an institution, and which due to the function and nature of the institution, will likely be made available for certain public recreational opportunities. Generally, this classification will refer to certain school lands (public or separate schools) certain university and/or college lands, and certain church lands. These institutional open spaces will be detailed in District Plans.

- (14) Existing trees within municipal parkland blocks should be saved wherever feasible to support the health of the *urban forest*. The planting of trees within municipal parkland blocks is encouraged to provide shade and to enhance the *urban forest*.
- (15) The sale or disposal of municipal parkland is discouraged.
- (16) The City will encourage the development/reuse of lands to accommodate activities on municipal parkland that are of value or benefit to the community. This will be important in Uptown where *intensification* will increase the need for open space, but it is also equally important in suburban areas where there is an historic deficit of parkland, or in areas where the neighbourhood has requested more parkland and the City agrees that additional parkland is warranted.
- (17) The City will anticipate greater intensity of use for existing municipal parkland and some potential shift from children and youth activities toward adult-oriented recreation and leisure as the City's population ages. The City will provide a combination of active and passive recreation opportunities in municipal parkland to accommodate existing users and in anticipation of future trends.
- (18) The City of Waterloo will endeavour to provide parks and trails that are sensitive to the efficiency and conservation of energy and embrace environmental best practices and will:
 - (a) Consider innovative design of City lands and facilities (e.g. passive and/or active solar gain, bio-swales, the use of indigenous plant species etc.).
 - (b) Undertake design which results in desired microclimate effects such as the planting of large trees to provide cooling shade, and wind protection.
 - (c) Use renewable construction materials where possible and appropriate.
 - (d) Minimize the need for intensive maintenance and operation (use drought tolerant species, low grow grasses, etc.).

Other Green Spaces

- (19) The City will promote the continuance and development of the parkland and institutional open space corridor that exists from Waterloo Park abutting the Uptown Waterloo Urban Growth Centre, through the University of Waterloo Environmental Reserve lands, and including the Laurel Creek Conservation Area. The extension of this open space corridor into the lands surrounding the Laurel Creek Conservation Area is encouraged through recreational developments by private or public agencies subject to the environmental policies contained in this Plan.

- (20) The primary use of hydro corridors is for the provision of electricity services. However, the extent and linear shape of the corridors provides excellent trail connections between neighbourhoods and can contribute to the overall connectivity of the open space system.
- (21) Stormwater management ponds provide an important function for the City by capturing and retaining stormwater runoff to aid in the management of water quantity and quality. Wherever feasible and appropriate, such lands shall be designed to provide a park-like setting or the character of a natural *wetland* and, where appropriate, may function as municipal parkland. However, stormwater management facilities shall not be accepted as parkland under the parkland dedication provisions of the Planning Act.
- (22) Conservation areas, which include the Laurel Creek Conservation Area and Laurel Creek Nature Centre, are owned and managed by the Grand River Conservation Authority. The Conservation Area lands are the largest areas of Open Space in the City and offer important recreational and environmental educational opportunities to visitors and residents. The Laurel Creek Reservoir, the City's largest body of water, is located within the Laurel Creek Conservation Area. The reservoir serves an important function by reducing the risk of flooding throughout the City. The City will cooperate with the Grand River Conservation Authority to enhance these areas.
- (23) The environmental reserve owned and managed by the University of Waterloo is an important element of the City's open space system and is the largest area of open space on campus. The reserve is a crucial component of the Laurel Creek corridor which extends from the Laurel Creek Conservation Area to Waterloo Park and is primarily intended to function as open space. Public access to the reserve should be maintained and enhanced.
 - (a) Restorative, scientific and educational uses related to on-site resources, including forest, fish and wildlife management shall be permitted on the environmental reserve, while recognizing that significant university uses shall be located on lands designated "Employment – Academic".

10.6.2.2 Cemeteries

Land Use

- (1) The Cemetery designation as shown on **Schedule 'A3'- Open Space Land Uses** is a designation in which the predominant use of land shall be cemeteries and buildings or structures required for the operation and maintenance of the cemetery use or services.
- (2) The City will continue to provide a diverse range of cemetery and cremation services to meet the needs of the Waterloo community as outlined in the Cemetery Services-

Bechtel Park Master Plan and any other applicable implementing tools.

- (a) Cemetery plans will promote connectivity/seamless transition between the urban fabric and cemetery through walking paths, trails and landscaping.
 - (b) Opportunities to collaborate with other groups or agencies should be pursued in order to implement the Cemetery Services-Bechtel Park Master Plan.
 - (c) The City will undertake an expansion of the Parkview Cemetery at the existing site within the Bechtel Park lands in the immediate future.
 - (d) The City will engage in a process to potentially establish a new cemetery at a new location before 2025.
- (3) When considering proposals to develop lands for use as a cemetery or for the enlargement of an existing cemetery, the City shall evaluate proposals in accordance with the provisions established in the Cemeteries Act (Revised) or any other applicable legislation as well as the following:
- (a) The cemetery lands should be integrated with the surrounding urban fabric.
 - (b) The cemetery must be recognizable as a public landscape, that clearly communicates public access and passive usage are acceptable.
 - (c) The impact of traffic, egress and ingress into the cemetery must be understood and mitigated.
 - (d) Adequate off-street parking and internal traffic circulation must be provided.
 - (e) Landscaping should be undertaken to complement the cemetery plan, existing contours and the surrounding areas.
 - (f) Peripheral screening or fencing or other demarcation should be considered along the boundary of existing, designated or possible future residential areas.
 - (g) The location of new cemeteries will be considered within existing municipal parkland or open space lands.
- (4) In addition to the prime function of cemeteries, it is important to recognize that cemeteries are public spaces and can and should be used and enjoyed in a respectful way. Passive recreational uses should be incorporated into, or near the fringe of cemeteries.

10.6.2.3 Golf Course

Land Use

- (1) The Golf Course designation as shown on **Schedule 'A3'- Open Space Land Uses** is a designation in which the predominant use of land shall be a golf course, including the manicured turf grass playing areas, driving ranges, putting greens, landscaped areas, natural areas and associated buildings and structures
- (2) The City recognizes the recreational and leisure benefits that golf courses provide to both residents and visitors and will permit the continued use of existing golf courses. Development of a new golf course shall not be permitted.

- (3) The expansion of an existing golf course will require an amendment to this Plan and to the Zoning By-Law and:
 - (a) Such applications will require an *Environmental Impact Statement*, or other appropriate study accepted by the City as appropriate.
 - (b) Sustainable golf course design is strongly encouraged. Expanding golf course development should result in an environmental net gain, or at a minimum, no net loss of *natural features* and *ecological functions*. Priority will be given to development on sites in degraded areas which avoid *natural features*.
- (4) Golf courses are encouraged to utilize sustainable best management practices with respect to the functioning of the natural environment and ensure environmental quality remains high.
 - (a) Existing trees within golf courses should be preserved wherever feasible to protect the health of the *urban forest*. The planting of native tree species on golf courses is strongly encouraged.
 - (b) Development and *site alteration* must be consistent with the Natural Heritage policies of this Plan.
 - (c) The protection of groundwater quality and quantity is required. Development and *site alteration* must be consistent with the Water Resource policies of this Plan.
 - (d) The proper management and efficient use of water resources for irrigation purposes is strongly encouraged. A Permit To Take Water (PTTW) is required from the Ministry of the Environment if more than 50,000L/day is withdrawn from a lake, stream, river or groundwater source.
 - (e) The environmental impacts and health concerns associated with care and maintenance of turf grass will be reduced where feasible and appropriate.
 - (f) The use of pesticide and fertilizers products will be applied in a professional and responsible manner according to provincial standards and regulations. Appropriate efforts must be taken to avoid pollutant runoff into streams, rivers and lakes.

10.6.2.4 Landfill

Land Use

- (1) The City recognizes the existence of a sanitary landfill site located in the southwest corner of the City, operated by the Regional Municipality of Waterloo.
- (2) The sanitary landfill operation may continue until the site reaches capacity. Under present design and at present and projected rates, the capacity of the site is expected to be reached in twenty to thirty years depending on usage. Subject to the implementation of the Waste Management Master Plan conducted by the Region, the capacity of the site may be extended beyond this period.
- (3) Once the sanitary landfill site has reached capacity, the operation terminated, and the

site rehabilitated, it is anticipated that it will be deeded to the City by the Region for future open space purposes. The City recognizes that it may be appropriate for a phased closing of the landfill operation. The City will collaborate with the Region to plan, design and potentially operate and/or lease recreational opportunities under a phased closing plan.

- (4) Subject to the approval of the Minister of the Environment, such open space uses shall be limited to municipal parkland, conservation areas, open space and recreational uses.
- (5) While the landfill is in operation, no buildings or structures shall be permitted except those structures associated with a landfill operation; reclamation, recovery, shredding or transfer operations; or a Regional Operations Complex.
- (6) The operation of the Sanitary Landfill site shall be subject to regulations under the Environmental Protection Act.
- (7) This Plan may be amended prior to the sanitary landfill site reaching capacity to permit uses which are compatible with a solid waste management master plan. For clarity, an Amendment is not required to permit open space uses.
- (8) Given that any expansion of the landfill could impact *sensitive uses*, expansion of the landfill is not encouraged within the City of Waterloo. Any expansion in the area of the landfill site shall require an amendment to this Official Plan and the Zoning By-Law.
- (9) Appropriate separation distances between areas used for waste disposal or other *sensitive land uses* and lands zoned for residential purposes shall be established in District Plans and the Zoning By-Law where appropriate.
- (10) On lands adjacent to the landfill site, no residential or other *sensitive land uses* will be permitted within 500 metres of the landfill site unless the proponent can demonstrate to the satisfaction of the City, in consultation with the Region, that no *adverse effects* will result for the proposed development.
- (11) The City, in cooperation with the Region, will encourage innovations in the re-use of waste or waste reclamation projects and facilities to be constructed in conjunction with the landfill site.

10.6.2.5 Natural System

- (1) Lands within the Natural System designated as Open Space, as shown on **Schedule 'A' – Land Use Plan** and described further on **Schedule 'A4' – Natural System**, include the following:
 - (a) Landscape Level Systems;

- (b) Core Natural Features;
- (c) Supporting Natural Features;
- (d) *fish habitat*
 - (i) As per policy 8.2.2(6), *fish habitat* is not mapped as such on **Schedule 'A4' – Natural System**;
- (e) Restoration Areas; and
- (f) *Linkages*.

Land Use

- (2) Policies related to the maintenance, enhancement and restoration of Landscape Level Systems, Core Natural Features, Supporting Natural Features, *fish habitat*, Restoration Areas, and *Linkages*, including the land uses permitted within each of those categories, are included in the Environment and Energy Chapter of this Plan.

10.7 RURAL LAND USE POLICIES

Land Use

- (1) The Rural Land Use designation as shown on **Schedule 'A' – Land Use Plan** identifies areas where Canada Land Inventory Class 4 to 7 soils predominate and which are typically characterized by one or more steep slopes, *natural features* and/or existing non-farm lots. The predominant land uses within this designation shall include *agricultural uses*, *agriculture-related uses* and *secondary uses*.
- (2) Land uses within the Rural designation will conform to the Rural policies contained in the Regional Official Plan, the policies within Section 10.8.1, and the *Environmentally Sensitive Landscape* policies outlined in Chapter 8 of this Plan. In the event of a conflict between the Rural land use policies and the *Environmentally Sensitive Landscape* policies, the more restrictive policies will prevail.
- (3) The division of land designated Rural for the creation of a new lot or lot adjustment may only be permitted in accordance with the policies of the Regional Official Plan.
- (4) Farming operations are encouraged to utilize sustainable agricultural techniques and best management practices which conserve and enhance the natural environment, protect surface and ground water quality and quantity and minimize impacts on adjacent land uses.

10.8 LAND USES IN TRANSITION

This Plan recognizes that several properties in the City do not currently conform to the land use designations set out in the Plan. Examples include certain *agricultural uses* and

agriculture-related uses as well as some older industrial areas located throughout the City's Urban Area Boundary. It is the intent of this Plan that over time, these land uses will gradually evolve and transition to new uses, including a range of commercial, residential, office employment or other uses in accordance with the policies of this Plan. It is recognized, however, that land use change often involves dealing with challenges relating to land use compatibility, potential soil contamination and other planning issues. As a result, this Plan seeks to promote land use change in a timely and flexible manner while effectively addressing any physical, economic, environmental or public health and safety matters.

10.8.1 Agricultural Uses and *Agriculture-Related Uses*

- (1) This Plan recognizes the existence of past *agricultural uses* and *agriculture-related uses* within the City.
 - (a) Where such uses are located within the Urban Area Boundary as shown on **Schedule 'A' – Land Use Plan**, it is the intent of this Plan that such uses will be gradually be replaced by urban uses with the extension of full municipal services in conjunction with the orderly development of neighbouring lands.
 - (b) Where *agricultural uses* or *agriculture-related uses* are located within the Rural land use designation on **Schedule 'A' Land Use Plan**, it is the intent of this Plan that such uses will be permitted for the long term.
 - (i) The permitted uses for lands designated Rural are further defined in the Rural land use designation found in Section 10.7.
- (2) The establishment of new, or the expansion of existing *agricultural uses* or *agriculture-related uses* or secondary uses will not be permitted to locate within the Urban Area Boundary.
- (3) The City may establish additional regulations in the Zoning By-law to minimize the impact of *agricultural uses* or *agriculture-related uses* located within the Urban Area Boundary on adjacent uses and the environment.
- (4) Notwithstanding Policy 10.8.1 (2), *urban agriculture* shall be permitted within the Urban Area as designated on Schedule 'B' – City Structure where appropriate. The Zoning By-law and other City by-laws will establish specific regulations pertaining to *urban agriculture* uses, including location and performance standards for such uses. *Urban agriculture* shall be compatible with surrounding lands, and 124 shall not negatively impact Open Space lands as designated on Schedule 'A' – Land Use Plan.
- (5) The City may partner with community stakeholders to develop mechanisms to promote *urban agriculture* and to mitigate or remove barriers to urban agriculture where appropriate.

10.8.2 Industrial Areas in Transition

This Plan recognizes that it is appropriate for some areas within the City to transition from industrial areas, usually to *mixed-use*, higher density areas. To facilitate this transition, certain areas within the City that have historically been designated and/or zoned for industrial uses are now designated for other land uses, often in a *mixed-use* format and including *sensitive lands uses* such as residential. **Schedule 'I' - Industrial Transition Areas** indicates certain areas throughout the City that were designated Industrial and/or zoned to permit industrial uses prior to approval of this Plan and through the designations applied in this Plan, are now contemplated to permit a wider mix of residential and other land uses.

It is further recognized that while an area is in transition, it may be difficult to achieve minimum recommended separation distances, as defined in Provincial Guidelines that address potential land use compatibility issues between industrial facilities and *sensitive land uses*. This scenario is contemplated in the Province's D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Uses", which provides a framework for considering development proposals within *mixed-use* areas where the Province's recommended minimum separation distances cannot be achieved.

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- (1) Where *existing* industrial uses exist on lands illustrated on **Schedule 'I' – Industrial Transition Areas**, it is the intent of this Plan that the industrial use will cease to exist in the long term. Where it is necessary or desirable to zone lands to a zone category that would permit new *sensitive land uses* in conformity with the Official Plan designation prior to the industrial facility ceasing operation, the City may apply site-specific zoning provisions to limit permitted uses and/or may utilize holding provisions to restrict development in conjunction with the implementing zoning for the area. Removal of holding provisions will be contingent on the applicant demonstrating compliance with the Provincial D-6 Guideline "Compatibility Between Industrial Facilities and Sensitive Land Uses".
- (2) For the properties illustrated on **Schedule 'I' – Industrial Transition Areas**, to resolve any municipal concerns with respect to soil contamination, prior to the passing of a Zoning By-law that would: (i) change the use of a property to a more *sensitive land use*; or, (ii) change the use of the property to a *non-sensitive land use* on or adjacent to a *known contaminated site*, or on a *potentially contaminated site*, the City will:
 - (a) Require the completion of a Record of Site Condition acknowledged by the Ministry of the Environment; or
 - (b) Apply a holding provision in the implementing Zoning By-law to prohibit the proposed use until a Record of Site Condition has been acknowledged by the Ministry of the Environment; or
 - (c) Defer the requirement for a Record of Site Condition to the Building Permit application process, if applicable, provided the City's Chief Building Official provides a letter to the Region confirming that a Record of Site Condition will be required prior to Building Permit Issuance; or

- (d) Obtain a letter from the Region advising that the requirement for a Record of Site Condition has been waived.
- (3) Where long term remediation of a site is required and on-going remediation does not present health and safety risks to the proposed use, the City may consider the approval of the Zoning By-law Amendment set out under policy 10.8.2(2) where agreements and securities as appropriate are provided to the City, the Region and/or the Ministry of the Environment to ensure the final remediation of the site and the future completion of the Record of Site Condition.