



Region of Waterloo

Amendment to the Regional Official Plan

**An amendment to establish the planning framework for
accommodating Waterloo Region's forecasted population and
employment growth to 2051, in conformity with the Provincial Growth
Plan for the Greater Golden Horseshoe, 2019**

August 2022

**AMENDMENT
TO THE
REGIONAL OFFICIAL PLAN**

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PART A - THE PREAMBLE

The preamble provides an explanation of the amendment, including the purpose, location, and the basis for the amendment, but does not form part of this amendment.

PART B - THE AMENDMENT

The amendment describes the changes to the Region Official Plan which constitute Official Plan Amendment Number [placeholder: insert number following the Province's approval of the amendment]

PART C –THE APPENDICES

The following appendices provide information related to the amendment, but do not constitute part of the amendment

Appendix A: Engagement and Response Summary for the ROP Amendment

PART A – THE PREAMBLE

1. Purpose of the Amendment

This amendment establishes the planning framework in the Regional Official Plan (ROP) to accommodate Waterloo Region’s forecasted population and employment growth to 2051, in conformity with Schedule 3 of the Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan). It will help guide strategic decisions regarding land use planning and a range of Regional services, including transportation, public transit, water and wastewater supply and services, public health, economic development, affordable housing and others.

The amendment also updates several other planning policies, objectives, and mapping in the ROP to ensure they conform to the Growth Plan and the Greenbelt Plan, 2017, or do not conflict with them, and are consistent with the Provincial Policy Statement, 2020.

The overall effect of this amendment is to support Waterloo Region’s long-term growth and development in a way that achieves an equitable, thriving and sustainable regional community for all residents.

2. Location of the Amendment

This amendment applies to all lands included within the Urban Area, Township Urban Areas and Employment Areas identified on Map 1 and 3 of this amendment.

3. Basis of the Amendment

Background

The ROP establishes the long-term planning framework for where and how Waterloo Region will grow and develop in the future. It has guided strategic decisions for profound transformation of this region, including the development of the ION light rail transit system, the protection of agricultural lands, groundwater resources and natural heritage features, and the maintenance of our high quality of life for all residents.

Under Section 26 of the Planning Act, the Region must review and update the ROP every five to ten years to align with any changes in Provincial planning policy. Since the approval of the current ROP in 2015, there have been significant updates to Provincial plans and policies, including the Provincial Policy Statement in 2020, the Growth Plan for the Golden Horseshoe in 2017, 2019 and 2020, and several other legislative changes.

In response to these changes, in 2018 the Region initiated a process to review the ROP in two separate phases. The first phase, which was completed in August of 2022, included a municipal comprehensive review (MCR) to plan for the region’s forecasted

growth to 2051 in accordance with Schedule 3 the Growth Plan. Key elements of the MCR process included:

- a detailed review of Waterloo Region’s population and employment growth forecasts 2051;
- an in-depth Land Needs Assessment carried out in accordance with the methodology established by the Province, to assess the quantity of land required to accommodate the region’s forecasted growth to 2051; and
- an extensive public engagement process to obtain input from Indigenous peoples, key stakeholders, area municipalities, and the broader regional community.

The second phase of ROP review, scheduled to commence in the fall of 2022, will update the balance of the policies in the ROP (e.g., agriculture, natural heritage, cultural heritage resources, infrastructure and other policy areas) to ensure alignment with the Growth Plan, the Greenbelt Plan, and Provincial Policy Statement.

Key Components of the Amendment

This ROP amendment incorporates the results of the first phase of the ROP Review. It conforms to and implements the following key growth-related requirements of the Growth Plan:

- a) Promotes an intensification first approach to development and community-building to make better use of existing land and infrastructure in the cities and townships;
- b) Ensures Waterloo Region has an appropriate supply of land to accommodate its forecasted population and employment growth to 2051;
- c) Establishes and delineates a hierarchy of urban areas, and of supporting nodes and corridors within them, to identify where and how the region will grow to 2051;
- d) Provides direction for an urban form that will support the achievement of 15-minute neighbourhoods through a more compact built form;
- e) Identifies minimum intensification targets for the area municipalities;
- f) Delineates the boundaries of and identifies minimum density targets for Urban Growth Centres, Major Transit Station Areas, Employment Areas, and for the designated greenfield areas for the area municipalities;
- g) Implements a series of requests to convert certain employment lands to permit non-employment uses; and
- h) Provides direction to phase growth, infrastructure and other community services to support sustainable growth and financial responsibility.

Supporting Background Studies and Technical Briefs

This ROP amendment included a significant amount of background studies and technical studies, including:

- Regional Recharge Area Delineation Study (October 2019);
- Upper Cedar Creek Scoped Subwatershed Study (October 2019);
- Hydrogeological Assessment Strasburg Well Field (November 2019);
- Technical Approach to the Delineation of the Regional Recharge Area in the Regional Official Plan (November 2019);
- Long-Term Population and Housing Growth Analysis, 2051 (December 2020);
- Policy Direction Paper on Climate Change (January 2021);
- Employment Strategy Technical Brief (July 2021);
- Intensification Strategy Technical Brief (August 2021);
- Land Needs Assessment Report (April 2022) and Addendum (June 2022)
- Greenhouse Gas Impact of Land-Use Scenarios on GHG Emissions (June 2022);
- Growth Option Infrastructure Review and Class D Cost Estimates (June 2022);
- Growth Evaluation Technical Brief (June 2022); and,
- Financial Analysis of the growth options and recommended approach to growth (June 2022).
- Settlement Area Boundary Expansion Technical Brief (Updated August 2022)

Each of these studies were made available for public review through the project's Engage WR website. In addition, an addendum to the Settlement Area Boundary Expansion Technical Brief was completed in August 2022 to assess additional expansion areas in the Township of Wellesley and the City of Cambridge identified later in the process.

This amendment also reflects the numerous comments received from the community through the ongoing engagement process (e.g., emails, written submissions, meetings with stakeholders, virtual webinars and public information meetings). The results of the community engagement process are summarized in the Engagement and Response Summary for the ROP Amendment contained in Appendix A.

Summary of Key Policy Changes

In addition to the growth-related requirements of the Growth Plan noted above, this ROP amendment implements several key policy changes:

Indigenous Relationships and Reconciliation

- Adding a new Territorial Acknowledgment in Chapter 1 to recognize the unique and enduring relationship that exists between Indigenous peoples and their traditional territories.

- Introducing objectives for integrating and respecting Indigenous values, history and cultures in planning for growth and change through respect, trust, and meaningful dialogue.
- Recognizing the cultural significance of the Grand River, groundwater, local landscapes, natural features and biodiversity, and the importance of ecosystem health and opportunities for people to connect with nature.

Equity and Inclusion

- Adding objectives to plan in a manner that improves social equity and overall quality of life, including human health, for people of all ages, abilities and incomes.
- Introducing policies to improve accessibility for persons of all ages and abilities, and at all times of year by addressing land use barriers that restrict their full participation in society.
- Adding new policy language in Chapter 1 and Chapter 2 to better consider the wellbeing and belonging of children and youth in community planning.

Growth Management

- Promoting an intensification first approach to development and community-building to make better use of existing land and infrastructure in our cities and townships.
- Delineating a new hierarchy of urban areas, and of supporting nodes and corridors within them, to provide clearer direction on where and how the region will grow in the future.
- Introducing a new east-west Regional Intensification Corridor along a large segment of Ottawa Street in Kitchener to Fountain Street in Woolwich, to provide transit services to the East Side Employment Lands and direct transit connection to the Waterloo Regional International Airport.

Climate Action

- Requiring the development of 15-minute neighbourhoods in the cities and townships where residents can meet their daily needs for living short by a short trip from home by walking, cycling, and rolling.
- Supporting mobility networks that prioritize walking, cycling and rolling over automobile travel to reduce auto-dependency, support active transportation, and reduce greenhouse emissions.
- Facilitating urban agriculture and a thriving food system to increase peoples' access to healthy, local, and affordable food options in neighbourhoods.

- Providing direction to the area municipalities to create a new High Performance Development Standard to support energy efficiency and net-zero operational buildings.
- Requiring green infrastructure and low impact development to better manage stormwater runoff and reduce flooding.
- Planning for more resilient communities and infrastructure that are adaptive to the impacts of a changing climate.
- Requiring large-scale development proposals to submit Neighbourhood Energy Plans to reduce energy costs and greenhouse gas emissions.

Affordable and “Missing Middle” Housing

- Setting an overall target of a minimum of 30 percent of new ownership and rental housing being affordable to low- and moderate-income households.
- Providing for a diverse range and mix of housing options to accommodate people at all stages of life, and meet the needs of all household sizes and incomes.
- Supporting the use of inclusionary zoning in Major Transit Station Areas, to increase the supply of affordable housing close to transit services.
- Permitting “missing middle” housing on a residential lot within the Urban Area and Township Urban Areas.
- Further protecting the conversion of the existing stock of rental housing to condominiums.
- Creating, in collaboration with area municipalities, a set of shared incentives to promote the development of affordable housing

Economic Prosperity

- Ensuring that each area municipality has an adequate supply of employment lands to support job growth and local economic development.
- Establishing a new Employment Areas designation to provide greater long-term protection of employment lands.
- Facilitating the intensification of lands for employment uses to support a more compact built form.

- Supporting existing office parks to improve connectivity with transit and mobility networks for walking, cycling, and rolling.

Resolution of Southwest Kitchener Policy Area

- Delineating the final extent of the Protected Countryside and associated Countryside Line on Map 2 (Regional Structure) in the Southwest Kitchener Policy Area, except for lands located on the west side of Fisher-Hallman Road, based on extensive subwatershed and hydrogeological assessments of the lands within the area.

Alignment with Provincial Policy Direction

The amendment conforms with, or does not conflict with the Growth Plan, or the Greenbelt Plan, has regard for matters of Provincial interest under the Planning Act, and is consistent with the Provincial Policy Statement.

PART B - THE AMENDMENT

1. Details of the Amendment

The following new, or revised, policies and mapping constitute the amendment to the ROP:

1. Chapter 1 (“Introduction”) is deleted in its entirety and replaced with a new Chapter 1 (Introduction), included herein in Attachment ‘A’ **Chapter 1 - Introduction**
2. Chapter 2 (“Shaping Waterloo Region’s Urban Communities”) is deleted in its entirety and replaced with a new Chapter 2 (“Where and How to Grow”), included herein as Attachment ‘B’; **Chapter 2 - Where and How to Grow**
3. Section 3.A (“Range and Mix of Housing”) is deleted in its entirety and replaced with a new Section 3.A (“Range and Mix of Housing”), included herein as Attachment ‘C’; **Section 3.A - Housing Policies**
4. The Glossary of Terms is amended to add, or replace the definitions of terms included herein as Attachment ‘D’; **Glossary of Terms**
5. Map 1 (“Regional Context”) is deleted in its entirety and replaced with a new Map 1 (“Regional Structure”), included herein in Attachment ‘E’; **Map 1 - Regional Structure**
6. Map 2 (“Area Municipalities”) is deleted in its entirety and replaced with a new Map 2 (“Urban System”), included herein in Attachment ‘F’; **Map 2 - Urban System**
7. Map 3A (“Urban Area”), Map 3B (Woolwich Township Urban Areas, “Elmira & St. Jacobs”); Map 3C (“Township of Wilmot Township Urban Areas, Baden & New Hamburg”); Map 3D (“Township of Wellesley Township Urban Area, Wellesley”); and Map 3E (“Township of North Dumfries Township Urban Area, “Ayr”), are deleted in their entirety;
8. A new Map 3 (“Employment Areas”) is added to the ROP, included herein as Attachment ‘G’. **Map 3 - Employment Areas**
9. New Figures 1 to 17 are added to the ROP, included herein as **Attachment ‘H’**.

2. List of Attachments to the Amendment

- i) **Attachment ‘A’**: Chapter 1 – Introduction
- ii) **Attachment ‘B’**: Chapter 2 – Where and How to Grow
- iii) **Attachment ‘C’**: Section 3.A – Range and Mix of Housing
- iv) **Attachment ‘D’**: Revisions to Glossary of Terms

- v) **Attachment 'E':** Map 1 - Regional Structure
- vi) **Attachment 'F':** Map 2 – Urban System
- vii) **Attachment 'G'** Map 3 – Employment Areas
- viii) **Attachment 'H'** Figures 1 to 17

PART C – APPENDICES

APPENDIX 1: [Placeholder: Engage and Response Summary for Proposed ROP Amendment]

1. Introduction

Territorial Acknowledgement

We acknowledge that Waterloo Region, including the three cities and four townships, is located on the traditional territory of the Haudenosaunee, Anishnaabe and Neutral People. We recognize the enduring presence of the Indigenous peoples with whom we share this land today, their achievements and their contributions to the community. We value their traditional knowledge about how to live sustainably on this land that we share and will borrow from future generations.

As a community, we are committed to engage in the continuous learning, building of relationships, and actions required to work towards reconciliation.

1.1 Waterloo Region – A Growing Regional Community

With a population of just over 600,000 people, Waterloo Region is currently the fourth largest urban area in Ontario and tenth largest in Canada. It is home to seven vibrant and thriving area municipalities - the Cities of Cambridge, Kitchener, and Waterloo and the Townships of North Dumfries, Wellesley, Wilmot, and Woolwich (see Map insert). These communities provide a unique blend of vibrant urban centres and historic towns and villages, which collectively make the region a great place to live, work and play.

Waterloo Region is also one of the fastest growing urban areas in the Province, projected to grow to 923,000 people by 2051. Internationally known for its leading-edge technology and advanced manufacturing industries and post-secondary educational institutions, Waterloo Region has earned its reputation as a forward-thinking centre of influence for commerce, culture, and innovation. It currently has one of the world's most dynamic tech sectors.

The region is home to two outstanding universities – the University of Waterloo and Wilfrid Laurier University – and a top-ranked college – Conestoga College. These world-class institutions, together with several other internationally renowned research centres, are key to the region's strong culture of knowledge, innovation and creativity.

Located in the heart of the Grand River watershed, Waterloo Region is centered along the Grand River and its major tributaries. The lands have been shaped over time by glaciers and other natural forces, leaving a landscape of forests, wetlands and grasslands. The region's biodiversity includes many significant habitats that support diverse vegetation and wildlife. These valuable natural areas have sustained Indigenous peoples for over 12,000 years, and continue to provide many essential ecosystem services, including water storage and filtration, cleaner air, and support pollinators, and carbon storage. They also support the region's resilience and our ability to adapt to climate change.

Waterloo Region contains some of Ontario's most important and productive farmland. This land sustains a diverse agricultural sector, which supports local food production

and contributes to the strength of the regional economy. Protecting this farmland is essential for the long-term quality of life, economic vitality, and ecological integrity of the region.

Waterloo Region is also the largest community in Canada to rely primarily on local groundwater resources for its drinking water supply. Numerous municipal wells are located throughout the urban area where both local and regional recharge contribute to the sustainability of these groundwater resources. These resources are increasingly susceptible to changes in precipitation and extreme weather because of climate change, higher levels of impervious cover, and greater use of road salt and other de-icing agents in the winter. A clean and sustainable supply of water is essential to the existing and future health and prosperity of the region. This Plan provides for the long-term protection of the region's groundwater resources for future generations.

1.2 Regional Vision and Foundational Themes

Over the next 30 years, Waterloo Region will need to accommodate approximately 306,000 new residents and 168,000 new jobs. This Plan provides the framework for accommodating this growth in a manner that achieves the following vision adopted by Regional Council:

“Waterloo Region will be an inclusive, thriving, and sustainable region of connected urban and rural communities with global reach, fostering opportunities for current and future generations.”

This vision embraces the three foundational themes of social equity, a thriving community, and environmental sustainability as the cornerstones for the policies and future actions set out in this Plan. These three themes are fundamentally connected and must be achieved together. Seeing the connections between these three areas makes it possible to address problems in one area with holistic solutions that improve the other areas.

1.2.1 Building an Equitable Community

This Plan recognizes the inherent inequity and social injustice that many experience, and aims to improve and support the overall quality of life for all residents. Building an equitable community allows people of all ages, all abilities, and life experiences to thrive as full members of society, with a high quality of life and meaningful choices. An equitable community offers all residents access to high quality employment, goods, health care, education, recreation, mobility and other services to meet their needs. It also designs places where all residents, including children and youth, feel safe and have a sense of wellbeing and belonging. It also provides *infrastructure* and community services that significantly improve the wellbeing of, and minimize negative impacts on, marginalized groups.

The policies in this Plan strive to build communities where every person feels safe, valued, and cared for. The policies around planning processes seek to end systemic racism and facilitate equity and social justice by working towards reconciliation, anti-racism, anti-oppression, and systemic change through engagement with affected residents to create a better community for all.

A key aspect of creating a more equitable region involves planning to provide for a diverse range and mix of housing options, including *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. In recent years, housing affordability has become a serious concern for more households across the region, particularly for those with low to moderate incomes. Some segments of the population, including seniors, Indigenous peoples, persons with disabilities, victims of domestic violence and new Canadians, face multiple challenges in finding and securing appropriate, affordable housing in our community.

This Plan seeks to increase housing choice through a broad set of policies that support the construction of a range and mix of housing, including *affordable* and “*missing middle*” housing. Taken together, these policies recognize that access to high quality, *affordable* housing is fundamental to improving social equity, and to the health and wellbeing of all residents. It also helps foster relationships and opportunities in communities, limits chronic stress, and allows families to support positive child development.

1.2.2 Building a Thriving Community

Building a thriving community means creating more compact, vibrant places where residents enjoy a high standard of living and an exceptional quality of life. It is a community where people want to live and are proud to call their home. It exhibits a unique sense of place and conserves its rich history and cultural heritage, while also embracing innovation, change and an increasingly diverse population. Residents have easy access to food, shelter, education, health care, and a variety of public parks and open spaces, and opportunities for recreation and entertainment. Buildings incorporate the highest urban design and green development standards that foster social connections, minimize energy use, and reduce greenhouse gas emissions.

Achieving a thriving community also means supporting and investing in Waterloo Region’s three Urban Growth Centres, and the smaller Township Urban Growth Centres. Investing in these areas will help ensure their continued growth and revitalization as community focal points, and locations for public institutions, community services, and for the arts, music and other cultural activities. Whether urban or rural, thriving communities promote public health and individual well-being. They are supported by modern, well-maintained, sustainable, and resilient *infrastructure* that are adaptive to the *impacts of a changing climate*.

A foundation of a thriving community is a strong, diverse and competitive economic base. The policies in this Plan seek to strengthen the region's economy by supporting its traditional manufacturing and emerging knowledge-based sectors. They also ensure that the region maintains a suitable employment land base in strategic locations to enable local businesses to grow and flourish, and leverage partnerships to attract and retain talent.

Supporting a thriving community also requires a strong commitment to fiscal responsibility. The Region and its area municipalities can achieve significant cost savings by ensuring that existing *infrastructure* is optimized before new *infrastructure* is built, and by considering the full life cycle costs of any required new *infrastructure*. This principle is integrated into the policies of this Plan and applies to all forms of *infrastructure*.

1.2.3 Building a Sustainable Community

A sustainable region accommodates growth while sustaining a robust and diverse natural environment and protecting water resources, is resilient to the *impacts of a changing climate*, and meets its minimal energy needs without using fossil fuels. A sustainable region stewards the natural environment by maintaining, enhancing, and restoring biodiversity and local ecosystem health. It also has a strong culture of conservation to protect, enhance and wisely use the valuable natural resources for current and future generations.

Building a sustainable community also means protecting the region's productive farmland, which is a finite, non-renewable resource. As providers of fresh locally grown food, area farmers play an important role in the health and food security of the community. This Plan provides for the protection of the region's *prime agricultural areas*. Protecting these areas will support the long-term viability of the agricultural sector as the region grows.

A sustainable region also proactively builds resiliency by protecting people, wildlife, nature, and property from increases in heat, precipitation, and extreme weather that result from human-caused greenhouse gases in the atmosphere. A sustainable region is efficient and produces clean energy locally, and meets energy needs without using fossil fuels. It is a region comprised of *15-minute neighbourhoods* that are compact, vibrant, and where people can meet their daily needs within a 15-minute trip by *walking, cycling, and rolling*.

This Plan's vision for sustainability is also reflected through policies that aim to provide a full range of mobility options for people of all ages and abilities at all times of year, with a comprehensive network of safe, seamless *infrastructure* for active modes of transportation. A sustainable region has addressed its reliance on automobiles for local travel, and most trips are made by *walking, cycling, and rolling*. For trips that cannot be taken using low energy and active modes of transportation, zero-emission vehicles are used, supported by convenient charging and refuelling infrastructure.

1.3 Purpose of the Regional Official Plan

The Regional Official Plan sets out Waterloo Region's framework for growth and development to the year 2051. It seeks to implement Regional Council's long-term vision for an inclusive, thriving, and sustainable community. It contains the policies to help guide decision-making on the environment and climate action, land use planning, *infrastructure* investments, economic development, and many other important issues. Under the Provincial Planning Act, all future *infrastructure* and land use planning decisions made by the Region and its seven area municipalities must conform to the policies in this Plan.

This Plan will help prepare Waterloo Region for the challenges and opportunities that the future will bring. It provides clear direction for how and where the community will grow and change, while protecting its valuable assets for future generations – the Grand River and its major tributaries, the critical groundwater sources, diverse natural areas, productive agricultural lands, and unique *cultural heritage resources*. This approach to growth supports sustainability and a culture of conservation, and ensures Waterloo Region grows in a way that supports economic prosperity, protects the environment, and helps maintain a high quality of life for everyone.

The policies in this Plan recognize that land use planning in Waterloo Region is a shared responsibility between the Region and its area municipalities. Citizens are best served by effective partnerships and collaboration between the Region and its seven area municipalities. Through the policies of this Plan, the Region will collaborate with the area municipalities to coordinate the more detailed planning through implementation of area municipal official plans.

The Plan has been prepared pursuant to the Planning Act and other relevant provincial legislation.

1.4 Approach to Preparing the Plan

1.4.1 Building on Past Successes

In 2003, Regional Council adopted a Regional Growth Management Strategy (RGMS) to manage the significant population and employment growth pressures facing the region two decades ago. Built on a vision for a sustainable and liveable regional community, the RGMS advanced a more balanced approach to growth management that fundamentally changed the way planning would occur within the region. Two of the most innovative policy directions from the RGMS that have been successfully implemented include the establishment of the Countryside Line, and the construction of the Stage 1 ION light rail transit system, which was launched in June 2019.

The policies in this Plan seek to build on these and other past successes, to further enhance the planning framework for where and how the region will grow to 2051.

1.4.2 Supporting Indigenous Relationships and Reconciliation

Since the adoption of the 2015 Regional Official Plan, the Region has made a commitment to reconciliation with Indigenous peoples. The Region acknowledges that First Nations, Métis and Inuit have Aboriginal and treaty rights under Section 35 of the Constitution Act, 1982. Indigenous peoples have a unique relationship with the land and its resources and traditional knowledge. This historical relationship helps inform the planning decisions being made today.

The Region recognizes its responsibility to consult and engage with First Nations, Métis and Inuit on planning matters that may affect their rights and interests, and the unique role that Indigenous peoples have had and will continue to have in the growth and development of this region.

Looking ahead, the Region will continue to work to build constructive and cooperative relationships, share knowledge and build understanding, and seeks ways to work together in coordinated or in parallel ways.

1.4.3 Realizing Transformational Climate Action

Climate change is a global problem with local causes and local solutions. Since the adoption of the 2015 Regional Official Plan, the Region has committed to transformational climate action through several key decisions, specifically:

- Setting a long-term community greenhouse gas reduction target of 80 percent by the year 2050;
- Declaring a climate emergency;
- Collaboratively creating and endorsing the TransformWR community climate action strategy, through the ClimateActionWR collaboration between the Region, the area municipalities, and local community organizations; and
- Creating the Climate Change Policy Direction Paper as part of the Regional Official Plan Review, to outline the land use planning changes needed to change how we move, how we live and work, and how we build.

The 2051 planning horizon of this Plan covers the three most critical decades of Waterloo Region's energy transition, during which it will implement the TransformWR strategy to transition the community off fossil fuels. This will occur by transforming our community to use less energy and use clean energy, while building an equitable, prosperous, resilient low-carbon community.

This Plan recognizes that land use planning plays a key role in addressing climate change, and in achieving transformational change. Planning for long-term, sustainable growth and development is essential, since decisions about *infrastructure* and land uses directly affect our energy use that creates greenhouse gas emissions and our vulnerability to the *impacts of a changing climate* for centuries to come. As a result, this

Plan represents a key document for laying the groundwork for local action on climate change.

1.4.4 Implementing Provincial Policy Directions

This Plan implements the policy directions set out in the Provincial Policy Statement (2020), and all relevant Provincial Plans including the Growth Plan for the Greater Golden Horseshoe Area (2019), and the Greenbelt Plan (2017). The key Provincial policy directions implemented in this Plan include:

- accommodating Waterloo Region’s forecasted population and employment growth to the 2051 planning horizon;
- establishing a hierarchy of urban areas, and of supporting nodes and corridors within them, including Urban Growth Centres, Major Transit Station Areas, Regional Intensification Corridors, and other Local Centres and Intensification Corridors;
- integrating climate change considerations into planning and managing growth;
- setting a region-wide intensification target that requires a minimum of 61 percent of new residential development occur annually within the *delineated built-up area*;
- adopting an *intensification*-first approach to development and community-building;
- building *15-minute neighbourhoods* with convenient access to a broad mix of uses;
- prioritizing *walking, cycling, and rolling*, or taking transit over automobile trips;
- identifying and protecting *employment areas*;
- requiring a phased approach to accommodating growth in *designated greenfield areas*; and,
- protecting natural areas, including the Grand River and its tributaries.

This Plan includes a comprehensive set of policies in each Chapter that are consistent with the Provincial Policy Statement and conform to Provincial Plans.

1.5 Guiding Principles

The policies of this Plan regarding how land is developed, how *infrastructure* investments are made, and how resources are managed and protected are based on the following key principles:

- Support the achievement of *15-minute neighbourhoods* designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime;
- Consider the wellbeing and belonging of all residents, including children and youth, and work towards only making investments that benefit everyone;

- Prioritize *intensification* and higher densities in *strategic growth areas* to make efficient use of land and *infrastructure* and prioritize *walking, cycling, and rolling*, and taking transit over automobile trips;
- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors;
- Support a range and mix of housing options, including *additional residential units*, and *affordable* and “*missing middle*” housing, to serve all sizes, incomes, and ages of households in all residential areas;
- Improve the integration of land use planning with planning and investment in *infrastructure* and *public service facilities*, including integrated service delivery through community hubs, by all levels of government;
- Protect and enhance natural heritage areas, including the Grand River and its tributaries, hydrologic, drinking water and landform systems, features, and functions;
- Support and enhance the long-term viability and productivity of agriculture by protecting *prime agricultural areas* and the *agri-food network*;
- Conserve and promote *cultural heritage resources* to support the social, economic, and cultural well-being of all communities, including Indigenous peoples;
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

1.6 Overview of Regional Planning Framework

The policies in this Plan establish a broad regional structure to provide the long-term framework for where and how the region will grow to 2051, and how to implement Regional Council’s vision for an inclusive, thriving, and sustainable Waterloo Region. This regional structure (shown on Map 1) consists of four broad components, which are further detailed in the chapters of this Plan:

1.6.1 The Urban System

The Region’s Urban System is composed of a hierarchy of urban areas, and of the *strategic growth areas* within and supporting these urban areas, planned to accommodate the majority of the Region’s population and employment growth to 2051. This hierarchy is structured around four broad elements:

- Urban Areas;
- Urban Growth Centres;
- Regional Intensification Corridors; and,

- Township Urban Areas.

Each of these areas vary in size, diversity of uses, intensity of development, and their planned role in accommodating forecasted growth within each of the Region's seven area municipalities. Taken together, the Urban System outlined in this Plan provides the foundational framework to guide and prioritize the Region's infrastructure investments and planning policies to support its growth forecast to 2051 and beyond.

1.6.2 The Agricultural System

The Region's *Agricultural System* includes a group of two interconnected policy components: the agricultural land base, consisting of *prime agricultural areas* and *rural lands* that together create a continuous, productive land base for agriculture, and an *agri-food network* that includes *infrastructure*, services and assets important to the viability of Waterloo Region's agri-food sector. The *Agricultural System* is connected both functionally and economically to the broader agricultural land base and agri-food sector beyond the boundaries of the region. This Plan seeks to enhance the long-term viability of agriculture by maintaining the geographic continuity of the agricultural land base, and supporting the economic connections to the *agri-food network*.

The Region's *Agricultural System* is also supported by a series of smaller *rural settlement areas* and rural employment areas generally serviced by *partial services* or by *individual on-site sewage services* and *individual on-site water services*. These areas provide a variety of cultural and economic opportunities that serve the needs of rural residents and area businesses. Although these areas are not required to accommodate forecasted growth, the policies of this Plan support the continued vitality and regeneration of these areas.

1.6.3 The Protected Countryside

The Protected Countryside identifies a continuous band of productive agricultural lands and valuable *environmentally sensitive landscapes* surrounding the north, west and south sides of the Urban Area designation. Lands within this area contain a large concentration of *prime agricultural areas* and *key natural heritage features*, such as *woodlands*, *wetlands*, streams and portions of the Grand River Valley that provide habitat for a range of plants and wildlife. These features and areas collectively provide essential ecosystem services that increase our resilience to climate change.

The Protected Countryside also contains several groundwater recharge areas including portions of the Waterloo and Paris-Galt Moraines, which sustain some of the richest sources of groundwater in the Grand River watershed and account for most of the region's water supply. The Protected Countryside policies aim to protect these valuable assets permanently from urban development, while providing for the continued use of the lands for agriculture, environmental and other appropriate rural uses.

1.6.4 The Countryside Line

As shown on Map 1, this Plan delineates a Countryside Line around portions of the Urban Area and Township Urban Areas across the area municipalities. The Countryside Line represents the long-term growth boundary between the existing Urban Area and Township Urban Area boundaries and the countryside. If required, any future expansions of the Urban Area and Township Urban Area boundaries must be within the Countryside Line. Where the Countryside Line coincides with the Protected Countryside, the Countryside Line will be considered a permanent boundary.

1.7 Guide to Reading the Plan

This Plan consists of policies, schedules, definitions, and figures. It also includes non-policy contextual commentary at the start of each chapter and subsection to provide background and describe the purpose of the policies.

The Plan is to be read in its entirety and the relevant policies are to be applied to each situation. The language of each policy, including the implementation policies in Chapter 10, will assist decision-makers in understanding how the policies are to be interpreted and implemented. While some policies refer to other policies for ease of use, these cross references do not take away from the need to read the Plan as a whole. The order in which the policies appear is not intended to imply any policy priority.

Policies in this Plan that use the word “will” express a mandatory course of action. Where the words “encourage” or “may” are used in a policy, the Region requires consideration be given to the policy, but not necessarily compliance in all instances. Such policies provide direction and support for achieving the vision of an inclusive, thriving and sustainable Waterloo Region. None of the policies are intended to formally commit Regional Council to provide funding for their implementation. Funding decisions will be made by Regional Council on a case-by-case basis.

Italicized terms in this Plan are defined in the Glossary. Defined terms are intended to capture both the singular and plural of forms of these terms. For non-italicized terms, the normal meaning of the word applies.

Where the term “Region” is used, it refers to the Corporation of the Regional Municipality of Waterloo. Where the term “region” is used, it refers to the geographic area comprising Waterloo Region.

The horizon for land use planning in this Plan is 2051. While certain policies have specific target dates, the goals and policies of this Plan are intended to be achieved within the horizon of this Plan. In applying the policies of this Plan, decision-makers should also recognize that the results of any given planning decision could often have a lasting effect on the region. As a result, decision-makers should consider the effect of their planning decisions in the context of a period well beyond 30 years.

2. Where and How to Grow

This Chapter establishes an urban system that provides the long-term framework for where and how the Region's cities and townships will accommodate new growth to 2051. This system is composed of a hierarchy of urban areas planned to accommodate various levels of *intensification* and densities of development. Within some *delineated built-up areas*, growth will be accommodated with more intense growth and development with a mix of medium and high density built forms. In the remaining areas, growth will be accommodated with *gentle density* and other context sensitive *intensification* in the form of infill and *additional residential units*. In *designated greenfield areas* and *employment areas*, new development will be planned to meet or exceed the minimum density targets outlined in this Chapter.

A key objective of this Chapter is to accommodate forecasted growth by building *15-minute neighbourhoods*. These are compact, well-connected places where people can meet their daily needs for goods, services, and employment within a 15-minute trip from home by *walking, cycling, and rolling*, and where other needs can be met by using direct, frequent, and convenient transit. For neighborhoods to function in this way, they need to be designed with a diverse mix of land uses and provide a full range of housing to accommodate a range of incomes and household sizes. They also require development densities with enough people living and working in the area to support a broad range of services.

Building *15-minute neighbourhoods* supports several important community-building objectives. They promote individual health and well-being by providing an opportunity for people to be physically active on a regular basis, throughout their day. They provide access to high quality public parks and urban greenlands, and opportunities for recreation. They also provide greater access to local, healthy and affordable food by providing good access to local grocery stores and community gardens.

From a climate change perspective, *15-minute neighbourhoods* provide an important foundation for achieving transformational climate action. More compact and well-connected urban areas reduce the energy our community needs for transportation and the greenhouse gas emissions associated with them, by minimizing the need for automobile travel, and allowing goods to be moved more efficiently. They also provide a better balance of jobs and housing in local communities across the region, helping to reduce the need for long distance commuting. Taken together, *15-minute neighbourhoods* reduce greenhouse gas emissions, decrease air pollution, and support the region's transition off fossil fuels.

Community-building must serve and benefit all residents of the region in ways that will build a just and equitable community. In an equitable community, every resident knows they belong and can thrive, grow and fully contribute. Such a community expands opportunities to those most in need of them, regardless of age, race, abilities, income, gender, religion, or sexual orientation. For example, building communities in a manner that prioritizes *walking, cycling, and rolling*, and taking transit provides high quality,

affordable mobility for all persons. While this is important for everyone, it is especially important for those who do not have access to an automobile, who are too young or old to drive, who have disabilities that prevent them from driving, or who would otherwise have to choose between paying for an automobile and meeting their basic needs. This approach promotes social equity because full participation in the community and access to employment, services, and recreation does not depend on owning or having access to a personal automobile, and the overall cost of living is reduced.

A fundamental principle of the Regional urban system policies is to better integrate land use and transportation planning decisions in the cities and townships. Communities that focus on moving people and goods primarily by trucks and automobiles generally create a dispersed, auto-oriented built form, while making them reliant on high-energy use and vulnerable to high costs and supply shocks. By contrast, communities that focus on growth and development around an efficient mobility network of sidewalks, cycling paths and transit routes use less energy for transportation and create a more *compact built form* and vibrant *public realm*. The policies in this Chapter seek to implement this important principle and promote the development of communities that are equitable, thriving and sustainable.

Objectives:

- Build vibrant *15-minute neighbourhoods* with a broad mix of land uses where people can meet their daily needs for goods, services, and employment within a 15-minute trip by *walking, cycling, and rolling*, and where other needs can be met by taking direct, frequent, and convenient transit;
- Promote an *intensification*-first approach to development and community-building that focuses on making better use of existing *infrastructure* and *public service facilities*, and on protecting the region's valuable water, agricultural and natural heritage systems;
- Advance transformational climate action by supporting a more energy-efficient, *compact built form* that will enable a modal shift to most trips being made by *walking, cycling, and rolling*;
- Mitigate and adapt to climate change, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability;
- Integrate and respect Indigenous values, history and cultures in planning for growth and change through respect, trust, and meaningful dialogue;
- Plan in a manner that improves social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;

- Strive to prioritize the voices of children and youth when making decisions around regional investments and operations; and,
- Conserve and promote *cultural heritage resources* to support the social, economic, and cultural well-being of all communities, including First Nations, Métis, Inuit, and other local Indigenous peoples.

2.A Managing Population and Employment Growth

Waterloo Region is among the fastest growing communities in Canada. According to the growth forecasts in the Growth Plan for the Greater Golden Horseshoe, Waterloo Region is forecast to grow to 923,000 people and 470,000 jobs by 2051. This represents an increase of about 50 percent and 56 percent respectively between 2021 and 2051. This high growth rate is an indication of the region's strong economic outlook, excellent quality of life and exceptional academic ecosystem that includes world-renowned post-secondary institutions. It also reflects the region's close economic ties to the Greater Golden Horseshoe, which remains an economic powerhouse for Ontario and Canada.

With an aging population, most of the region's future population and employment growth will occur through net migration. Over the forecast period, net migration to the region may account for about 75 percent of total population growth. By 2051, a significant share of new residents to the region will have been born outside Canada, further enhancing the vibrancy and cultural diversity of the community.

The region is also home to many people who identify as Indigenous. These Indigenous peoples form an important part of the community's rich cultural tapestry and unique heritage. This Plan embraces the region's diversity as a source of strength and seeks to build communities in a way that fosters listening, communication and meaningful relationships with Indigenous people.

Over the next 30 years, the demographic composition of the region's households will continue to evolve and change, with an increasing trend toward smaller, more non-family households, especially those composed of the young and the elderly who are increasingly living alone, and a growing share of non-permanent residents. These demographic changes and associated shifting housing needs will require the construction of a diverse range and mix of housing to serve all sizes, incomes, and ages of households.

The policies in this Plan also ensure that the pace, scale and phasing of future development is aligned with the timing of infrastructure delivery in a fiscally sustainable manner, particularly as new greenfield communities are developed.

Objective:

- Manage future population and employment growth by integrating land use planning with planning and investment in *infrastructure* and *public service facilities*, including service delivery through community hubs.
- Integrate climate change considerations into planning and managing growth, including planning for more resilient communities and *infrastructure*, and environmentally sustainable communities by advancing the community's energy transition off fossil fuels and reducing greenhouse gas emissions.

**Table 1:
Regional Population and Employment Forecasts**

| | Population | | Employment | |
|----------------|------------|---------|------------|---------|
| | 2021 | 2051 | 2021 | 2051 |
| Cambridge | 146,000 | 214,900 | 77,900 | 120,700 |
| Kitchener | 269,100 | 409,200 | 111,000 | 170,500 |
| North Dumfries | 11,300 | 19,600 | 7,000 | 12,200 |
| Waterloo | 127,300 | 185,000 | 74,800 | 114,900 |
| Wellesley | 11,900 | 13,600 | 5,500 | 6,600 |
| Wilmot | 22,700 | 29,500 | 8,600 | 12,200 |
| Woolwich | 28,700 | 51,200 | 17,300 | 33,000 |
| Region | 617,000 | 923,000 | 302,000 | 470,000 |

Notes

1. Population figures in this table show census-based population plus four percent under coverage. As such, it does not include university and college students who temporarily reside in the Region (either in student residences or other accommodation) to study at post-secondary institutions.
2. All population and employment in this table represent mid-year figures.
 - 2.A.1 The Region and the area municipalities will use the population and employment forecasts in Table 1 as the basis for planning and managing growth to 2051, including determining future transportation requirements, calculating *municipal water and wastewater systems* servicing needs, and planning for the delivery of a wide variety of *public service facilities* and programs.
 - 2.A.2 Notwithstanding Policy 2.A.1, the Region and the area municipalities may undertake integrated planning for *infrastructure* and *public service facilities*

beyond the horizon of this Plan, provided that planning for *infrastructure* will not predetermine the form, pattern, or extent of an Urban Area or Township Urban Area boundary expansions.

2.A.3 The Region and the area municipalities will allocate the forecasted growth in Table 1 based on the following:

- (a) the vast majority of growth will be directed to the key structural components of the Regional urban system described in Section 2.B;
- (b) growth will be limited in *rural settlement areas* in accordance with the policies of Chapter 6;
- (c) development will be generally directed away from *hazardous lands* in accordance with the policies of Chapter 7; and
- (d) the establishment of new *settlement areas* is prohibited.

2.A.4 The Region and the area municipalities will undertake integrated planning to phase and coordinate the forecasted growth in Table 1, which will:

- (a) implement the Regional urban system in accordance with the policies in Section 2.B;
- (b) address climate change considerations, including planning for more environmentally sustainable, resilient communities and *infrastructure* by advancing the community's energy transition off fossil fuels and reducing greenhouse gas emissions;
- (c) be supported by planning for *infrastructure* and *public service facilities* by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term in accordance with the policies in Chapter 5;
- (d) provide direction for an urban form that will optimize *infrastructure*, particularly along the ION light rail transit and other transportation corridors, to support the achievement of *15-minute neighbourhoods* through a more *compact built form* in accordance with all the applicable policies of this Plan;
- (e) achieve the environmental, agricultural, and source water protection and conservation objectives of this Plan in accordance with the policies in Chapters 6, 7, and 8; and

- (f) be implemented through capital budgets, master plans, area municipal official plan policies and designations, secondary plans, and updated zoning by-laws, and other supporting documents.
- 2.A.5 Area municipalities will not restrict the amount or timing of development in an Urban Area or Township Urban Area on the basis that the growth forecasts in Table 1 could be exceeded, provided that integrated planning for *infrastructure* and *public service facilities* would ensure that any proposed developments would not exceed existing or planned capacity.
- 2.A.6 The Region, in collaboration with the area municipalities, will review the population and employment forecasts contained in Table 1 at least once every five years, or in conjunction with any reviews undertaken by the Province. If necessary, any revisions to these forecasts, including area municipal allocations, will require an amendment to this Plan as part of a *municipal comprehensive review*.

2.B Urban System

The urban system provides the foundational framework for where and how the Region's cities and townships will accommodate their forecasted population and employment growth to 2051. This system consists of a hierarchy of urban areas, and of supporting nodes and corridors within them, linked together by an integrated, *multimodal* transportation system that prioritizes *walking, cycling, and rolling*, and taking transit over automobile trips. The urban system consists of seven key structural components: the Urban Area; Urban Growth Centres; Major Transit Station Areas; Regional Intensification Corridors; Local Centres and Intensification Corridors; Township Urban Areas, and Township Urban Growth Centres.

This section establishes the policies for directing growth and development within the key structural components of the Region's urban system. It also sets out the role of each element in accommodating forecasted growth, and provides direction for a more *compact built form* that will enable the region's energy transition off fossil fuels, optimize *infrastructure*, particularly along transit and transportation corridors to support the achievement of equitable, thriving and sustainable communities.

In addition to these structural components, development in the urban system is further guided by three interrelated land use policy areas: *delineated built-up areas*; *designated greenfield areas*; and *employment areas*. These policy areas provide additional direction for new development within those specific areas.

Over 60 percent of the region's new residential growth will occur within the *delineated built-up areas* of the cities and townships through *intensification*. Much of this growth will be directed to a series of *strategic growth areas* serviced by transit, and the balance will occur in existing neighbourhoods through *gentle density* and a broader range of *missing middle* housing options.

Urban Growth Centres and Major Transit Station Areas located along Regional Intensification Corridors will prioritize *intensification* and higher densities to make efficient use of land and *infrastructure* and support transit viability. Over time, these areas will gradually connect to and support a broader network of Local Centres and Intensification Corridors, and Township Urban Growth Centres to create a continuous and seamless mobility network focused on *walking, cycling, and rolling*, and transit. All of these growth areas will make better use of land and *infrastructure*, and help transition Waterloo Region into an energy-efficient, low-carbon community.

Although most of the Region's future growth will occur in *delineated built-up areas* through *intensification*, some new development will also be accommodated within *designated greenfield areas*. Future development in both of these policy areas will contribute to the creation of *15-minute neighbourhoods* with a broad mix of land uses where people can meet their daily needs for goods, services, and employment within a 15-minute trip by *walking, cycling, and rolling*, and where other needs can be met by using direct, frequent, and convenient transit.

Maintaining a balanced supply of employment lands is fundamental to the region's future business growth and economic prosperity. Accordingly, this Chapter designates a number of *employment areas* throughout the region and contains policies protecting them for employment uses over the long-term.

Implementing the policies of this Section will provide clarity and greater certainty as to where and how future development should occur.

Objective:

- Support the development of an efficient and sustainable urban system based on a hierarchy of urban areas, and of supporting nodes and corridors within them, linked together by an integrated, *multimodal* transportation system that prioritizes *walking, cycling and rolling*, and taking transit over automobile trips.

2.B.1 Urban System Policies

2.B.1.1 The Region and the area municipalities will direct the majority of the forecasted population and employment growth in Table 1 to the following key structural components of the Regional urban system:

- (a) the Urban Area and Township Urban Areas as shown on Map 1;
- (b) *strategic growth areas* as shown on Map 2, where the highest levels of growth and development will generally be directed based on the following hierarchy;

- (i) Downtown Cambridge, Downtown Kitchener, and Uptown Waterloo Urban Growth Centres;
 - (ii) Major Transit Station Areas;
 - (iii) Regional Intensification Corridors;
 - (iv) Local Centres and Intensification Corridors; and
 - (v) Township Urban Growth Centres.
- (c) *delineated built-up areas* as shown on Map 2 outside of *strategic growth areas* through *gentle density* and a broader range of *missing middle housing* options;
- (d) *designated greenfield areas* as shown on Map 2; and
- (e) *employment areas* as shown on Map 3.

2.B.1.2 Area municipalities will develop a High Performance Development Standard to be applied to applications for *site plan* approval and plans of subdivision to address climate change mitigation and energy performance consistent with the following minimum criteria:

- (a) a tiered approach with a mix of mandatory and voluntary energy performance measures that would be secured during *site plan* and plan of subdivision application approval processes, with the use of plans, reports and agreements;
- (b) a requirement for the submission of an Energy Modelling Report as part of the submission package for applications for *site plan* approval or plans of condominium proposing larger buildings. The Energy Modelling Report will be based on hourly energy usage, and will identify the energy conservation measures proposed and any applicable assumptions made in modeling the energy performance of the building; and
- (c) where an application for *site plan* approval is within an approved secondary plan area, plan of subdivision, or vacant land plan of condominium with an associated Neighbourhood Energy Plan, the Energy Modeling Report required in subsection (b) will reference and be consistent with the Neighbourhood Energy Plan.

2.B.1.3 Area municipalities will require proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or *site plan* to be supported by the following supporting plans:

- (a) a Mobility Plan demonstrating how the neighborhood will be built to accommodate the long-term modal shift to most trips being made by

walking, cycling, and rolling, and to enable the provision of frequent, direct, and convenient transit service; and

- (b) a Neighbourhood Energy Plan, which will include consideration of energy generation, distribution, and storage.

2.C Urban Area

The Urban Area designation broadly identifies where the majority of the region's future growth will occur. This designation contains the *infrastructure capacity* and *public service facilities* to support major growth, including an extensive *multimodal* transportation system, modern and well-maintained *municipal water and wastewater systems*, and a broad range of social and public health services. It is also well-served by the existing Regional transit system, which is intended to be further enhanced through future expansions of the ION light rail transit system and ongoing improvements to the region's mobility networks focused on *walking, cycling, and rolling*.

For all these reasons, lands within the Urban Area have the greatest potential and capacity to accommodate growth, and serve as the primary focal areas for investment in *public service facilities*, as well as commercial, recreational, cultural and entertainment uses.

Objectives:

- Maintain the Countryside Line to contain and direct long-term urban growth, and protect valuable natural features and areas and agricultural lands;
- Achieve *transit-supportive* development and *15-minute neighbourhoods* throughout the Urban Area with a diverse mix of land uses, housing types and open spaces in proximity to each other; and
- Support the development of a vibrant Urban Area characterized by more compact development patterns that support climate change mitigation and adaptation, and provide a diversity of opportunities for living, working, recreation and entertainment.
 - Achieve *net-zero operational carbon* performance for all new buildings, while minimizing *embodied carbon* and building energy needs, supporting the energy transition off fossil fuels, and increasing the overall energy resiliency in the community.

2.C.1 The Countryside Line

2.C.1.1 The Countryside Line is designated as shown on Maps 1 and 7. The Countryside Line represents the long-term urban growth boundary between

the existing Urban Area and Township Urban Areas and the Countryside, if an urban boundary expansion is justified in accordance with Policies 2.C.3.1 and 2.C.3.4. Where the Countryside Line coincides with the Protected Countryside designation shown on Maps 1 and 7, the Countryside Line will be considered a permanent boundary.

- 2.C.1.2 The Townships of North Dumfries, Wellesley, Wilmot and Woolwich may propose a one-time adjustment of the boundaries of their respective Countryside Line applicable to a Township Urban Area, to be implemented through a further amendment to this Plan, provided that the adjustment:
- (a) takes into consideration existing property configurations, patterns of existing land use, natural and constructed features, and will not extend or promote strip development;
 - (b) results in a net decrease or equivalent amount of land remaining within the Countryside Line; and
 - (c) would support long-term development on lands more efficiently and cost-effectively compared to the lands to be removed from the Countryside Line, and that the adjustment will better support the Regional urban system described in this Plan.
- 2.C.1.3 Area municipalities, in collaboration with the Region, may identify the municipality's preferred priority locations for future growth and development within the Countryside Line. The intent of this policy is to provide strategic guidance for the sequencing of long-term growth and development of lands within the Countryside Line, to be taken into consideration if an urban expansion is justified for the affected area municipality as part of the next *municipal comprehensive review* of this Plan.

2.C.2 Urban Area Policies

- 2.C.2.1 The Urban Area is designated as shown on Map 1. This designation contains the primary urban areas of the Cities of Cambridge, Kitchener and Waterloo, and also extends into portions of the Township of Woolwich. The lands included within this designation are intended to accommodate the largest share, almost 90 percent, of the Region's population and employment growth within the planning horizon of this Plan, and will be planned and developed in accordance with the policies of this Chapter and other applicable policies in this Plan.
- 2.C.2.2 Area municipalities will develop official plan policies and implementing zoning by-laws, and other planning documents or programs to ensure that development occurring within the Urban Area is planned and developed in a manner that:

- (a) implements the Regional urban system described in this Plan;
- (b) advances the community's transition into an energy-efficient, resilient, low-carbon community by:
 - (i) promoting a more *compact built form* that enables a modal shift to most trips being made by *walking, cycling, and rolling*;
 - (ii) contributing to the creation of *15-minute neighbourhoods*;
 - (iii) reducing air pollution and achieving the greenhouse gas emission reduction targets of this Plan;
 - (iv) improving resilience to extreme heat, increased precipitation, increased frequency of extreme weather events and other impacts of a changing climate;
 - (v) integrating *green infrastructure* and appropriate *low impact development*;
 - (vi) promoting building designs and orientations that maximize renewable energy generation and conservation, including the use of *alternative and/or renewable energy systems*, and the creation of *net-zero operational carbon* buildings;
 - (vii) ensuring that any new development requiring *site plan* or *plan of subdivision* approval under the Planning Act meets the requirements of the area municipality's High Performance Development Standards adopted in accordance with Policy 2.B.1.2 of this Plan;
 - (viii) maximizing tree canopy for shaded areas and community greening within *delineated built-up areas* and *designated greenfield areas*; and
 - (ix) supporting, and, where enabled, requiring all new buildings to be built to achieve *net-zero operational carbon*, and to implement measures to minimize *embodied carbon* and building energy needs, support the energy transition off fossil fuels, and increase energy resiliency;
- (c) is serviced by a *municipal water and wastewater system*, except where specified in accordance with Policy 2.J.8;

- (d) protects the natural environment, including the Grand River and its tributaries, and surface water and groundwater resources in accordance with the policies in Chapter 7 and 8;
- (e) provides a diverse range and mix of housing options, including *additional residential units* and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes, in accordance with all the applicable policies of this Plan;
- (f) conserves *cultural heritage resources* and supports the adaptive reuse of *built heritage resources* in accordance with the policies in Chapter 3;
- (g) avoids development and land use patterns that may pose a risk to public health, safety and the environment;
- (h) improves accessibility for persons of all ages and abilities and at all times of year by addressing built form barriers which restrict their full participation in society;
- (i) ensures the development of high quality urban form through site design and urban design standards that create an attractive and vibrant *public realm*;
- (k) considers the wellbeing and belonging of all children and youth; and
- (j) expands residents' convenient access to:
 - (i) a range of transportation options, including to a mobility network that is safe, comfortable and convenient for *walking, cycling, and rolling* for people of all ages and abilities and at all times of year;
 - (ii) *public service facilities*, co-located and integrated in community hubs;
 - (iii) an appropriate supply of safe, publicly-accessible urban greenlands, open spaces, parks, trails, and other opportunities for recreation in accordance with the policies in Chapter 3; and
 - (iv) healthy, local, and affordable food options in neighbourhoods, supported through urban agriculture and a thriving food system built on local farming, and food production and processing that feeds much of the community in accordance with the policies in Chapter 3;

2.C.3 Expansions and Adjustments to the Urban Area

2.C.3.1 Expansions to the Urban Area boundary may only occur through a *municipal comprehensive review* of this Plan and are only permitted onto lands located within the Countryside Line as shown on Maps 1 and 7, where it is demonstrated that:

- (a) based on the minimum *intensification* and density targets in this Plan and a land needs assessment undertaken in accordance with the Provincial methodology, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan are not available through *intensification* and in the *designated greenfield area*:
 - i) within the Region, and
 - ii) within the applicable area municipality;
- (b) the proposed expansion will make available sufficient lands not exceeding the horizon of this Plan, based on the analysis provided for in Policy 2.C.3.1 (a), while minimizing land consumption; and
- (c) the timing of the proposed expansion and the phasing of development within the *designated greenfield area* will not adversely affect the achievement of the minimum *intensification* and density targets in this Plan, as well as the other policies of this Plan.

2.C.3.2 The Region, in collaboration with the area municipalities, will determine the feasibility and location of an Urban Area boundary expansion justified through Policy 2.C.3.1 based on the comprehensive application of all of the policies in this Plan, including the following:

- (a) there is sufficient capacity in existing or planned *infrastructure* and *public service facilities*;
- (b) the *infrastructure* and *public service facilities* needed would be environmentally sustainable and financially viable over the full life cycle of these assets, and the additional facilities would improve the efficiency of Regional and/or area municipal *infrastructure* as a whole;
- (c) the proposed expansion would be informed by applicable *water and wastewater systems* master plans or equivalent and stormwater master plans or equivalent, as appropriate;
- (d) the proposed expansion, including the associated *water and wastewater systems*, and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and

mitigate, any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water in accordance with the policies of Chapter 7;

- (e) *key hydrologic areas* and the Natural Heritage System for the Growth Plan should be avoided where possible;
- (f) *prime agricultural areas* should be avoided where possible. To support the *Agricultural System*, alternative locations across the Region will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the *Agricultural System* and in accordance with the following:
 - (i) reasonable alternatives that avoid *prime agricultural areas* are evaluated; and
 - (ii) where *prime agricultural areas* cannot be avoided, lower priority agricultural lands are used;
- (g) the Urban Area to be expanded is in compliance with the *minimum distance separation formulae*;
- (h) any adverse impacts on the *agri-food network*, including agricultural operations, from expanding Urban Areas would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment*;
- (i) the policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the Provincial Policy Statement are applied;
- (j) the proposed expansion would meet any applicable requirements of any applicable source protection plan and the policies of Chapter 8; and;
- (k) the proposed expansion is of a sufficient size to be developed as a *15-minute neighbourhood* by itself, or can be integrated with existing developments to contribute to the creation of a *15-minute neighbourhood*.

2.C.3.3 Notwithstanding Policy 2.C.3.1, the Region may consider an amendment to this Plan to adjust an Urban Area boundary outside of a *municipal comprehensive review*, provided:

- (a) the affected lands are located within the Countryside Line shown on Maps 1 and 7;

- (b) there would be no net increase in land within the Urban Area of the affected area municipality;
- (c) it is demonstrated that the lands to be added to the Urban Area can be developed more efficiently and cost-effectively than the lands to be removed from the Urban Area, and that the adjustment will better support the Regional urban system described in this Plan;
- (d) the lands to be removed from the Urban Area boundary are currently vacant, unbuilt but developable land, and will be re-designated as *prime agricultural area or rural lands*, as appropriate;
- (e) the adjustment would support the area municipality's ability to meet its *intensification* and density targets allocated to it in this Plan;
- (f) the location of any lands added to the Urban Area will satisfy the applicable requirements of Policy 2.C.3.2; and
- (g) the Urban Area to which lands would be added is serviced by *municipal water and wastewater systems* and there is sufficient capacity in the *municipal water and wastewater system* to service the lands.

2.C.3.4 Notwithstanding Policies 2.A.1 and 2.C.3.1, the Region, in consultation with the area municipalities, may consider a one-time amendment to this Plan to expand an Urban Area boundary in advance of the next *municipal comprehensive review*, provided:

- (a) the lands to be added to the Urban Area are within the Countryside Line and will be planned to meet or exceed the minimum density target set out in Policy 2.G.1.2 (b), or Policy 2.H.1.7 (d), as appropriate;
- (b) the location of any lands added to the Urban Area will satisfy the applicable requirements of Policy 2.C.3.2;
- (c) the Urban Area has sufficient reserve capacity in the *municipal water and wastewater system* to service the lands;
- (d) the additional lands and associated forecasted growth will be fully accounted for in the land needs assessment associated with the next *municipal comprehensive review*;
- (e) the expansion is limited to a maximum of 40 hectares per area municipality; and

- (f) the amendment is required to address a special circumstance or immediate Provincial or Regional issue, such as to support the provision of *affordable* housing, job creation or economic development, or other high-priority matter of public interest, that cannot wait until the next *municipal comprehensive review*.

2.D Strategic Growth Areas

Strategic growth areas are nodes, corridors and other areas that will accommodate most of the planned *intensification* in the region. Nodes, including Urban Growth Centres, Major Transit Station Areas, Local Centres, and Township Urban Growth Centres, will be planned as areas of more intense density, use and activity. They are compact clusters of uses that can range in scale and intensity of development, such as the downtown cores of the cities and townships, mixed-use communities, and post-secondary educational campuses or other higher-density uses both large and small.

Corridors, including Regional Intensification Corridors and Local Intensification Corridors, share similar characteristics as nodes, but are oriented along existing or planned *frequent transit service* or *higher order transit* routes. They represent key routes between *strategic growth areas*, creating a continuous and integrated mobility network for *walking, cycling, and rolling*, and taking transit across the region. Existing corridors will be reinforced through infill and redevelopment, and supported with strategic investments in enhanced transit service and protected *infrastructure* for *walking, cycling and rolling*.

Each node and corridor will have its own unique sets of characteristics related to levels of development, ridership patterns or relationship to other areas of activity within a transit system. The highest densities and scale of development will generally be directed toward the Downtown Cambridge, Downtown Kitchener and Uptown Waterloo Urban Growth Centres, followed by a series of 27 Major Transit Station Areas. Regional Intensification Corridors form the backbone on the Region's transit system, including the existing Stage 1 and planned Stage 2 ION light rail transit connecting the core areas of the Cities of Cambridge, Kitchener and Waterloo, and other *strategic growth areas* located across the region. These corridors will be the focus for new medium and high-density development and make it easier to travel to key destinations across the region without personal automobiles.

Local Centres, Local Intensification Corridors, and Township Urban Growth Centres are generally smaller in scale and scope than Urban Growth Centres, Major Transit Station Areas and Regional Intensification Corridors, but play a strong supporting role in the broader Regional urban system hierarchy. They provide neighbourhood focal points for a range of uses and activities, including *missing middle* housing, in areas served by existing or planned transit services. Over time, these areas will enhance connectivity within and between the cities and townships, and help transition existing residential areas into vibrant *15-minute neighbourhoods*.

The policies in this Section are grounded in the principle of *transit-supportive* development. This principle broadly supports the clustering of uses and activities to growth areas that support *walking, cycling, and rolling* and that have existing or planned transit services. As the density of people and jobs across the region continues to increase, the distances between uses and destinations will gradually decrease over time. This will help realize this Plan's vision to create equitable, thriving and sustainable communities, and achieve other important benefits.

This Plan recognizes the different starting points, local conditions and growth potential of each of the *strategic growth areas* identified on Map 2. Not all areas will achieve the same mix of uses, or will reach their full development potential at the same time. Initially, some areas may not be able to provide a broad mix of uses, services and higher densities outlined in this Chapter. Over the long-term, however, this Plan envisions that all *strategic growth areas* will meet or exceed the density targets of this Plan, and create better places for people of all ages and abilities to get to where they want to go by *walking, cycling, and rolling*, and taking transit, at all times of the year.

Objectives:

- Focus *intensification* and higher densities in *strategic growth areas* to make efficient use of land and *infrastructure* and support transit viability; and
- Align and prioritize planning and investments in *infrastructure* and public service facilities to support *intensification* in *strategic growth areas*.

2.D.1 Urban Growth Centres Policies

- 2.D.1.1 Urban Growth Centres are identified on Maps 1 and 2 and delineated as shown on Figures 1 to 3. These areas identify the primary business, civic, commercial and cultural centres of the Cities of Cambridge, Kitchener and Waterloo.
- 2.D.1.2 Area municipalities, in collaboration with the Region, will ensure that Urban Growth Centres are planned:
- (a) as focal points for investment in regional *public service facilities*, as well as commercial, recreational, cultural and entertainment uses;
 - (b) to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;
 - (c) to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses;
 - (d) to accommodate significant population and employment growth;

- (e) to achieve, by 2031 or earlier, a minimum density target of:
 - (i) 200 residents and jobs combined per hectare for each of the Downtown Kitchener and Uptown Waterloo Urban Growth Centres; and
 - (ii) 150 residents and jobs combined per hectare for the Downtown Cambridge Urban Growth Centre; and
- (f) to be consistent with the relevant *transit-supportive* development policies in Section 2.D.6;

2.D.1.3 The Region, in collaboration with the area municipalities, will support the growth and continued revitalization of each Urban Growth Centre by guiding and leveraging *infrastructure* investments in such areas as:

- (a) a *multimodal* transportation system that prioritizes *walking, cycling, and rolling*, and taking transit over automobile trips;
- (b) Regional *municipal water and wastewater systems*;
- (c) Regional *public service facilities*; and
- (d) participation in area municipal and Regional *Community Improvement Plans* and other programs that support the goals and objectives of this Plan, and area municipal Official Plans, for the respective Urban Growth Centres.

2.D.2 Major Transit Station Areas Policies

2.D.2.1 Major Transit Station Areas are identified on Map 2 and further delineated on Figures 4a to 9d of this Plan. These station areas identify lands along the Stage 1 and planned Stage 2 ION light rail transit route that are typically located within a 500 to 800 metre radius of the transit stop, representing about a 10-minute walk.

2.D.2.2 Area municipalities will undertake detailed planning and establish official plan policies and zoning by-laws to ensure that Major Transit Station Areas are planned and designed in a manner that:

- (a) achieves the minimum density targets set out in Table 2;
- (b) is *transit-supportive*, supports planned transit service levels, and prioritizes access to the station area and connections to any nearby *major trip generators* by providing:

- (i) connections to regional and provincial transit services to support transit service integration; and
- (ii) mobility networks for *walking, cycling, and rolling*, including sidewalks, bicycle lanes, and secured bicycle parking;
- (c) provides for a diverse mix of uses, including *additional residential units* and *affordable* housing, where residential uses are permitted, to support existing and planned transit service levels;
- (d) fosters collaboration between public and private sectors, such as joint development projects;
- (e) provides alternative development standards, such as reducing or eliminating minimum automobile parking standards, or providing maximum parking standards, for uses near transit routes, to maximize *intensification* opportunities and minimize surface parking areas;
- (f) prohibits land uses and built form that would adversely affect the achievement of the minimum density targets set out in Table 2;
- (g) protects existing significant employment uses by ensuring land use compatibility with adjacent new development;
- (h) supports the implementation of inclusionary zoning by identifying:
 - (i) the authorized uses of land in the station area and of buildings or structures on lands in the area; and
 - (ii) the minimum densities that are authorized with respect to buildings and structures on lands in the station area; and
- (i) is consistent with the relevant *transit-supportive* development policies of Section 2.D.6.

Table 2
Minimum Densities of Major Transit Station Areas

| Major Transit Station Area Name | Location | Minimum Density Targets* |
|---------------------------------|-----------|--------------------------|
| City of Waterloo | | |
| Conestoga | Figure 4a | 160 |
| Northfield | Figure 4b | 160 |

| | | |
|---------------------------------------|-----------|-----|
| Research and Technology | Figure 4c | 160 |
| University of Waterloo | Figure 4d | 160 |
| Laurier-Waterloo Park | Figure 5a | 95 |
| Waterloo Public Square and Willis Way | Figure 5b | 160 |
| Allen Street | Figure 5c | 160 |
| City of Kitchener | | |
| Grand River Hospital | Figure 5d | 160 |
| Central Station | Figure 6a | 160 |
| Victoria Park and Kitchener City Hall | Figure 6b | 160 |
| Queen plus Frederick | Figure 6c | 160 |
| Kitchener Market | Figure 6d | 160 |
| Borden | Figure 7a | 160 |
| Mill | Figure 7b | 160 |
| Block Line | Figure 7c | 80 |
| Fairway | Figure 7d | 160 |
| Sportsworld | Figure 8a | 160 |
| City of Cambridge | | |
| Preston | Figure 8b | 160 |
| Pinebush | Figure 8c | 160 |
| Cambridge Centre Mall | Figure 8d | 160 |
| Can-Amera | Figure 9a | 160 |
| Delta | Figure 9b | 120 |
| Main | Figure 9c | 160 |
| Downtown Cambridge | Figure 9d | 160 |

* Minimum density target is calculated in terms of people and jobs combined per gross hectare measured over the entire station area.

- 2.D.2.3 The Region will support the implementation of the Major Transit Station Areas policies of this Plan by:
- (a) continuing to invest in future enhancements or expansions to the *multimodal* transportation system that prioritize *walking, cycling, and rolling*, and taking transit over automobile trips;
 - (b) participating in area municipal *Community Improvement Plans* and associated financial incentive programs, and other appropriate implementation tools to facilitate *transit-supportive* development; and

- (c) providing area municipalities with technical expertise and information to help co-ordinate the design of Major Transit Station Areas with the planning of the Grand River Transit bus network, including any future *higher order transit* corridors, to ensure the creation of a more integrated transit network.
- 2.D.2.4 Area municipalities are encouraged to plan lands adjacent to or near a Major Transit Station Area to support *transit-supportive* development, prioritize *walking, cycling, and rolling*, taking transit over automobile trips, and provide for a broad mix of uses and activities.
- 2.D.2.5 Area municipalities are encouraged to initiate station area planning for Major Transit Station Areas to:
- (a) articulate a clear vision for the station area to guide area municipal decision-making in terms of capital expenditures, *infrastructure* design and community needs;
 - (b) apply industry, Provincial and Regional best practices, design guidelines and development standards to create an urban form that prioritizes *walking, cycling, and rolling*, and taking transit over automobile travel;
 - (c) provide clear direction to development proponents about appropriate scale and form of building, open space and streets;
 - (d) create the planning and regulatory framework that can be formally adopted by the area municipal Council and integrated into the official plan and zoning by-laws required in Policy 2.D.2.2; and
 - (e) identify and implement strategies for automobile dependent areas that enable the transition over time to more *transit-supportive* places that enable most trips to be made by *walking, cycling, and rolling*;
- 2.D.2.6 For the purposes of implementing the use of inclusionary zoning by the area municipalities, all Major Transit Station Areas delineated on Figures 4a to 9d are recognized as Protected Major Transit Station Areas in accordance with Section 16(16) of the Planning Act.
- 2.D.2.7 The Region will support the use of inclusionary zoning by the area municipalities as a means of requiring *affordable* housing in Major Transit Station Areas by:
- (a) providing technical assistance to area municipalities in establishing and implementing inclusionary zoning policies and by-laws;

- (b) collaborating with area municipalities in data sharing, monitoring and reporting on *affordable* housing acquired through inclusionary zoning, and in conducting reviews and the required updates to Assessment Reports in accordance with Provincial requirements; and,
- (c) working together with area municipalities, developers and non-profit organizations on administration to support the long-term affordability of any *affordable* housing units built in a Major Transit Station Area.

2.D.2.8 None of the policies in Section 2.D should be interpreted to mean that every property located within a Major Transit Station Area identified in this Plan is necessarily appropriate for major *intensification*. The appropriate scale and form of any development on lands within the boundaries of these areas will be subject to the relevant area municipal planning policies and approval processes.

2.D.3 Regional Intensification Corridor Policies

2.D.3.1 Regional Intensification Corridors are identified conceptually on Map 2. These corridors identify lands along the existing Stage 1 and planned Stage 2 ION light rail transit corridor, or other major Regional roads with existing or planned *frequent transit* service, that have significant potential for *intensification* and linking new higher-density mixed-use developments with transit *infrastructure*.

2.D.3.2 Area Municipalities, in consultation with the Region, will refine and delineate the boundaries of the Regional Intensification Corridors shown on Map 2 in their official plan based on the following criteria:

- (a) a reasonable and direct walking distance between the Regional Intensification Corridor street frontage and adjacent lands;
- (b) contiguous parcels that are desirable and appropriate locations for *intensification* and high-density, mixed-use development; and
- (c) compatibility with, and transition to, adjacent adjoining lands, and incorporation of boundaries for Major Transit Station Areas delineated on Figures 4a to 9d.

2.D.3.3 Area municipalities, in consultation with the Region, will establish minimum density targets for all Regional Intensification Corridors that:

- (a) are measured in people and jobs per hectare;
- (b) support *transit-supportive* development with a more *compact built form*;

- (c) reflect opportunities for the *intensification* and support the transition of any surrounding neighbourhoods into *15-minute neighbourhoods*;
- (d) recognize the diversity of uses along the corridor and reflects the local context; and
- (e) will be implemented through official plan policies and designations, and zoning by-laws.

2.D.3.4 Area Municipalities will establish policies in their official plans with implementing zoning by-laws to ensure that Regional Intensification Corridors are planned in a matter that:

- (a) accommodates *intensification* and higher-density mixed uses in a more *compact built form*;
- (b) prioritizes *walking, cycling, and rolling*, and taking transit over automobile trips;
- (c) provides for an appropriate range of main street uses, such as retail, cultural, institutional, residential, personal services, offices and other uses;
- (d) prohibits reverse lotting and positions new buildings as close as possible to address the street edge while ensuring adequate space for sidewalks and a street planting zone;
- (e) requires new buildings to be a minimum of two storeys;
- (f) locates the highest densities and encourages a greater mix of uses close to transit stops within Major Transit Station Areas;
- (g) provides an appropriate transition of use, intensity and scale from higher-density development to any surrounding low density areas;
- (h) prohibits land uses and built form that would adversely affect the achievement of the minimum density targets set out in Policy 2.D.3.3; and,
- (i) is consistent with the relevant *transit-supportive* development policies of Section 2.D.6.

2.D.3.5 As part of the next update to the Region's Transportation Master Plan, the Region, in collaboration with the area municipalities, will examine the

potential for establishing a new ION *rapid transit* route along the east-west Regional Intensification Corridor shown on Map 2 that would:

- (i) provide a direct link from the Region's transit system to the Region of Waterloo International Airport; and
- (ii) serve as a key transit corridor connecting the west side of the City of Kitchener to the East Side Lands Employment Area in the Township of Woolwich, and City of Cambridge via the Fountain Street corridor.

2.D.3.6 The Region will support the implementation of the Regional Intensification Corridors policies of this Plan by:

- (a) continuing to invest in future enhancements or expansions to the *multimodal* transportation system that prioritize *walking, cycling, and rolling*, and taking transit over automobile trips;
- (b) developing a coordinated economic development strategy aimed at communicating the benefits and opportunities of developing within Regional Intensification Corridors to national, regional and local investors;
- (c) participating in area municipal *Community Improvement Plans* and associated financial incentive programs, and other appropriate implementation tools to facilitate *transit-supportive* development along Regional Intensification Corridors;
- (d) aligning ongoing Regional and area municipal economic development efforts with a focus on targeting investment in Regional Intensification Corridors; and
- (e) rebalancing the street in favour of *walking, cycling, and rolling*, and transit using approaches such as narrowing traffic lanes, widening sidewalks, and adding protected bicycle lanes, when planning and undertaking public works within the right-of-way of a Regional Intensification Corridor.

2.D.4 Local Centres, Local Intensification Corridors, and Township Urban Growth Centres

2.D.4.1 Area Municipalities will identify and delineate Local Centres, Local Intensification Corridors, and Township Urban Growth Centres in their Official Plans, and establish official plan policies with implementing zoning by-law regulations for these areas that address the following:

- (a) accommodate a level of intensification reflective of local context and consistent with existing or planned transit services;
- (b) support the achievement of *15-minute neighbourhoods* with an appropriate scale and form that serve the surrounding community;
- (c) is consistent with the relevant *transit-supportive* development policies of Section 2.D.6;
- (d) provide a consistent setback and frontage to encourage a continuous building form adjacent to the street right-of-way; and
- (e) connect efficiently with, and contribute to, the vitality of the surrounding area by providing safe and convenient access for *walking, cycling and rolling*.

2.D.5 General Intensification Policies

- 2.D.5.1 Area municipalities will establish policies in their official plans and implementing zoning by-laws, to permit *missing middle housing* on a residential lot located within an Urban Area or Township Urban Area.
- 2.D.5.2 Area municipalities may identify other major opportunities for *intensification* in their official plans that may include infill, *redevelopment*, *brownfield* sites, the expansion or conversion of existing buildings, or *greyfields*.
- 2.D.5.3 Where the boundaries of a *strategic growth area* delineated in this Plan or an area municipal official plan overlap, the higher applicable minimum density targets will apply to the area of overlap.

2.D.6 Transit-Supportive Development Policies

- 2.D.6.1 In addition to the general development policies described in this Chapter, the Region and the area municipalities will apply the following *transit-supportive* development criteria in reviewing and evaluating *development applications or site plans*, within *strategic growth areas* and other *intensification* areas identified by the area municipality:
 - (a) creates an interconnected, *multimodal* street pattern that prioritizes *walking, cycling, and rolling*, and taking transit over automobile trips, and supports vibrant mixed-use developments;
 - (b) supports a more *compact built form* that locates the majority of *transit-supportive* uses within a comfortable walking distance of a transit stop or Major Transit Station Area;

- (c) provides an appropriate mix of land uses, including a range of food destinations, local services and amenities to meet peoples' daily needs for living;
- (d) promotes medium and higher-density development as close as possible to the transit stop to support higher frequency transit service and optimize transit rider convenience;
- (e) supports a high quality *public realm* to enhance the identity of the area and create gathering points for social interaction, community events and other activities; and
- (f) provides access from various transportation modes to the transit facility, including consideration of pedestrian, bicycle parking, and where applicable, passenger transfer and commuter pick-up/drop off areas.

2.E Township Urban Areas

The region contains several fully serviced *settlement areas* located throughout the Townships of North Dumfries, Wellesley, Wilmot and Woolwich. These communities, designated as Township Urban Areas in this Plan, vary in population, level of economic activity, and intensity and diversity of uses. Historically, each Township Urban Area grew around a traditional village core area with a unique character and distinct sense of place. Today, these thriving communities have evolved to become the main centres for their respective municipalities. They also play a key supporting role in the broader regional urban system by providing for opportunities for living and working in the townships. Moving forward, the policies of this Plan support the continued growth of these areas as vibrant, *15-minute neighbourhoods* with a broad range of opportunities for living, working, recreation and entertainment.

Objective:

- Support the development of thriving, livable, vibrant, and productive Township Urban Areas that foster community health and individual well-being;
- Strengthen the economic vitality of the region's four Townships by directing most of their population and employment growth to the Township Urban Areas; and
- Promote *gentle density* and other context sensitive *intensification* to facilitate the transition of existing communities into vibrant *15-minute neighbourhoods*.

2.E.1 Township Urban Area Policies

2.E.1.1 Township Urban Areas are designated as shown on Map 1. This designation contains the central urban areas of the Townships of North

Dumfries, Wellesley, Wilmot and Woolwich that are not part of the city Urban Area. The lands included within this designation are intended to serve as the focus for growth outside of the Urban Area within the planning horizon of this Plan.

- 2.E.1.2 Area municipalities will develop official plan policies and implementing zoning by-laws, and other planning documents or programs, to ensure that development occurring within Township Urban Area is planned and developed in conformity with the same development criteria as for Urban Areas outlined in in Section 2.C.2.2, and other applicable policies in this Plan.
- 2.E.1.3 The Townships may delineate Local Centres or Township Urban Growth Centres within Township Urban Areas, that meet the following criteria:
- (a) identify the area of the primary commercial cores;
 - (b) recognize the potential for *intensification* to accommodate additional population and employment growth; and
 - (c) provide for local or Regional *public service facilities* for residents within the Township Urban Area and the surrounding rural and agricultural areas.
- 2.E.1.4 The Region, in collaboration with the area municipalities, will support the growth and continued revitalization of any Township Urban Growth Centres identified in accordance with Policy 2.E.1.3 by guiding and leveraging *infrastructure* investments in such areas as:
- (a) *a multimodal* transportation system that prioritizes *walking, cycling, and rolling*, and taking transit over automobile trips;
 - (b) Regional *municipal water and wastewater systems*;
 - (c) Regional *public service facilities*; and
 - (d) participation in area municipal and Regional *Community Improvement Plans* and other programs that support the goals and objectives of this Plan, and plans for the respective Township Urban Growth Centres.

2.E.2 Expansions and Adjustments to Township Urban Areas

- 2.E.2.1 Expansions to a Township Urban Area boundary may only occur through a *municipal comprehensive review* of this Plan, and are only be permitted onto lands located within the Countryside Line as shown on Maps 1 and 7,

and will be subject to the same requirements as for Urban Areas set out in Policy 2.C.3.1 and 2.C.3.2.

2.E.2.2 Notwithstanding Policy 2.E.2.1, the Region may consider an amendment to this Plan to adjust a Township Urban Area boundary outside of a *municipal comprehensive review*, provided the adjustment would:

- (a) satisfy each of the requirements as for Urban Areas set out in Policy 2.C.3.3; and
- (b) not exchange any lands between different Township Urban Areas.

2.E.2.3 Notwithstanding Policy 2.E.2.1, the Region, in consultation with the area municipalities, may consider a one-time amendment to this Plan to expand a Township Urban Area boundary in advance of the next *municipal comprehensive review* subject to the same requirements as for Urban Areas described in Policy 2.C.3.4.

2.E.2.4 As part of the next *municipal comprehensive review* of this Plan, the Region, in collaboration with the Township of North Dumfries, will give priority consideration to expanding the boundary of the Ayr Township Urban Area to include the lands shown on Figure 17, subject to the following:

- (a) the need for the urban boundary expansion in the Township of North Dumfries has been justified in accordance with Policy 2.C.3.1;
- (b) the lands added to the Ayr Township Urban Area satisfy the applicable requirements of Policy 2.C.3.2; and
- (c) the Ayr Township Urban Area has sufficient reserve capacity in the *municipal water and wastewater system* to service the lands.

2.F Intensification Targets in Delineated Built-Up Areas

The Growth Plan for the Greater Golden Horseshoe has defined the limits of the Region's developed Urban Area and Township Urban Areas as of June 16, 2006. Lands within this *delineated built-up area* will be used to implement and measure minimum *intensification* targets for each area municipality. These targets are a key component of this Plan's vision to create more compact development patterns, promote energy efficiency, provide a greater variety of housing options, and better integrate of transit and land use planning.

New residential development occurring within the *delineated built-up area* will be counted towards the achievement of the *intensification* target set out in this Plan. Lands that lie outside the *delineated built boundary*, but within the Urban Area and

Township Urban Areas, are subject to the policies and density targets in this Plan for *designated greenfield areas*.

While *strategic growth areas* will play the primary role in achieving the *intensification* targets of this Plan, *intensification* will also occur more broadly within existing neighbourhoods through *gentle density*. Although some of the building stock in these neighbourhoods is still too recent to expect widespread change over the planning horizon of this Plan, this Plan envisions the transition of these areas into vibrant *15-minute neighbourhoods*. This transition will occur gradually over time as new opportunities arise for infill, *redevelopment*, *additional residential units*, *new missing middle* housing options, development of vacant and/or underutilized lots, and the expansion or conversion of existing buildings.

Directing more growth and change to *delineated built-up areas* will also improve the energy efficiency of the existing built form, helping the region's transition to fossil fuel-free energy and reducing its vulnerability to the *impacts of a changing climate*. This approach supports the Region's goal of advancing transformational climate action by reducing energy needs and enabling clean energy.

Objectives:

- Meet or exceed the minimum *intensification* targets of this Plan to make better use of land and *infrastructure*, and transition Waterloo Region into an energy-efficient, low-carbon community; and
- Support the gradual transition of existing neighbourhoods into *15-minute neighbourhoods* that are denser, have a broad mix of land uses where people can meet their daily needs for goods, services, and employment within a 15-minute trip by *walking, cycling, and rolling*, and where other needs can be accessed using direct, frequent, and convenient transit.

2.F.1 The *delineated built-up area* is shown on Map 2. This area identifies all lands within the *delineated built boundary* of the Urban Area and the Township Urban Areas as of June 16, 2006. The *delineated built boundary* was issued by the Province as part of the Growth Plan for the Greater Golden Horseshoe, and will remain fixed in place to measure the minimum *intensification* targets of this Plan.

2.F.2 Area municipalities, in collaboration with the Region, will develop and adopt a strategy to meet or exceed the minimum *intensification* targets set out in Table 3, and *intensification* more broadly throughout *delineated built-up areas*, which will:

- (a) further refine and implement the role and function of each of the area municipality's *strategic growth areas* consistent with the urban system policies described in Section 2.B, to support achievement of the

intensification target and recognize them as a key focus for new growth development;

- (b) identify the appropriate type and scale of development in each of the area municipality's *strategic growth areas* and transition of built form to adjacent areas;
- (c) enable *intensification* more broadly throughout the area municipality's *delineated built-up area* through *gentle density* and other *missing middle* housing options;
- (d) ensure lands are zoned and development is designed in a manner that supports the achievement of *15-minute neighbourhoods*;
- (e) support the gradual transition of existing neighbourhoods into *15-minute neighbourhoods* that are denser, more energy efficient, and liveable;
- (f) guide and prioritize planning and investment in efficient and modern *infrastructure* and *public service facilities* that will support *intensification*; and
- (g) be implemented through the area municipality's official plan policies designations, updated zoning by-laws, secondary plans, and other supporting documents.

Table 3
Minimum Annual Intensification Targets by Area Municipality

| Area Municipality | Minimum Target | Total Minimum Units in The Built Up Area 2022 - 2051 |
|-------------------|----------------|--|
| Cambridge | 65% | 16,655 |
| Kitchener | 60% | 31,660 |
| North Dumfries | 18% | 540 |
| Waterloo | 83% | 19,740 |
| Wellesley | 14% | 100 |
| Wilmot | 35% | 830 |
| Woolwich | 20% | 1,620 |
| Waterloo Region | 61% | 71,150 |

2.F.3 Where development occurs on properties designated under the Ontario Heritage Act, the *intensification* targets in Table 3 are encouraged to be met through context-sensitive infill that conserves cultural heritage attributes. This

development will consider Statements of Cultural Heritage Value and be consistent with any applicable Heritage Conservation District guidelines.

2.G Designated Greenfield Areas

Although this Plan directs most of the region's future growth to *delineated built-up areas* through *intensification*, new development will also be directed to *designated greenfield areas* to accommodate some of the Region's forecasted growth. This section sets out policies to guide how the Region's new greenfield communities will be planned and designed to support the achievement of *15-minute neighbourhoods* that are equitable, thriving and sustainable.

New greenfield communities will be compact and efficient to meet the vision and objectives of this Plan. They will be designed as *15-minute neighbourhoods* that enable people to live car-free or "car-lite" (i.e., households with fewer vehicles than workers) by offering convenient access to a diverse mix of jobs, housing, schools, cultural, and recreational opportunities, and local shops and food destinations. They also provide access to high quality, pedestrian accessible open spaces, parks and greenspaces to all members of the community in an inclusive and equitable way.

New greenfield communities will be thoughtfully designed, well-connected places that prioritize *walking, cycling, and rolling*, and taking transit over automobile trips. All of these features will reduce our energy needs, help the region transition off fossil fuels, and move towards to a resilient, low carbon community.

Most of the region's existing *designated greenfield areas* were not originally planned and designed to function as *15-minute neighbourhoods*. Many of these greenfield communities will be approaching 50 years old by 2051, and will require upgrades to parks, trails, roads, community centres and other physical and community infrastructure. These upgrades and associated planning updates would provide an opportunity to retrofit and rebuild some greenfield communities to become vibrant *15-minute neighbourhoods*. This transition will occur gradually over time through *gentle density* in the form of infill, *missing middle housing*, and *additional residential units*.

Objectives:

- Build more compact greenfield communities to reduce the rate at which land is consumed;
- Plan and design *designated greenfield areas* to function as *15-minute neighbourhoods* that feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities; and
- Provide for a balance of jobs and housing in greenfield communities across the region to need for long distance commuting.

2.G.1 Designated Greenfield Areas Policies

- 2.G.1.1 *Designated greenfield areas* are designated as shown on Map 2. This designation identifies lands within the Urban Area and Township Urban Areas, but outside the *delineated built-up area*, that are required to accommodate a portion of the Region's forecasted population and employment growth to 2051.
- 2.G.1.2 Area municipalities, in collaboration with the Region, will ensure that new development taking place in *designated greenfield areas* will be planned, designated, zoned and designed to:
- (a) function as *15-minute neighbourhoods* with a broad mix of land uses where people can meet their daily needs for goods, services and employment within a 15-minute trip by *walking, cycling and rolling*, and where other needs can be met by using direct, frequent and convenient transit;
 - (b) promote a more *compact built form* by meeting or exceeding the minimum density targets set out in Table 4;
 - (c) prioritize *walking, cycling, and rolling*, and taking transit over automobile trips by establishing a network of continuous sidewalks, trails and bicycle lanes that provide direct, safe, comfortable and well-maintained access to a variety of destinations for people of all ages and abilities and at all times of the year;
 - (d) establish a street network with frequent connections and pathways to surrounding areas, a high degree of internal connectivity, and adopt a *complete streets* approach that ensures the needs and safety of all road users are considered and appropriately accommodated;
 - (e) implement land use patterns, building orientations to maximize solar gain, and urban design standards that support *net-zero operational carbon* buildings, including those related to energy efficiency and demand reductions, and enable community energy planning, *renewable energy system and alternative energy systems*, including district energy systems, in appropriate locations;
 - (f) incorporate appropriate *green infrastructure, low impact development, and urban heat island mitigation* measures to adapt to the *impacts of a changing climate*;

- (g) provide access to high-quality parks, greenspaces, and *public service facilities* to all members of the community in an inclusive and equitable way in accordance with the policies in Chapter 3;
- (h) within the Township Urban Areas, provide a development pattern and road network that supports the integration of transit services, where planned to be available in the future; and
- (i) are serviced by a *municipal water and wastewater system*.

Table 4
Minimum Density Targets for Designated Greenfield Areas by Area Municipality

| Area Municipality | Minimum Density Target* |
|-------------------|-------------------------|
| Cambridge | 59 |
| Kitchener | 65 |
| North Dumfries | 51 |
| Waterloo | 54 |
| Wellesley | 48 |
| Wilmot | 43 |
| Woolwich | 53 |
| Waterloo Region | 59 |

* Density measured in residents and jobs combined per gross hectare of land.

2.G.1.3 The minimum density targets set out in Table 4 will be calculated over the entire *designated greenfield area* of the region and each respective area municipality, excluding the following:

- (a) *natural heritage features and areas, natural heritage systems* and floodplains, provided *development* is prohibited in these areas in accordance with the policies of Chapter 7;
- (b) rights-of-way for:
 - i) electricity transmission lines;
 - ii) energy transmission pipelines;
 - iii) freeways, as defined by and mapped as part of the Ontario Road Network; and
 - v) railways;
- (c) *employment areas*; and

(d) cemeteries.

2.G.1.4 Area municipalities will establish policies in their official plans, or other planning documents, to ensure that new development within *designated greenfield areas* is phased in a manner that:

(a) provides for the logical and orderly progression of development;

(b) achieves the delivery of *15-minute neighbourhoods* in accordance with the policies of this Plan;

(c) ensures that the pace, scale and phasing of development is aligned with the delivery of *infrastructure* and *public service facilities* in a financially sustainable manner at the Regional and/or area municipal level; and

(d) will not adversely affect the achievement of the minimum *intensification* and density targets in this Plan, as well as the other policies of this Plan;

2.G.1.5 Area municipalities will establish policies in their official plans, or other planning documents, to support the gradual transition of existing *designated greenfield areas* to become vibrant *15-minute neighbourhoods* through *gentle density* in the form of infill, *missing middle housing*, and *additional residential units*.

2.H Employment Areas

Waterloo Region has a vibrant and diverse employment base, with significant manufacturing, food and beverage, automotive, aerospace, finance and insurance, and technology sectors. While traditional sectors such as manufacturing continue to play an important role, the region's economy is transitioning more towards the service and knowledge-based sectors, providing opportunities for a range of new and expanding businesses to locate and grow in the region.

To accommodate the Region's forecasted employment growth, this Plan seeks to ensure a continuous and immediately available supply of land within *employment areas* for a broad range of other employment uses. Supporting the region's *employment areas* also plays a key role in mitigating climate change by reducing the need for long distance commuting.

Providing and protecting a diverse range, size and mix of *employment areas* for employment uses ensures a competitive economic environment and provides employment opportunities close to residents working within these sectors.

As part of the Region's commitment to transformational climate action, including transitioning to an energy-efficient, low carbon community, this Plan also provides direction for the more efficient use of existing *employment areas* and vacant and underutilized employment lands, and increasing employment densities.

Objectives:

- Accommodate forecasted employment growth using a balanced and phased approach to the provision and development of *employment areas* within the *delineated built-up area* and *designated greenfield areas*;
- Provide a diverse mix and range of accessible employment opportunities throughout Waterloo Region to build economic resilience, to be flexible in responding to changing employment needs, and to maintain a competitive advantage in attracting and retaining people, jobs and investment;
- Promote *intensification* and increased densities in both new and existing *employment areas* to support a more compact and connected urban form; and
- Prioritize the provision, maintenance and staging of the necessary Regional *infrastructure* to support current and projected employment needs.

2.H.1 Employment Area Policies

- 2.H.1.1 *Employment areas* are designated as shown on Map 3. This designation is intended to identify and protect strategically located areas over the long-term for business and economic activities including, but not limited to, manufacturing, warehouses, offices, research and development and associated retail and ancillary facilities.
- 2.H.1.2 *Provincially significant employment zones* are identified as an overlay on Map 3. These zones are a subcategory of the Region's *employment areas*, and were identified by the Province for the purpose of long-term planning for job creation and economic development. The Province may provide specific direction for planning in these employment zones to be implemented through a future amendment to this Plan and economic development strategies.
- 2.H.1.3 The Region and the area municipalities will collaborate with the Province as required to identify any additional *provincially significant employment zones* to help maintain and enhance the Greater Golden Horseshoe's position in the global economy.
- 2.H.1.4 Area municipalities will direct *major offices* and appropriate major institutional development to Urban Growth Centres, Major Transit Station

Areas or other *strategic growth areas* with existing or planned *frequent transit* service.

- 2.H.1.5 Area municipalities will direct retail and office uses to locations that support *walking, cycling, and rolling*, and have existing or planned transit.
- 2.H.1.6 In planning for employment, the Region and the area municipalities will minimize vehicle parking and facilitate the development of mobility networks for *walking, cycling, and rolling*, and a *transit-supportive* built form.
- 2.H.1.7 Area municipalities should designate and preserve lands within any *employment areas* located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.
- 2.H.1.8 Area municipal official plans and zoning by-laws will plan for all *employment areas* designated in this Plan by:
- (a) prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;
 - (b) prohibiting *major retail* uses or establishing a size or scale threshold for any *major retail* uses that are permitted and prohibiting any *major retail* uses that would exceed that threshold;
 - (c) providing an appropriate interface between *employment areas* and adjacent non-employment areas to maintain land use compatibility;
 - (d) where an *employment area* is located within or adjacent to a Major Transit Station Area, planning to accommodate the minimum density targets of this Plan for the Major Transit Station Area while maintaining the long-term viability of any surrounding employment uses within the *employment area*; and
 - (e) ensuring that development occurring within *employment areas* will meet or exceed a minimum density target of 35 jobs per hectare to be measured as an average over the entire region-wide *employment area* designation.
- 2.H.1.9 Notwithstanding Policy 2.H.1.8 (b), area municipal official plans and zoning by-laws may permit *service commercial* and ancillary retail uses in an *employment area* provided the proposed uses:
- (a) are ancillary to the primary employment uses within the *employment area* as defined in the area municipal official plan or zoning by-law;

- (b) are directed to *employment area gateways* identified in the area municipal official plan;
 - (c) maintain the planned employment function and viability of the *employment area*; and
 - (d) provide an appropriate transition and buffering measures to maintain compatibility with any adjacent *sensitive land uses*.
- 2.H.1.10 Area municipalities will plan to ensure that development of *sensitive land uses*, *major retail* uses or *major office* uses will, in accordance with Provincial guidelines, avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment, in accordance with Section 2.I.1 of this Plan.
- 2.H.1.11 Area municipalities will ensure that *employment areas* are planned and designed to:
- (a) conform to all policies in this Plan, including those related to climate change and energy efficiency;
 - (b) incorporate high levels of energy efficiency, *green infrastructure* and, where appropriate, *low impact development* techniques;
 - (c) conserve water and other natural resources;
 - (d) be designed to facilitate the transition of the employment use from fossil fuels to encourage the use of alternative energy systems and/or renewable energy systems; and
 - (e) make efficient use of existing employment lands, including vacant and underutilized employment lands, by supporting complementary employment uses and increased employment densities where appropriate.
- 2.H.1.12 The Region, in collaboration with the area municipalities, may permit conversion of lands within existing *employment areas* to non-employment uses only through a *municipal comprehensive review* of this Plan where it has been demonstrated that:
- (a) there is a need for the conversion;
 - (b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;

- (c) the affected area municipality will maintain sufficient employment lands to accommodate the forecasted employment growth allocated to in Table 1 of this Plan;
 - (d) the proposed uses will not adversely affect the overall viability of the *employment area*, or the achievement of the minimum *intensification* and density targets and other policies in this Plan; and
 - (e) there are existing or planned *infrastructure* and *public service facilities* to accommodate the proposed uses.
- 2.H.1.13 Any change to an area municipal official plan to permit new or expanded opportunities for *major retail* in an *employment area* may only occur in accordance with Policy 2.H.1.12.
- 2.H.1.14 The Region supports and encourages area municipalities to identify and designate local employment lands outside of the *employment areas* designated on Map 3, and to develop policies to protect these lands for employment uses over the long-term.
- 2.H.1.15 Where a *development application* is submitted to redevelop any local employment lands located outside of the *employment areas* designated on Map 3, the Region encourages the area municipality to retain space for a similar number of jobs to remain accommodated on the site.
- 2.H.1.16 The Region and the area municipalities will plan to support the retail sector by promoting *compact built form* and *intensification* of retail and service uses and areas, and encouraging the integration of those uses with other land uses to support the achievement of *15-minute neighbourhoods*.
- 2.H.1.17 The Region and the area municipalities will plan to support existing *office parks* by:
- (a) improving connectivity with transit and mobility networks for *walking, cycling, and rolling*;
 - (b) providing for an appropriate mix of amenities and open space to serve the workforce;
 - (c) planning for *intensification* of employment uses;
 - (d) ensuring that the introduction of any non-employment uses, if appropriate, would be limited and would not negatively impact the primary function of the area; and

- (e) developing approaches to *transportation demand management* that reduce reliance on single-occupancy vehicle use.
- 2.H.1.18 The Region, in consultation with the area municipalities, the Province, and other appropriate stakeholders, will support a coordinated approach to planning for large areas with high concentrations of employment that cross municipal boundaries and are *major trip generators*, on matters such as *transportation demand management* and economic development.
- 2.H.1.19 The Region, in collaboration with the area municipalities, will regularly monitor *employment areas* in accordance with Section 10.G of this Plan to:
- (i) determine if an adequate supply of land continues to exist to accommodate the employment forecasts shown in Table 1; and
 - (ii) assess whether the planned minimum density target set out in Policy 2.H.1.8 (d) is being achieved and/or should be modified at the time of the next *municipal comprehensive review* of this Plan.
- 2.H.1.20 The Region and the area municipalities will facilitate the *intensification* of lands for employment uses, particularly on sites that support *walking, cycling and rolling* and are served by existing or planned transit services, through any available financial incentive programs, and the provision and staging of physical *infrastructure* and *public service facilities* that supports the Regional urban system policies of this Chapter.
- 2.H.1.21 Where it is not feasible to *conserve a cultural heritage resource* intact in an *employment area*, the Region and the area municipalities will encourage the reuse or adaptive reuse of the resource for employment uses, in accordance with Policy 3.G.19 of this Plan.
- 2.H.1.22 The Region, in collaboration with the Province, area municipalities, local utility providers, and the Waterloo Region Economic Development Corporation will work to identify and plan for suitable “mega-sites” to support new large-scale, strategic employment uses that complement the regional economy. Such sites typically range between 200 and 400 hectares in size and support large-scale manufacturing operations.

2.H.2 East Side Lands Employment Area

- 2.H.2.1 The East Side Lands Employment Area is designated as shown on Map 3. Lands within this *employment area* are intended to accommodate new large-lot manufacturing or business park uses serviced by a *municipal water and wastewater system* in close proximity to *major good movement facilities and corridors*, including the Region of Waterloo International Airport.

- 2.H.2.2 The City Cambridge will establish policies in its official plan to ensure that the East Side Lands Employment Area is planned and developed to:
- (a) accommodate large-lot manufacturing or business park uses, and appropriate associated uses and ancillary facilities;
 - (b) be fully serviced by a *municipal water and wastewater system*;
 - (c) unless otherwise compromised by design limitations associated with *natural heritage features and areas*, property configurations, the provision of new local roads, or existing development patterns, accommodate parcels greater than eight hectares in size; and
 - (d) notwithstanding Policy 2.H.1.8 (d), meet or exceed a minimum density target of 25 jobs per hectare.
- 2.H.2.3 Notwithstanding Policy 2.H.2.2 (c), where monitoring clearly demonstrates that there will be a critical shortfall in the inventory of lands available in the short to medium term to meet the needs of new and expanding businesses requiring lot sizes less than eight hectares, the City of Cambridge may permit, through amendment to its official plan, the creation of smaller lots to meet those needs.
- 2.H.2.4 Employment uses that can be accommodated in un-serviced (“dry”) *employment areas* and/or are *major trip generators* will be discouraged from locating within the East Side Lands Employment Area. Any proposals to establish such land uses will require the submission of supporting studies demonstrating that the proposed use:
- (a) will not negatively impact the planned function of the Regional Road and *Provincial Highway* network, taking into consideration all vacant and/or underutilized land within the Urban Area and the Countryside; and,
 - (b) will not compromise comprehensive planning for future development of the lands consistent with the goals and objectives of this Plan.
- 2.H.2.5 The Region will continue to collaborate with the City of Cambridge, the Grand River Conservation Authority and other stakeholders to prioritize the planning and *infrastructure* studies necessary to support the strategic development of the East Side Lands Employment Area to ensure these lands are readily available for development.

2.H.3 Highway 401/Regional Road 97 Employment Area

- 2.H.3.1 The Highway 401/Regional Road 97 Employment Area is designated as shown on Map 3. Lands within this *employment area* designation are intended to provide additional opportunities for employment growth and business development within the Township of North Dumfries.
- 2.H.3.2 The Township of North Dumfries will establish policies in its official plan to ensure that the Highway 401/Regional Road 97 Employment Area is planned and developed to:
- (a) primarily accommodate logistic and warehousing uses, and appropriate associated uses and ancillary facilities, that require close access to the Highway 401 corridor to efficiently move goods into and out of the region;
 - (b) be serviced by *individual on-site water services* and/or *individual on-site sewage services*;
 - (c) unless otherwise compromised by such considerations as design limitations associated with *natural heritage features and areas*, property configurations, the provision of new local roads, or existing development patterns, accommodate parcels greater than eight hectares in size; and
 - (d) notwithstanding Policy 2.H.1.8 (d), meet or exceed a minimum density target of 25 jobs per hectare.
- 2.H.3.3 Notwithstanding Policy 2.H.3.2 (c), where monitoring clearly demonstrates that there will be a critical shortfall in the inventory of un-serviced lands available in the short to medium term to meet the needs of new and expanding businesses requiring lot sizes less than eight hectares, the Township of North Dumfries may permit, through an amendment to its official plan, the creation of smaller parcels to meet those needs.

2.I General Urban Development Policies

The policies in this Section apply to all lands in the region where urban development may be permitted.

2.I.1 Land Use Compatibility

- 2.I.1.1 The Region and the area municipalities will ensure that *major facilities* and *sensitive land uses* are planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, minimize risk to public health and

safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with Provincial guidelines, standards and procedures.

2.1.1.2 Where avoidance is not possible in accordance with Policy 2.1.1.1, the Region and the area municipalities will plan to protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent *sensitive land uses* are only permitted if the following are demonstrated in accordance with Provincial guidelines, standards and procedures:

- (a) there is an identified need for the proposed use;
- (b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
- (c) *adverse effects* to the proposed *sensitive land use* are minimized and mitigated; and
- (d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

2.1.2 Noise from Stationary and Transportation Sources

2.1.2.1 The Region will prepare and update a Regional Implementation Guideline for the designation of Class 4 Acoustical Areas in accordance with Provincial noise guidelines. The intent of this guideline is to facilitate the review and approval of residential *intensification* in proximity to existing stationary noise sources where appropriate in accordance with the Implementation Guideline. The Implementation Guideline will address such matters as:

- (a) the criteria and procedures for designating Class 4 Areas;
- (b) the appropriate planning tools for implementing the Class 4 Area;
- (c) the recommended sound level limits to be used within Class 4 Areas, while maintaining the viability of the facilities emitting stationary noise;
- (d) the range of noise control measures that may be used to address stationary noise, including receptor based noise control measures and/or source based noise control measures; and
- (e) other implementation matters, such as the method for notifying prospective new residents within a Class 4 Area about the applicable sound level limits and any required noise attenuation measures.

- 2.1.2.2 Where a *development application* for a *sensitive land use* is submitted in the vicinity of an Existing Regional Road, *Provincial Highway*, Planned Regional Road or *Provincial Highway*, the *rapid transit* system, transit terminals, railways or area Municipal roads, a noise study may be required in accordance with the provisions of the Regional Implementation Guideline for Noise Policies. The noise criteria shown on Table 5 will be used in determining appropriate noise mitigation measures for the proposed development. Any required noise mitigation measures will be implemented through the *development application* review process.
- 2.1.2.3 Where projected noise levels exceed the noise criteria shown in Table 5 appropriate noise warning and/or noise attenuation measures will be required prior to, or as a condition of approval of the *development application* in accordance with the provisions of the Regional Implementation Guideline for Noise Policies. 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.

**Table 5:
Noise Criteria for Noise Sensitive Land Uses**

| Receiver Category | Time Period | Road Traffic | Rail Traffic |
|--|-------------|--------------|--------------|
| <i>Outdoor Living area</i> | 0700 - 2300 | Leq = 55 dBA | Leq = 55 dBA |
| Indoor Living area | 0700 - 2300 | Leq = 45 dBA | Leq = 40 dBA |
| Indoor Living area (Sleeping Quarters) | 2300 - 0700 | Leq = 40 dBA | Leq = 35 dBA |

Leq means average sound level
dBA is a unit of measurement for sound levels

- 2.1.2.4 The Region will require consideration of *passive noise attenuation measures* during the preparation of *development applications* as a preferred means of reducing the use of noise attenuation barriers.
- 2.1.2.5 The impact of noise generated by increased motorized vehicle traffic volumes that result from proposed Regional Road system expansions will be considered prior to approval of the project, where such projects are located adjacent to existing *sensitive land uses*. During the review of these projects, consideration will be given to implementing noise attenuation

measures in accordance with the provisions of the Regional Implementation Guideline for Noise Policies.

2.1.2.6 In the vicinity of the Region of Waterloo International Airport:

- (a) *development applications* proposing new residential development or other *sensitive land uses* will not be permitted in areas above 30 Noise Exposure Forecast (NEF);
- (b) appropriate warning and/or noise attenuation measures will be required as a condition of approval for any *development applications* proposing new residential development or other *sensitive land uses* in areas between 25 and 30 NEF, including the requirement for permanent signage at the entrance to subdivisions identifying the presence of aircraft noise and other necessary noise attenuation measures; or
- (c) *development applications* proposing redevelopment of existing residential land uses or other *sensitive land uses*, or infilling of residential or other *sensitive land uses*, in areas above 30 NEF may only be permitted where the proposed development:
 - i) will not negatively impact the long-term function of the Airport; and
 - ii) incorporates appropriate warning and/or noise attenuation measures, including noise warning and other necessary noise attenuation measures.

The NEF contours established under the Region of Waterloo International Airport Master Plan will be used for the purposes of implementing this policy and any other policies or legislation administered by the Provincial or Federal governments.

2.1.3 Contaminated Sites

2.1.3.1 Where a *development application* 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 in accordance with the provision of the Regional Implementation Guideline for the Review of Development Applications On or Adjacent to Known and Potentially Contaminated Sites.

2.1.3.2 Where a road widening, required for a Regional Road in accordance with Policies 5.A.34 and 5.A.35, is on, or adjacent to, a potentially contaminated site, or a known contaminated site, such road widening will be dedicated to the Region in accordance with the provisions of the Regional Implementation Guideline for Road Allowance Dedications On or Adjacent

to Known and Potentially Contaminated Sites, in addition to any other applicable policies in this Plan.

2.1.4 Excess Soils

2.1.4.1 To support planning for growth and development, the Region, in collaboration with the area municipalities, may develop an excess soil reuse strategy to be implemented through appropriate official plan policies and designations, and zoning by-laws. At a minimum, this strategy will consider the impact of excess soil use on local municipal drinking water supplies, including soils that contain sodium and chloride related to the application of winter maintenance chemicals.

2.1.4.2 Until such time as the excess soil reuse strategy described in Policy 2.1.4.1 has been completed, the Region and the area municipalities will ensure that relevant *development applications* and municipal public work projects incorporate best practices for the management of excess soil generated and fill received during development or site alteration, including *infrastructure* development, to ensure that:

- (a) any excess soil is reused on-site or locally to the maximum extent possible and, where feasible, excess soil reuse planning is undertaken concurrently with development planning and design;
- (b) appropriate sites for excess soil storage and processing are permitted close to areas where proposed development is concentrated or areas of potential soil reuse; and
- (c) fill quality received and fill placement at a site will not cause any *adverse effects* with regard to the current or proposed use of the property, the natural environment, or municipal drinking water sources and is compatible with adjacent land uses.

2.1.5 Implementation of Intensification and Density Targets

2.1.5.1 The minimum *intensification* and density targets in this Plan are minimum standards and the area municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of this Plan.

2.1.5.2 Any changes to the minimum *intensification* and density targets in this Plan may only be implemented through a *municipal comprehensive review*.

2.1.5.3 Except as provided in Policy 2.G.1.3, the minimum intensification and density targets in this Plan will be measured across all lands within the relevant area, including any lands that are subject to more than one target.

- 2.1.5.4 Area municipalities will implement the minimum density targets in this Plan through:
- (a) official plan policies that identify the minimum density targets and through secondary planning or other initiatives, to establish permitted uses within the relevant area and identify densities, heights, and other elements of site design;
 - (b) zoning all lands in a manner that would implement the official plan policies; and
 - (c) the use of any applicable legislative and regulatory tools that may establish area or site-specific minimum densities, heights, and other elements of site design.

2.J Special Policies for the Urban Area and Township Urban Areas

- 2.J.1 Notwithstanding the policies in this Plan, the lands shown on Figure 10 within the Township of Woolwich legally described as Part of Lots 105, 106, 107 and 108, Germany Company Tract, and located on the east side of Hopewell Creek, south of Victoria Street, may be developed for dry industrial uses utilizing *individual on-site water services* and/or *individual on-site sewage services* where it is demonstrated, to the satisfaction of the Region, that it is not feasible to extend servicing from a *municipal water and wastewater system*.
- 2.J.2 For the lands shown on Figure 11 in the Township of North Dumfries, located between the City of Cambridge municipal boundary and the permanent Countryside Line that are designated as Designated Greenfield Area on Map 2 of this Plan, *development applications* will be subject to following additional requirements prior to final approval:
- (a) confirmation that the additional traffic resulting from the development of the lands can be accommodated within the Region's existing and planned transportation network, and that any operational improvements to Regional roads that may be required to accommodate such traffic have been identified with the physical and financial resources for such improvements having been secured by the Region prior to registration of any plans of subdivision; and
 - (b) until either the lands are incorporated into the City of Cambridge, or it has been confirmed that *municipal water and wastewater system* servicing of the lands as required will be accommodated through a cross-border servicing agreement, entered into between the City of Cambridge and the Township of North Dumfries.

- 2.J.3 For the lands shown on Figure 12 in the Township of North Dumfries, located between the permanent Countryside Line and the City of Cambridge municipal boundary that are designated as *designated greenfield area* on Map 2 of this Plan, *development applications* will be subject to the following additional requirements prior to final approval:
- (a) the lands have been incorporated into the City of Cambridge; or
 - (b) confirmation that *municipal water and waste system* servicing of the lands as required will be accommodated by the City of Cambridge through a cross-border servicing agreement, executed with the Township of North Dumfries.
- 2.J.4 Notwithstanding Policy 2.H.1.8, for the lands shown on Figure 13 in the Township of Woolwich, located north of Benjamin Road, west of Weber Street and south of Apple Grove Road (787 and 844 Weber Street North), the Township of Woolwich may permit certain additional office/commercial uses as set out in the Township's Official Plan, save and except for any *sensitive land uses* that are not ancillary to the primary uses. Any *development applications* on the lands will not be approved until the applicant confirms that *municipal water and wastewater system* servicing of the lands as required will be accommodated through a cross-border servicing agreement, entered into between the City of Waterloo and the Township of Woolwich, with respect to wastewater treatment capacity, peak flows, effluent constituents, or other technical matters.
- 2.J.5 Notwithstanding Policy 2.H.1.8, for the lands shown on Figure 14 in the Township of Woolwich, located north of the City of Waterloo boundary, west of King Street and east of the Conestoga Parkway (713 and 725 King Street North), the Township of Woolwich may permit certain additional industrial/commercial uses as set out in the Township's Official Plan, save and except for any *sensitive land uses* that are not ancillary to the primary uses.
- 2.J.6 Notwithstanding Policy 2.H.1.8, the City of Waterloo may further identify the *employment area* lands shown on Figure 15 (305 Northfield Drive) as an *employment area gateway* in accordance with Policy 2.H.1.8 (b) of this Plan to permit *service commercial and ancillary retail uses* in accordance with the policies of this Plan, and to facilitate the continue adaptive reuse of the cultural heritage resources located on the lands.
- 2.J.7 Notwithstanding Policy 2.H.1.8, for the lands shown on Figure 16 (41 Ira Needles Boulevard) in the City of Waterloo, the City of Waterloo may permit certain highway commercial uses on a portion of the lands in accordance with Policy 11.1.40 of the City's Official Plan.

- 2.J.8. Notwithstanding any policies of this Plan, *development applications* proposing residential infill development may be permitted on *partial services, individual on-site water services, and/or individual on-site sewage services*, subject to the following:
- (a) it is demonstrated to the satisfaction of the Region that the extension of servicing from a *municipal water and/or wastewater system* is not feasible;
 - (b) the site is not located within Wellhead Sensitivity Area 1, a High Microbial Risk Management Zone, or a Surface Water Intake Protection Zone 1 described in Chapter 8;
 - (c) studies prepared in accordance with the Regional Implementation Guidelines for Source Water Protection Studies and accepted by the Region, demonstrate that such services can operate satisfactorily on the site and will not have a negative impact on groundwater resources;
 - (d) it is demonstrated to the satisfaction of the area municipality's Chief Building Official that the site conditions are suitable for the long-term provision of such services with have no *adverse effects*; and
 - (e) the development application complies with Policies 5.B.8 and 5.C.6 as applicable.
- 2.J.9 Notwithstanding the Urban Area or Township Urban Areas designated on Map 1, or *employment areas* designated on Map 3, any new lands designated as Urban Area, Township Urban Area, or on lands designated as *employment areas* along Northumberland Street in the Township of North Dumfries through the approval of Amendment Number [placeholder: insert number following the Province's approval of the amendment] to this Plan, will be subject to the following:
- (a) new non-agricultural uses or development will not be permitted until such time as it is demonstrated that the proposed non-agricultural use or development complies with the *minimum distance separation formulae*; or
 - (b) the area municipal official plan or zoning by-law includes policies or regulations to address compliance with the *minimum distance separation formulae*.

3.A Range and Mix of Housing

Housing is a necessity of life and is an essential element for achieving an equitable, thriving, and sustainable community. Communities thrive when everyone has a place they can afford and call home, and where they can feel safe, comfortable, and part of the community. The policies in this section are all about meeting this important goal. They seek to provide for a diverse range and mix of housing options that are safe, *affordable*, of adequate size and meet the accessibility requirements of all residents.

In recent years, the region's housing stock has become increasingly characterized by particular housing types and densities – namely, high-density, high-rise condominium buildings and low-density, single- and semi-detached housing. To help address this challenge and build a wider mix of housing options in neighbourhoods where people want to live, this Plan includes policies to support the construction of *missing middle housing* in both *delineated built-up areas* and *designated greenfield areas*. This type of housing facilitates *gentle density* and provides people of all ages, incomes and abilities with opportunities to live in *15-minute neighbourhoods*.

Maintaining a healthy supply of rental housing, especially at *affordable* and mid-range rents, is critical to attracting residents and businesses to the region and supporting a wider range of housing options that are *affordable*. The policies of this Plan seek to encourage the construction of new rental housing through partnerships with all levels of governments and the private, non-profit and co-operative housing sectors. This Plan also seeks to protect the conversion of the existing stock of rental housing to condominiums.

The Region, in consultation and coordination with the area municipalities, will explore and consider a broad range of planning mechanisms, financial incentives, and other considerations to promote and secure affordable housing in Waterloo Region. This includes supporting the use of inclusionary zoning by the area municipalities as a means of requiring *affordable* housing in Major Transit Station Areas.

Given the priority this Plan places on equity and climate action, it is a particular priority for all newly built affordable housing in Waterloo Region to be achieve *net-zero operational carbon* performance, and to include measures to minimize *embodied carbon* and building energy needs. This will support the community's energy transition off fossil fuels and increase the overall energy resiliency of the region. Building new affordable housing to achieve *net-zero operational carbon* performance will help protect households with lower incomes from rising and variable fuel prices and the effects of more frequent extreme weather.

Objectives:

- Support a diverse range and mix of housing options and densities, including *additional residential units, affordable, and missing middle housing*, to serve all sizes, incomes, and ages of households.

- Achieve *net-zero operational carbon* performance for all newly built housing, including affordable housing, and implement measures to minimize *embodied carbon* and building energy needs, support the energy transition off fossil fuels, and increase the overall energy resiliency in the community.
- 3.A.1 The Region, in collaboration with the area municipalities and other agencies, will review and regularly update the 10 Year Housing and Homelessness Plan, and update the policies of Section 3.A of this Plan as required in accordance with any updates to the 10 Year Housing and Homelessness Plan.
- 3.A.2 Area municipalities, in collaboration with the Region, will plan to provide a diverse range and mix of housing options with an overall target of a minimum of 30 percent of new ownership and rental housing being *affordable* to low and moderate income households. The range and mix of housing options provided will vary in terms in terms of form, tenure, density, and number of bedrooms to accommodate the needs of all sizes, incomes, and ages of households.
- 3.A.3 The Region, in collaboration with the area municipalities, will regularly monitor the progress in meeting the *affordable* housing target set out in Policy 3.A.2, and review and update this target in accordance with any updates in Provincial policy or the Region's 10 Year Housing and Homelessness Plan.
- 3.A.4 Area municipalities will develop official plan policies and implementing zoning by-laws to permit and facilitate the use of land for *additional residential units* by authorizing,
 - (a) the use of two residential units in a detached house, semi-detached house or row house; and
 - (b) the use of a residential unit in a building or structure ancillary to a detached house, semi-detached house or row house.
- 3.A.5 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, will 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 as appropriate, in accordance with the regulations of the Residential Tenancies Act, 2006.

- 3.A.6 Where a *development application* proposing residential uses is submitted for a site containing one hectare or more of developable land, the Region and the area municipalities will require, a minimum of 30 percent of new residential units to be planned in forms other than single-detached, semi-detached, and street fronting and single unit condominium townhouse units. Examples of other potential housing forms may include, but are not limited to: duplexes; tri-plexes; four-plexes; multi-plexes; stacked and back-to-back townhouses; and apartments.
- 3.A.7 The Region, in collaboration with the area municipalities, will investigate and implement a shared incentive program for private, public, and not-for-profit sector developers and applicants to create, maintain, and expand the *affordable* housing stock. Specific tools may include, but are not limited to: offering tax increment and/or Regional Development Charge grants; providing property tax waivers; reducing or waiving development application and review fees; reducing parking and other development standards; giving priority review to applications for *affordable* housing; and establishing a concierge service program to facilitate *affordable* housing.
- 3.A.8 The Region, in consultation with the area municipalities, will explore *affordable* housing incentives through a coordinated *Community Improvement Plan* for *affordable* housing or other appropriate mechanisms.
- 3.A.9 The Region will participate in and deliver Federal and/or Provincial housing programs in collaboration with area municipalities, that will benefit all residents in the region, whenever appropriate.
- 3.A.10 The Region will develop policies, processes, and programs to prioritize the achievement of *net-zero operational carbon* performance for all new affordable housing addressed by the Region's related master plans and strategies. These policies, processes, and programs will also include measures to:
- (a) minimize *embodied carbon* and building energy needs;
 - (b) support the energy transition off fossil fuels; and
 - (c) increase energy resiliency.
- 3.A.11 *Redevelopment* or conversion of Regionally owned community housing will require:
- (a) full replacement of all Regional community housing units with new Regional community housing units at the existing rent levels;

- (b) relocation of the tenants, to the satisfaction of the Region, to comparable accommodation at the same rent level during the period of redevelopment, or to new Regional community housing development; and,
 - (c) building for *net zero operational carbon* and minimizing *embodied carbon* and building energy needs.
- 3.A.12 As the Service Manager for housing and homelessness, the Region, in collaboration with the Province, the area municipalities, and other local agencies, will plan for the establishment of emergency shelters and other temporary accommodations for individuals and households across the region, and will continue to work toward the elimination of homelessness.
- 3.A.13 Area municipalities will develop official plan policies and implementing zoning by-laws to permit and facilitate emergency shelters and other temporary accommodations described in Policy 3.A.12 in appropriate locations across the municipality.
- 3.A.14 Area Municipalities will develop official plan policies and implementing zoning by-laws to permit and facilitate *special needs* housing within all residential designations.
- 3.A.15 Area municipalities will develop official plan policies and implementing zoning by-laws to regulate the demolition of existing residential rental units buildings with six or more units consistent with the following criteria:
- (a) where the replacement of rental units is permitted, any replacement units will include the same or higher number of units of comparable bedroom mix and affordability; 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.
- 3.A.16 Area municipalities are encouraged to coordinate with the Region on *affordable* housing programs.
- 3.A.17 *Development applications* proposing residential uses will be required to indicate if and how they are contributing to meeting the *affordable* housing target set out in Policy 3.A.2, and include an assessment of mix and range of types, bedroom mix, unit sizes, tenures, and accessibility requirements.
- 3.A.18 The Region, in collaboration with the area municipalities and other commenting agencies, will develop a protocol to give priority review to expedite *development applications* proposing to deliver a minimum of 30 percent of the total units as *affordable* housing.

- 3.A.19 Notwithstanding the provisions of the Planning Act that prohibit making a request for amendments to a new official plan and/or a secondary plan before the second anniversary of any part of the plans come into effect, Council may by resolution, consider permitting any *development applications* that require any such amendments to proceed, where:
- (a) the application proposes that at least 30 percent of the total units are *affordable* housing; or
 - (b) the application is submitted on either Regional or area municipal surplus lands and proposes new *affordable* housing.
- 3.A.20 The Region encourages the area municipalities to apply alternative development standards as-of-right to help streamline the development of *affordable* housing provided health, safety, servicing, and other reasonable standards or criteria can be met. Examples of such alternative development standards may include, but are not limited to, reduced parking standards, setbacks and road allowances.
- 3.A.21 The Region will encourage area municipalities to establish Community Permit Planning System areas in their official plan.
- 3.A.22 The Region, in collaboration with the area municipalities, local school boards, and Federal and Provincial agencies, will:
- (a) identify surplus government lands and/or buildings that may be suitable for *affordable* housing development;
 - (b) prioritize the development of *affordable* housing on suitable Regionally owned surplus land;
 - (c) support and encourage other levels of government and local school boards to prioritize the development of *affordable* housing on their surplus lands;
 - (d) optimize opportunities to use any surplus government owned land to facilitate new *affordable* housing units with a focus on long-term affordability;
 - (e) develop baseline criteria for *affordable* housing development on government owned land;
 - (f) encourage innovation in the delivery of long-term *affordable* housing units using pilot projects on government owned land to test new models of

housing tenure, construction, financing, land ownership/lease, public/private partnership; and

- (g) consider additional incentives and planning mechanisms to enhance the duration and level of affordability.

3.A.23 Area municipalities, in collaboration with the Region, will use available planning tools and other appropriate agreements to ensure that any *affordable* housing units secured as part of the development approval process will be offered to households meeting eligibility criteria and maintained as *affordable* over time. If requested, the Region may provide technical expertise to the area municipalities regarding approaches or best practices to secure and monitor any *affordable* housing units.

3.A.24 The Region encourages the Province to introduce new provisions in the Planning Act authorizing municipalities to enact zoning by-laws for residential rental tenure. Such by-laws would allow municipalities to require a portion of new multi-residential buildings in certain areas to be developed as rental units, and ensure that any existing rental housing in the area be kept as rental. The intent of these legislative changes is to give municipalities greater ability to preserve and increase the overall supply of rental housing in their communities.

Glossary of Terms

15-minute neighbourhoods

Compact, well-connected places such as mixed-use neighbourhoods or other areas within the Urban Area and Township Urban Areas. They are places that offer support and opportunities for people of all ages and abilities and at all times of year to conveniently access the necessities for daily living with a 15-minute trip by *walking, cycling, and rolling*, and where other needs can be met by taking direct, frequent, and convenient transit, wherever possible. *15-minute neighbourhoods* include an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and *public service facilities*. They are also age-friendly places and may take different shapes and forms appropriate to their contexts.

Additional residential units

An *additional residential unit* referred to in subsection 16 (3) of the Planning Act. This subsection provides for the use of:

- (a) two residential units in a detached house, semi-detached house or row house; and
- (b) one residential unit in a building or structure ancillary (e.g., garage, or a separate building referred to as “coach house”) to a detached house, semi-detached house or row house.

Additional residential units may also be referred to as additional dwelling units, secondary dwelling units, accessory dwelling units, second residential unit, secondary suites, laneway houses, garden suites, accessory apartments, or basement apartments.

Affordable

- (a) in the case of ownership housing, the least expensive of:
 - i. housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low and moderate income households; or
 - ii. housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area;
- (b) in the case of rental housing, the least expensive of:
 - i. a unit for which the rent does not exceed 30 per cent of gross annual household income for low and moderate income households; or
 - ii. a unit for which the rent is at or below the average market rent of a unit in the regional market area.

For the purposes of this definition:

Low and moderate income households means, in the case of ownership housing, households with incomes in the lowest 60 per cent of the income distribution for the regional market area; or in the case of rental housing, households with incomes in the lowest 60 per cent of the income distribution for renter households for the regional market area.

Regional market area means an area, generally broader than a lower-tier municipality that has a high degree of social and economic interaction. In the GGH, the upper- or single-tier municipality will normally serve as the regional market area. Where a regional market area extends significantly beyond upper or single-tier boundaries, it may include a combination of upper-, single- and/or lower-tier municipalities. (Based on PPS 2020 and modified by Growth Plan 2019)

Agri-food Network

Within the *Agricultural System*, a network that includes elements important to the viability of the agri-food sector such as regional *infrastructure* and transportation networks; on-farm buildings and infrastructure; agricultural services, farm markets, distributors, and primary processing; and vibrant, agriculture-supportive communities. (Greenbelt Plan 2017)

Agricultural Impact Assessment

A study that evaluates the potential impacts of non-agricultural development on agricultural operations and the *Agricultural System* and recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts. (Greenbelt Plan 2017)

Agricultural System

The system mapped and issued by the Province in accordance with the Provincial Growth Plan, comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has two components: 1) An agricultural land base comprised of *prime agricultural areas*, including *specialty crop areas*, and *rural lands* that together create a continuous productive land base for agriculture; and 2) An *agri-food network* which includes infrastructure, services, and assets important to the viability of the agri-food sector. (Greenbelt Plan 2017)

Alternative Energy System

A system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems. (PPS 2020)

Archaeological Resources

Includes artifacts, archaeological sites, marine archaeological sites, as defined under the Ontario Heritage Act. The identification and evaluation of such resources are based

upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act. (PPS 2020)

Brownfield Sites

Undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant. (PPS 2020)

Built Heritage Resource

A building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the Ontario Heritage Act, or included on local, provincial and/or, federal registers.

Community Improvement Plan

A plan for the community improvement of a Community Improvement Project Area designated under Section 28 of the Planning Act.

Compact Built Form

A land use pattern that encourages the efficient use of land, *15-minute neighbourhoods*, proximity to a mobility network focused on *walking, cycling, rolling*, and taking transit, and reduced need for *infrastructure*. *Compact built form* can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. *Compact built form* can also be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and *walking, cycling and rolling*, sidewalks with minimal interruptions for vehicle access, and protected infrastructure along roads to provide a safe environment for *walking, cycling and rolling*.

Complete Streets

Streets planned to balance the needs of all road users, including motorists, transit-users, pedestrians, cyclists, and people that use mobility aids such as wheelchairs and other legal mobility devices.

Cultural Heritage Landscape

A defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. *Cultural heritage landscapes* may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms. (PPS 2020)

Cultural Heritage Resources

Built heritage resources, cultural heritage landscapes and archaeological resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some cultural heritage resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation. (Greenbelt Plan 2017)

Delineated Built Boundary

The limits of the developed urban area as defined by the Minister in consultation with affected municipalities for the purpose of measuring the minimum *intensification* target in this Plan.

Delineated Built-up Area

All land within the *delineated built boundary*.

Designated Greenfield Area

Lands within settlement areas (not including *Rural Settlement Areas*) but outside of *delineated built-up areas* that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan. *Designated greenfield areas* do not include excess lands.

Development

The creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act, but does not include:

- a) activities that create or maintain infrastructure authorized under an environmental assessment process; or
- b) works subject to the Drainage Act. (Based on PPS 2020 and modified by the Growth Plan 2019)

Ecological Function

The natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including *hydrologic functions* and biological, physical, chemical and socio-economic interactions. (Greenbelt Plan)

Employment Area

Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities. (PPS 2020)

Employment area gateway

Access or entrance locations that are along the periphery of an employment area, or at the intersections of Regional Roads and/or Provincial Highways.

Excess Lands

Vacant, unbuilt but developable lands within settlement areas but outside of delineated built-up areas that have been designated in an official plan for development but are in excess of what is needed to accommodate forecasted growth to the horizon of this Plan.

Embodied carbon

Greenhouse gas emissions associated with materials and construction processes throughout the whole lifecycle of a building, piece of infrastructure, or other human construction. This includes the GHG emissions associated with the raw material supply, manufacturing, construction/installation, maintenance and repair, deconstruction/demolition, and waste processing and disposal.

Fish Habitat

As defined in the Fisheries Act, means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes. (PPS 2020)

Freight-supportive

In regard to land use patterns, means transportation systems and facilities that facilitate the movement of goods. This includes policies or programs intended to support efficient freight movement through the planning, design and operation of land use and transportation systems. Approaches may be recommended by the Province or based on municipal approaches that achieve the same objectives. (PPS 2020)

Frequent Transit

A public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

Gentle Density

Development or *redevelopment* in Urban Areas or Township Urban Areas with a slightly higher density than adjacent single-detached (or lower density) neighborhood.

Greater Golden Horseshoe (GGH)

The geographic area identified as the Greater Golden Horseshoe growth plan area in Ontario Regulation 416/05 under the Places to Grow Act, 2005.

Green Infrastructure

Natural and human-made elements that provide ecological and hydrologic functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs. (PPS 2020)

Greyfields

Previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict, or vacant.

Ground Water Features

Water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations. (PPS 2020)

Habitat of Endangered Species and Threatened Species

Habitat within the meaning of section 2 of the Endangered Species Act, 2007. (PPS 2020)

Hazardous Lands

Property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of large, inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits. (PPS 2020)

Higher Order Transit

Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of way.

Highly Vulnerable Aquifer

Aquifers, including lands above the aquifers, on which external sources have or are likely to have a significant adverse effect. (Greenbelt Plan 2017)

Impacts of a Changing Climate

The present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability. (PPS 2020)

Individual On-Site Sewage Services

Means sewage systems, as defined in O. Reg. 332/12 under the Building Code Act, 1992, that are owned, operated and managed by the owner of the property upon which the system is located. (PPS 2020)

Individual On-Site Water Services

Means individual, autonomous water supply systems that are owned, operated and managed by the owner of the property upon which the system is located (PPS 2020)

Intensification

The development of a property, site or area at a higher density than currently exists through:

- (a) *redevelopment*, including the reuse of *brownfield sites*;
- (b) the development of vacant and/or underutilized lots within previously developed areas;
- (c) infill development; and
- (d) the expansion or conversion of existing buildings. (PPS 2020)

Key Hydrologic Areas

Significant groundwater recharge areas, highly vulnerable aquifers, and significant surface water contribution areas that are necessary for the ecological and hydrologic integrity of a watershed. (Growth Plan 2019)

Key Hydrologic Features

Permanent streams, intermittent streams, inland lakes and their littoral zones, seepage areas and springs, and wetlands. (Growth Plan 2019)

Key Natural Heritage Features

Habitat of endangered species and threatened species; fish habitat; wetlands; life science areas of natural and scientific interest (ANSIs), significant valleylands, significant woodlands; significant wildlife habitat (including habitat of special concern species); *sand barrens, savannahs, and tallgrass prairies; and alvars*. (Growth Plan 2019)

Life Science Areas of Natural and Scientific Interest (ANSIs)

An area that has been identified as having life science values related to protection, scientific study, or education; and further identified by the Ministry of Natural Resources and Forestry using evaluation procedures established by that Ministry, as amended from time to time. (Greenbelt Plan 2017)

Low Impact Development

An approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater. Low impact development can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems. Low impact development often employs vegetation and soil in its design, however, that does not always have to be the case and the specific form may vary considering local conditions and community character.

Major Facilities

Facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities. (PPS 2020)

Major Goods Movement Facilities and Corridors

The transportation facilities and corridors associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, airports, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are *freight-supportive* may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives. (PPS 2020)

Major Office

Freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more.

Major Retail

Large-scale or large-format stand-alone retail stores or retail centres that have the primary purpose of commercial activities.

Major Transit Station Area

The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

Major Trip Generators

Origins and destinations with high population densities or concentrated activities which generate many trips (e.g., Urban Growth Centres and other downtowns, *major office* and office parks, *major retail*, *employment areas*, *community hubs*, large parks and recreational destinations, post-secondary institutions and other *public service facilities*, and other mixed-use areas).

Mineral Aggregate Resources

Gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the Aggregate Resources Act suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the Mining Act. (PPS 2020)

Missing Middle Housing

Multiple unit housing including, but not limited to multiplexes, stacked townhouses, apartments, and other low-rise housing options.

Modal Share

The percentage of person-trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes.

Multimodal

Relating to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, *rapid transit*, rail (such as commuter and freight), trucks, air, and marine. (Based on PPS 2020 and modified by Growth Plan 2019)

Municipal Comprehensive Review

A new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under section 26 of the Planning Act that comprehensively applies the policies and schedules of this Plan.

Municipal Water and Wastewater Systems

Municipal water systems are all or part of a drinking-water system:

- (a) that is owned by a municipality or by a municipal service board established under section 195 of the Municipal Act, 2001;
- (b) that is owned by a corporation established under section 203 of the Municipal Act, 2001;
- (c) from which a municipality obtains or will obtain water under the terms of a contract between the municipality and the owner of the system; or
- (d) that is in a prescribed class of municipal drinking-water systems as defined in regulation under the Safe Drinking Water Act, 2002, including centralized and decentralized systems.

And, municipal wastewater systems are any sewage works owned or operated by a municipality.

Natural Heritage Features and Areas

Features and areas, including *significant wetlands*, significant coastal wetlands, other coastal *wetlands* in Ecoregions 5E, 6E and 7E, *fish habitat*, *significant woodlands* and *significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River), *habitat of endangered species and threatened species*, *significant wildlife habitat*, and significant areas of natural and scientific interest, which are important for their environmental and social values as a legacy of the natural landscapes of an area. (PPS 2020)

Natural Heritage System

A system made up of *natural heritage features and areas*, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. The system can include *key natural heritage features*, *key hydrologic features*, federal and provincial parks and conservation reserves, *other natural heritage features and areas*, lands that have been restored or have the potential to be restored to

a natural state, associated areas that support *hydrologic functions*, and working landscapes that enable *ecological functions* to continue. (Based on PPS 2020 and modified by Growth Plan 2019)

Natural Heritage System for the Growth Plan

The natural heritage system mapped and issued by the Province in accordance with this Plan.

Net-zero carbon

Describes a human activity that does not release more greenhouse gas emissions than it removes from the atmosphere over the course of its complete lifecycle, including both operational and *embodied carbon*. A net-zero carbon activity either does not release GHG emissions into the atmosphere at all during its full lifecycle, or minimizes GHG emissions and offsets remaining emissions with activities that remove carbon from the atmosphere.

Net-Zero Operational Carbon

When operating a building, on an annual basis, the building does not add any additional greenhouse gases into the atmosphere, either by not making them at all, or by minimizing and addressing remaining emissions through actions that remove/compensate for the greenhouse gases in the atmosphere.

Office Parks

Employment areas or areas where there are significant concentrations of offices with high employment densities.

Partial Services

means

- a) *municipal water and waster servicing systems* combined with *individual on-site water services*; or
- b) *municipal water and wastewater servicing systems* combined with *individual on-site sewage services*.

Prime Agricultural Area

An area where prime agricultural lands predominate. This includes areas of prime agricultural lands and associated Canada Land Inventory Class 4 through 7 lands and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. Prime agricultural areas are to be identified by the Ontario Ministry of Agriculture, Food and Rural Affairs using guidelines developed by the Province as amended from time to time. (Based on PPS 2020 and modified by the Growth Plan 2019)

Prime Agricultural Lands

Specialty crop areas and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection (PPS 2020).

Priority Transit Corridors

Transit corridors shown in Schedule 5 or as further identified by the Province for the purpose of implementing the Provincial Growth Plan.

Provincially Significant Employment Zones

Areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs.

Public Service Facilities

Lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, long-term care services, and cultural services. Public service facilities do not include infrastructure. (PPS 2020)

Public Realm

All spaces to which the public has unrestricted access, such as streets, parks, and sidewalks.

Redevelopment

The creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites. (PPS 2020)

Renewable Energy System

A system that generates electricity, heat and/or cooling from a renewable energy source.

For the purposes of this definition:

A renewable energy source is an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces. (PPS 2020)

Rural Lands

Lands which are located outside *settlement areas* and which are outside prime agricultural areas. (PPS 2020)

Rural Settlement Areas

Existing hamlets or similar existing small *settlement areas* that are long established and identified in official plans. These communities are serviced by partial services and

individual private on-site water and/or private wastewater systems, contain a limited amount of undeveloped lands that are designated for development and are subject to official plan policies that limit growth.

Sensitive Land Uses

Buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by nearby major facilities. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities. (PPS 2020)

Service Commercial

Uses or establishments that provide a service to the public or other businesses and may include, but are not limited to, the following examples: automobile service station or repair shop, food services/restaurant and hotel/motel.

Settlement Areas

Urban areas and rural settlements within municipalities (such as cities, towns, villages and hamlets) that are:

- (a) built up areas where development is concentrated and which have a mix of land uses; and
- (b) lands which have been designated in an official plan for development in accordance with the policies of this Plan. Where there are no lands that have been designated for development, the *settlement area* may be no larger than the area where development is concentrated. (Based on PPS 2020 and modified by the Growth Plan 2019)

Significant Groundwater Recharge Area

An area that has been identified:

- (a) as a significant groundwater recharge area by any public body for the purposes of implementing the PPS 2020;
- (b) as a significant groundwater recharge area in the assessment report required under the Clean Water Act, 2006; or
- (c) as an ecologically significant groundwater recharge area delineated in a subwatershed plan or equivalent in accordance with provincial guidelines.

For the purposes of this definition, ecologically significant groundwater recharge areas are areas of land that are responsible for replenishing groundwater systems that directly support sensitive areas like cold water streams and wetlands. (Greenbelt Plan)

Significant Wetland

A wetland that has been identified as provincially significant by the Province. (Based on PPS 2020 and modified by Growth Plan 2019)

Significant Wildlife Habitat

A wildlife habitat that is ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system. These are to be identified using criteria established by the Province. (Based on PPS 2020 and modified by Growth Plan 2019)

Significant Woodland

A woodland which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. These are to be identified using criteria established by the Province. (Based on PPS 2020 and modified by Growth Plan 2019)

Significant Valleyland

A *valleyland* which is ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or *natural heritage system*. These are to be identified using criteria established by the Province. (Based on PPS 2020 and modified by Growth Plan 2019)

Special needs

Means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to long-term care homes, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.

Stormwater Master Plan

A long-range plan that assesses existing and planned stormwater facilities and systems and outlines stormwater infrastructure requirements for new and existing development within a settlement area. Stormwater master plans are informed by watershed planning and are completed in accordance with the Municipal Class Environmental Assessment.

Stormwater Management Plan

A plan that provides direction to avoid or minimize and mitigate stormwater volume, contaminant loads, and impacts on receiving water courses to: maintain groundwater quality and flow and stream baseflow; protect water quality; minimize the disruption of pre-existing (natural) drainage patterns wherever possible; prevent increases in stream channel erosion; prevent any increase in flood risk; and protect aquatic species and their habitat.

Strategic Growth Areas

Within Urban Areas and Township Urban Areas, nodes, corridors, and other areas that have been identified by the Region, area municipalities or the Province to be the focus for accommodating *intensification* and higher-density mixed uses in a more *compact built form*. Strategic growth areas include Urban Growth Centres, Major Transit Station Areas, Regional Corridors, Local Corridors and Centres, Township Urban Growth Centres, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields.

Transit-supportive

Relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines.

Transportation System

A system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park-and-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance. (PPS 2020).

Walking, cycling, and rolling

Methods of active transportation, which means movement of people or goods that is powered by human activity. Active transportation includes walking, cycling, and the use of human-powered or hybrid mobility aids such as wheelchairs, scooters, e-bikes, and rollerblades.

Wetlands

Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens.

Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

Wetlands are further identified, by the Ministry of Natural Resources and Forestry or by any other person, according to evaluation procedures established by the Ministry of Natural Resources and Forestry, as amended from time to time. (Greenbelt Plan 2017)

Wildlife Habitat

Areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species. (PPS 2020)

Woodlands

Treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels. Woodlands may be delineated according to the Forestry Act definition or the Province's Ecological Land Classification system definition for "forest." (PPS 2020)

MAP 1

REGIONAL STRUCTURE



Urban System

-  Urban Growth Centre
-  Regional Intensification Corridors
-  Urban Area
-  Township Urban Area
-  Countryside Line




Agricultural System*


-  Protected Countryside
-  Prime Agricultural Area
-  Rural Lands
-  Rural Settlement Areas

Municipal Boundaries

-  Regional Municipal Boundary
-  Area Municipal Boundary

Transportation

-  Region of Waterloo International Airport
-  Provincial Highways
-  Regional Roads

 Areas that remain subject to the ROPA 2 appeal.

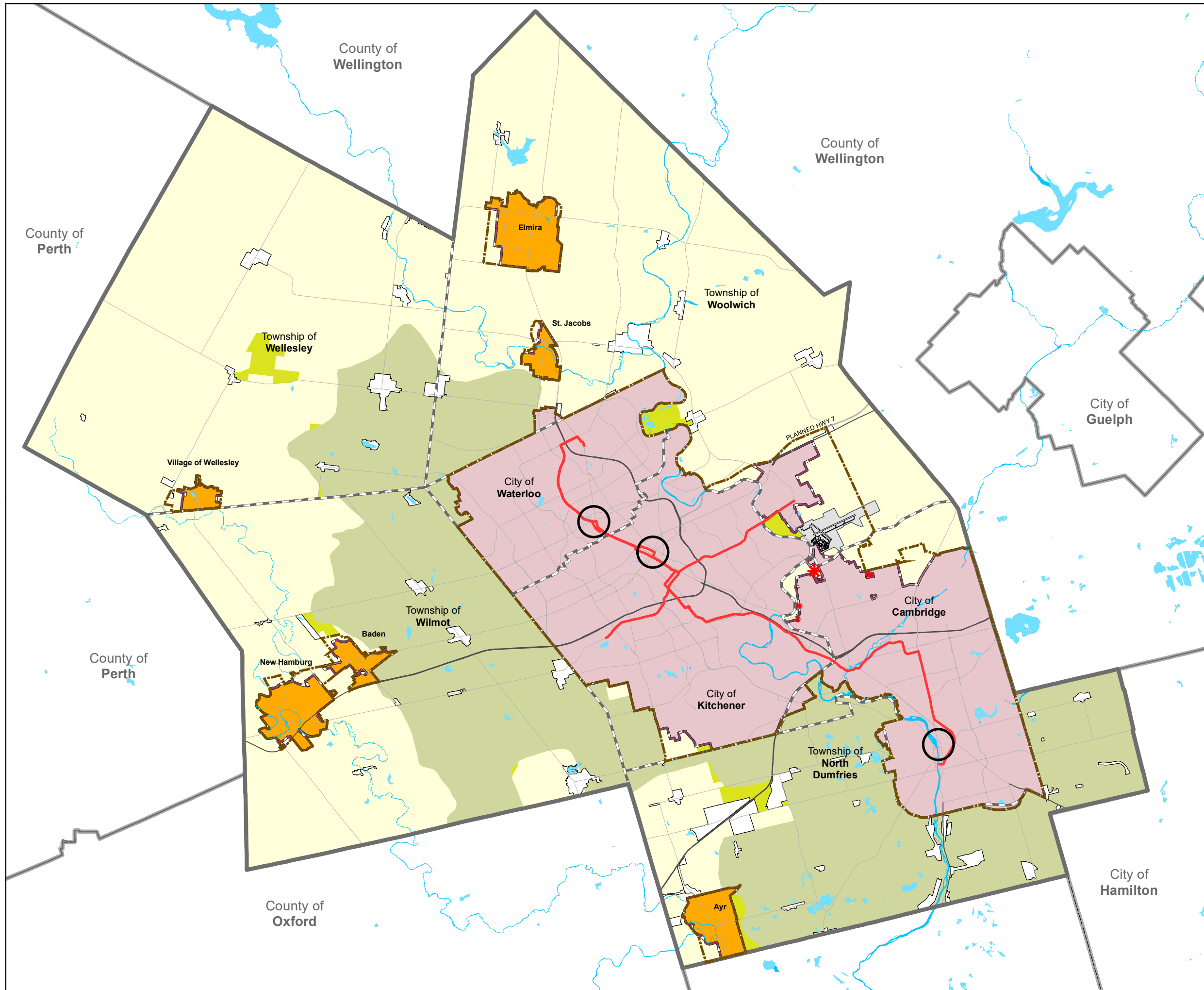
*The agricultural land base reflects the in-force 2015 Regional Official Plan. The Region will be implementing a new Agricultural System and associated mapping as part of the second phase of the ROP review.



0 2.25 4.5
Kilometers

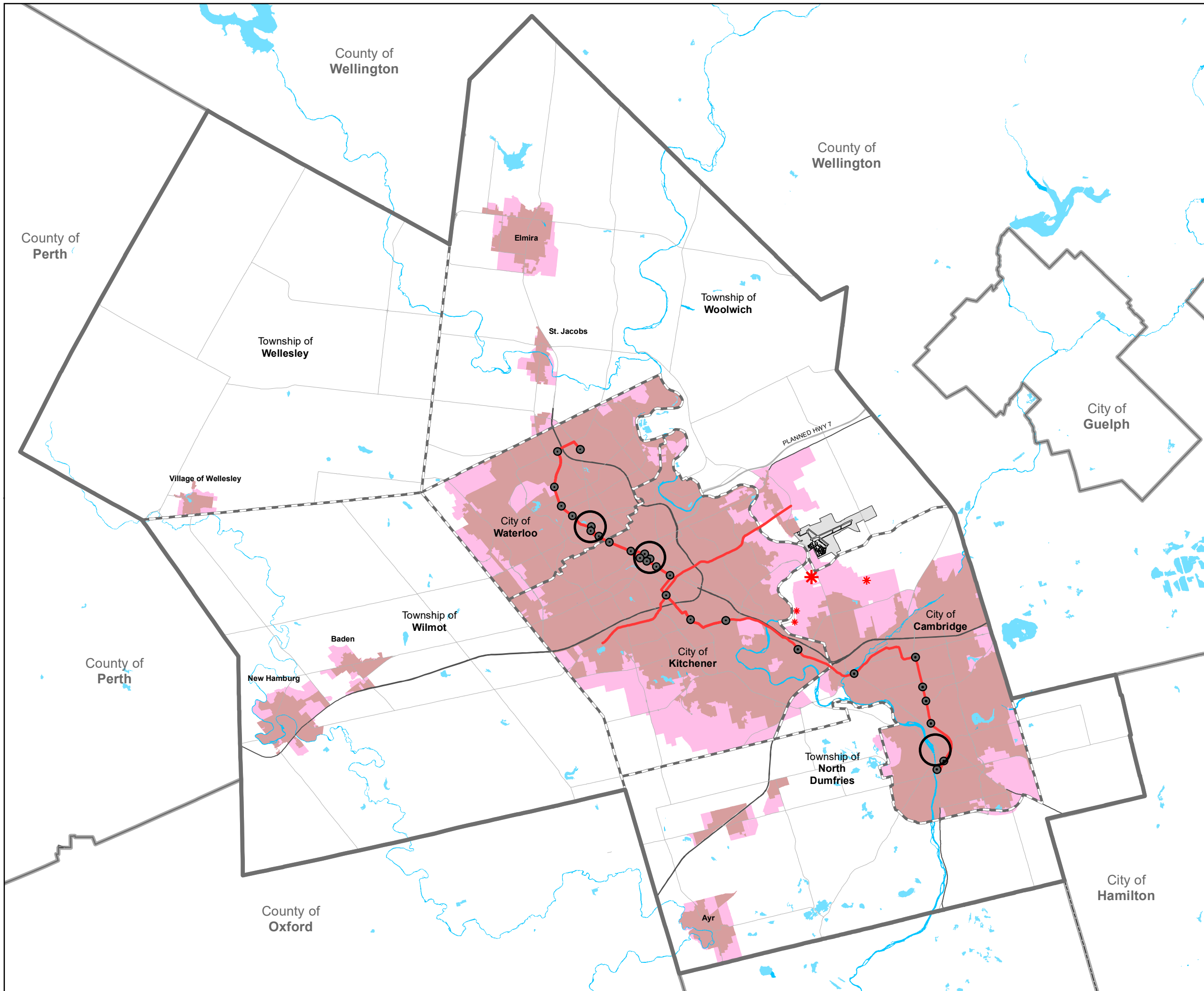


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MAP 2

URBAN SYSTEM



- Strategic Growth Areas**
- Urban Growth Centre*
 - Regional Intensification Corridors
 - Major Transit Station Area*
- Urban Area / Township Urban Area**
- Delineated Built-Up Area
 - Designated Greenfield Area
- Municipal Boundaries**
- Regional Municipal Boundary
 - Area Municipal Boundary
- Transportation**
- Region of Waterloo International Airport
 - Provincial Highways
 - Regional Roads
- Areas that remain subject to the ROPA 2 appeal.

*The location of the Urban Growth Centres and Major Transit Station Areas are shown symbolically. The boundaries of the UGCs are delineated on Figures 1 to 3, and the boundaries of the MTSA are delineated on Figures 4a to 9d inclusive.

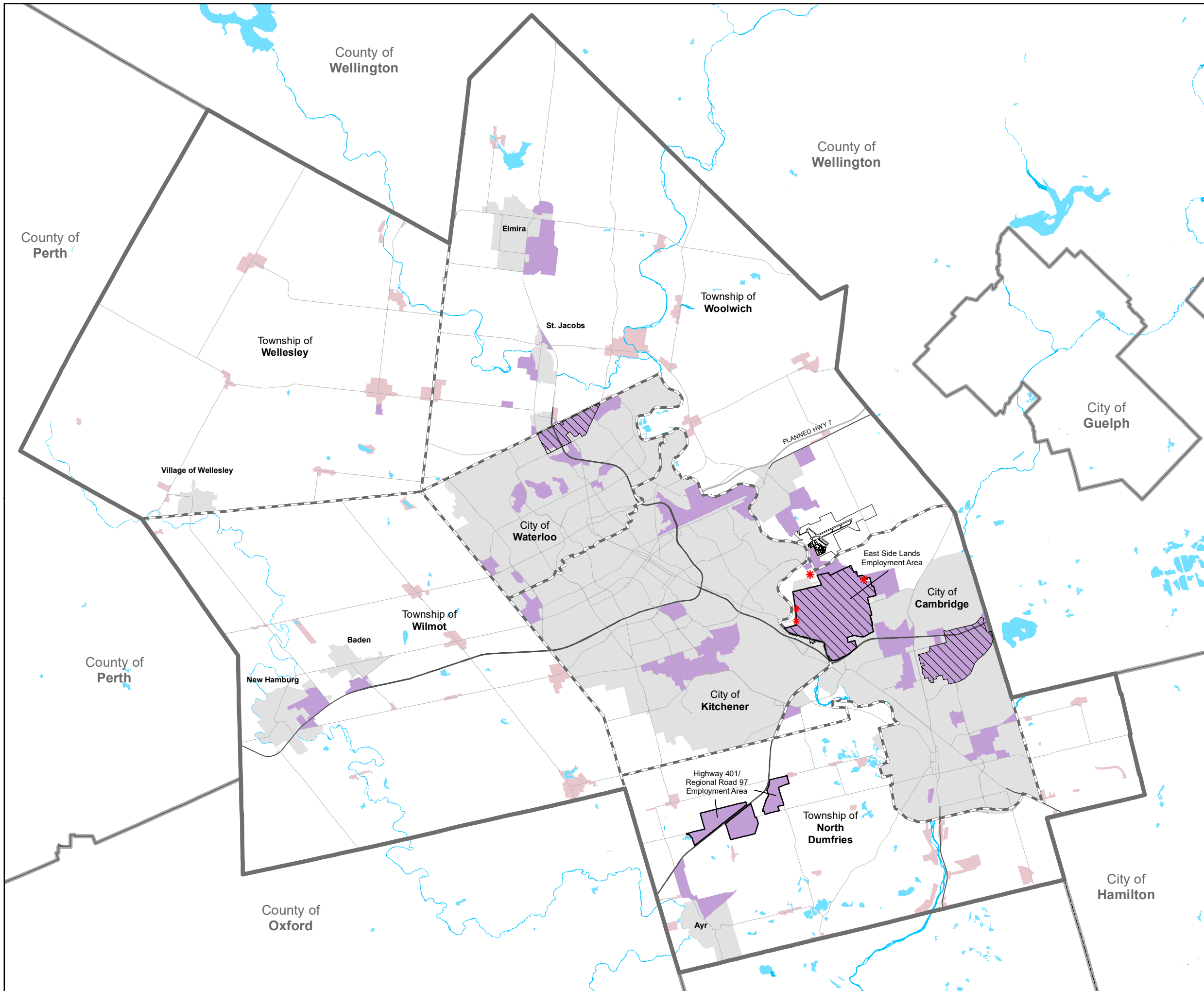
N





0 2.5 5 Kilometers

regional official plan 2051



MAP 3

EMPLOYMENT AREA







-  Employment Area
-  Provincially Significant Employment Zone
-  Urban Area / Township Urban Area
-  Rural Settlement Area

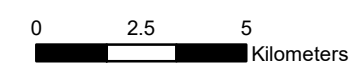
Municipal Boundaries

-  Regional Municipal Boundary
-  Area Municipal Boundary

Transportation

-  Region of Waterloo International Airport
-  Provincial Highways
-  Regional Roads

 Areas that remain subject to the ROPA 2 appeal.



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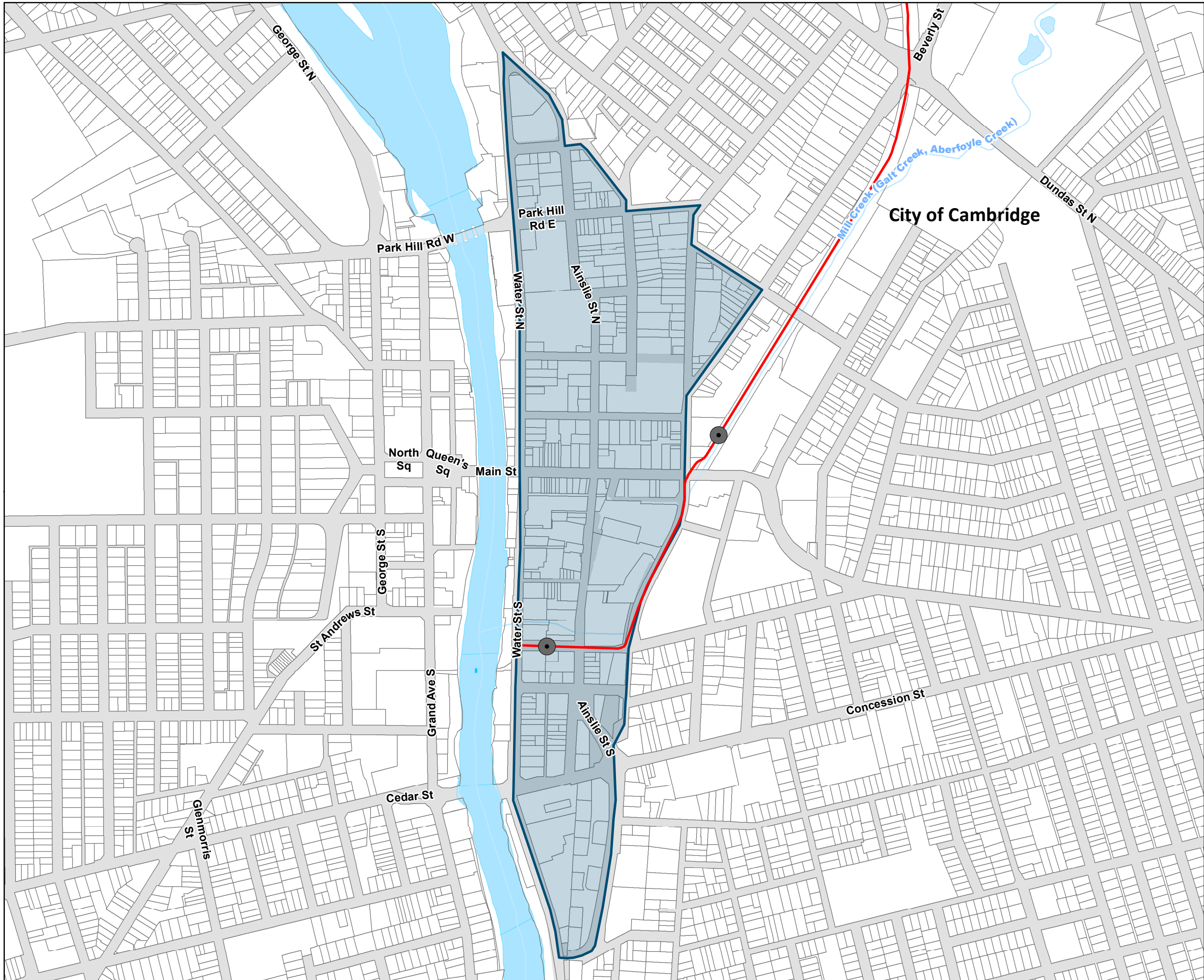



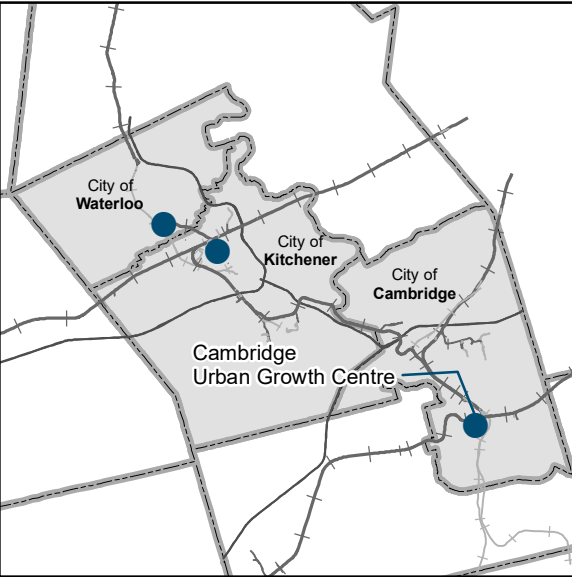


Figure 1

Cambridge Urban Growth Centre

-  Urban Growth Centre
-  ION Planned Stage 2 Route
-  Major Transit Station Area

Key Map



0 115 230 Meters






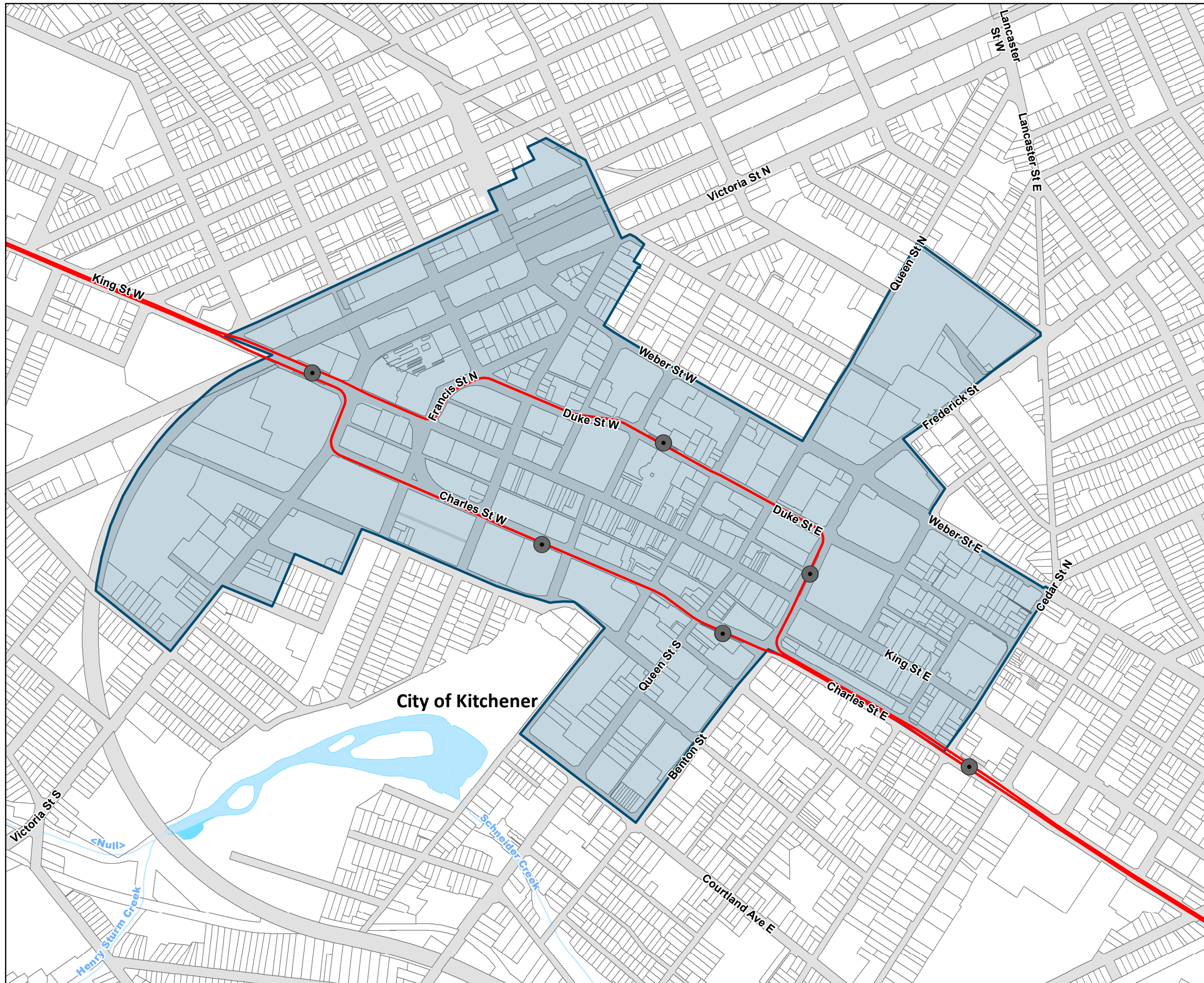
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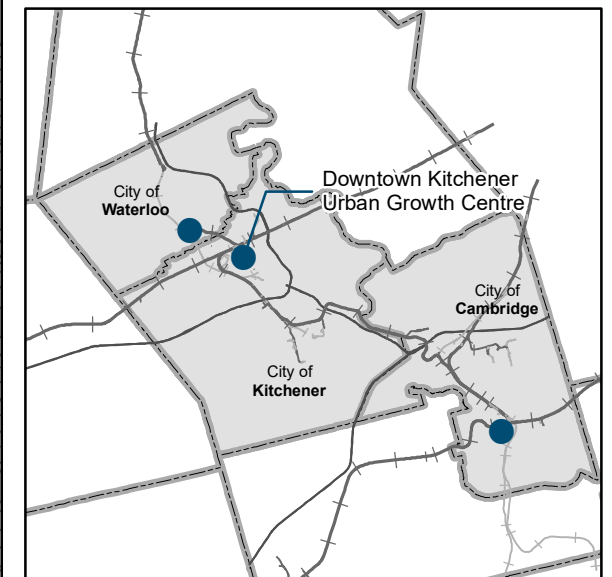
Figure 2

Downtown Kitchener Urban Growth Centre

-  Urban Growth Centre
-  ION LRT Route
-  Major Transit Station Area



Key Map



0 115 230 Meters







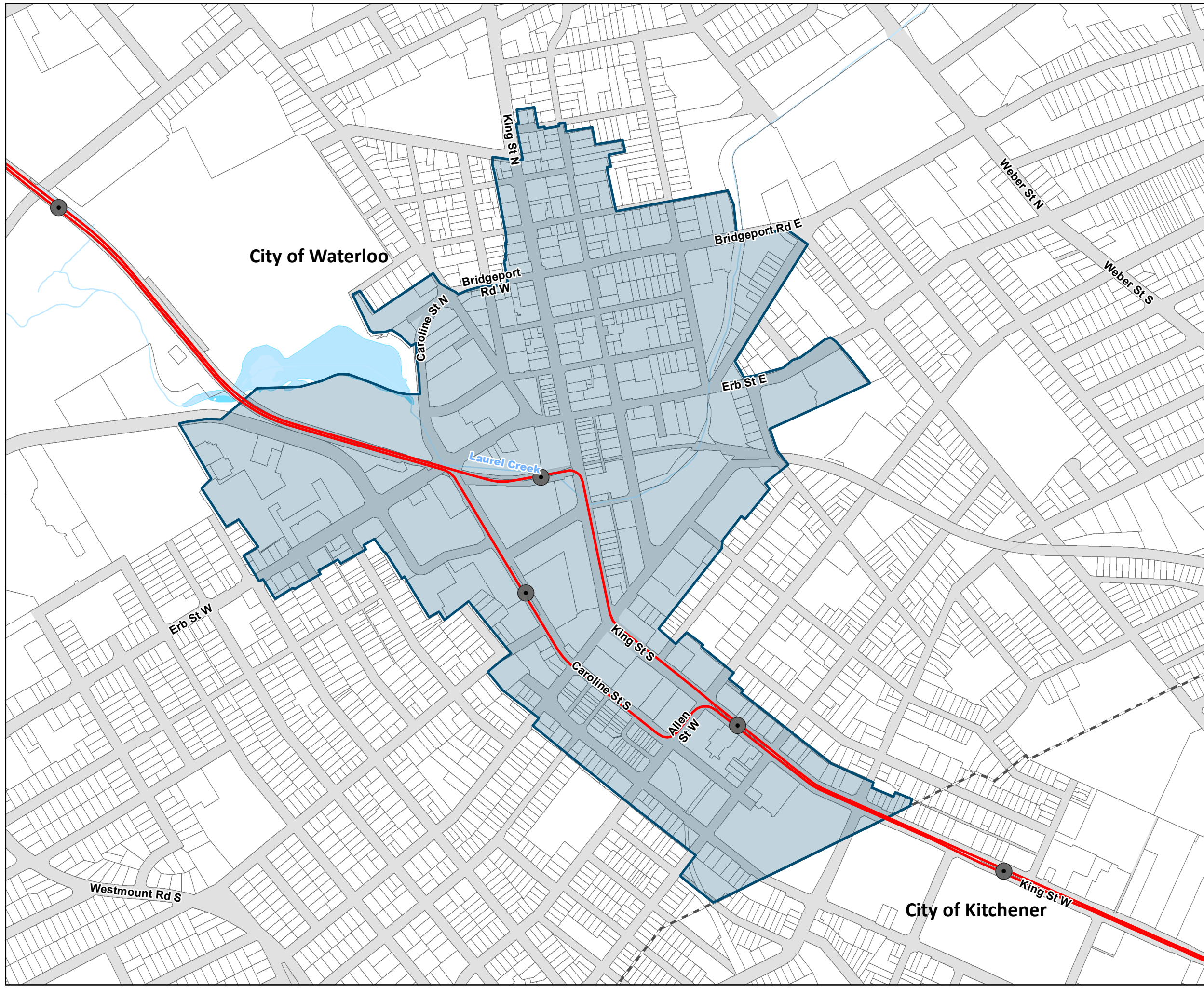
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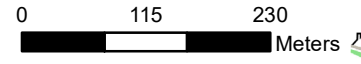
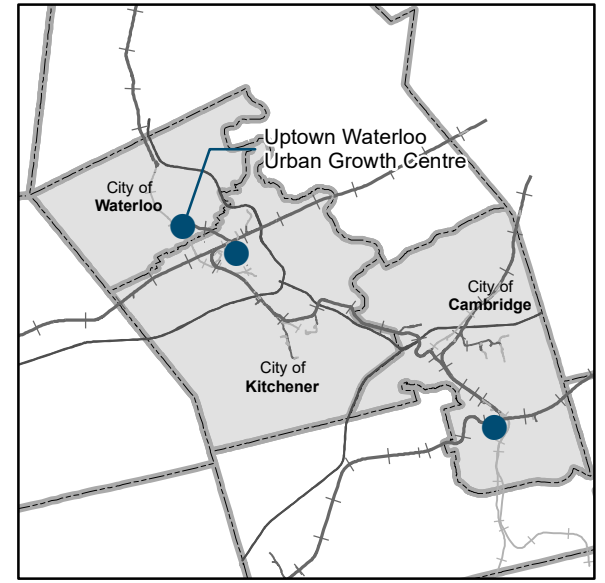
Figure 3

Uptown Waterloo Urban Growth Centre

-  Urban Growth Centre
-  ION LRT Route
-  Major Transit Station Area
-  Area Municipal Boundary



Key Map



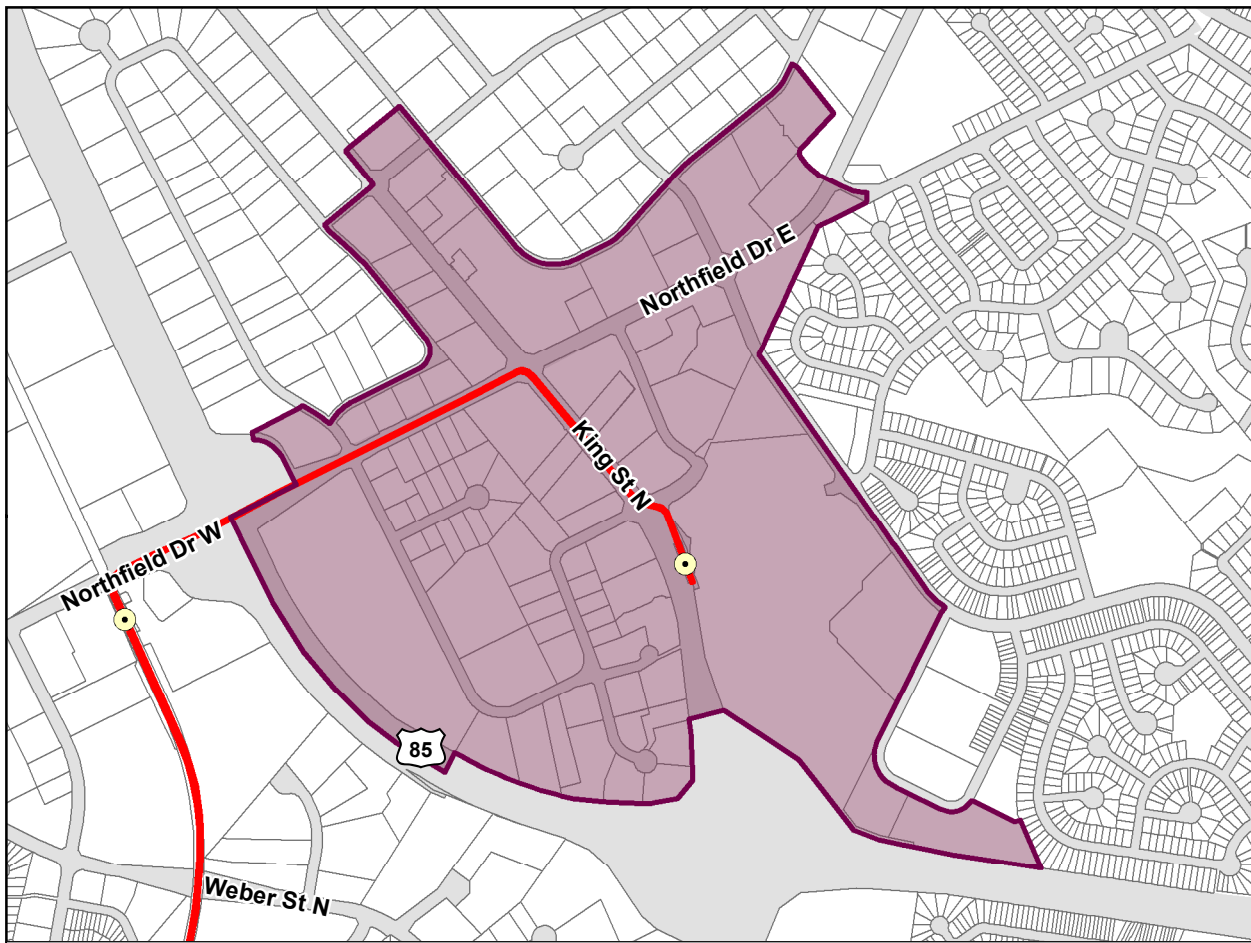
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Figures 4a - 4d Major Transit Station Areas

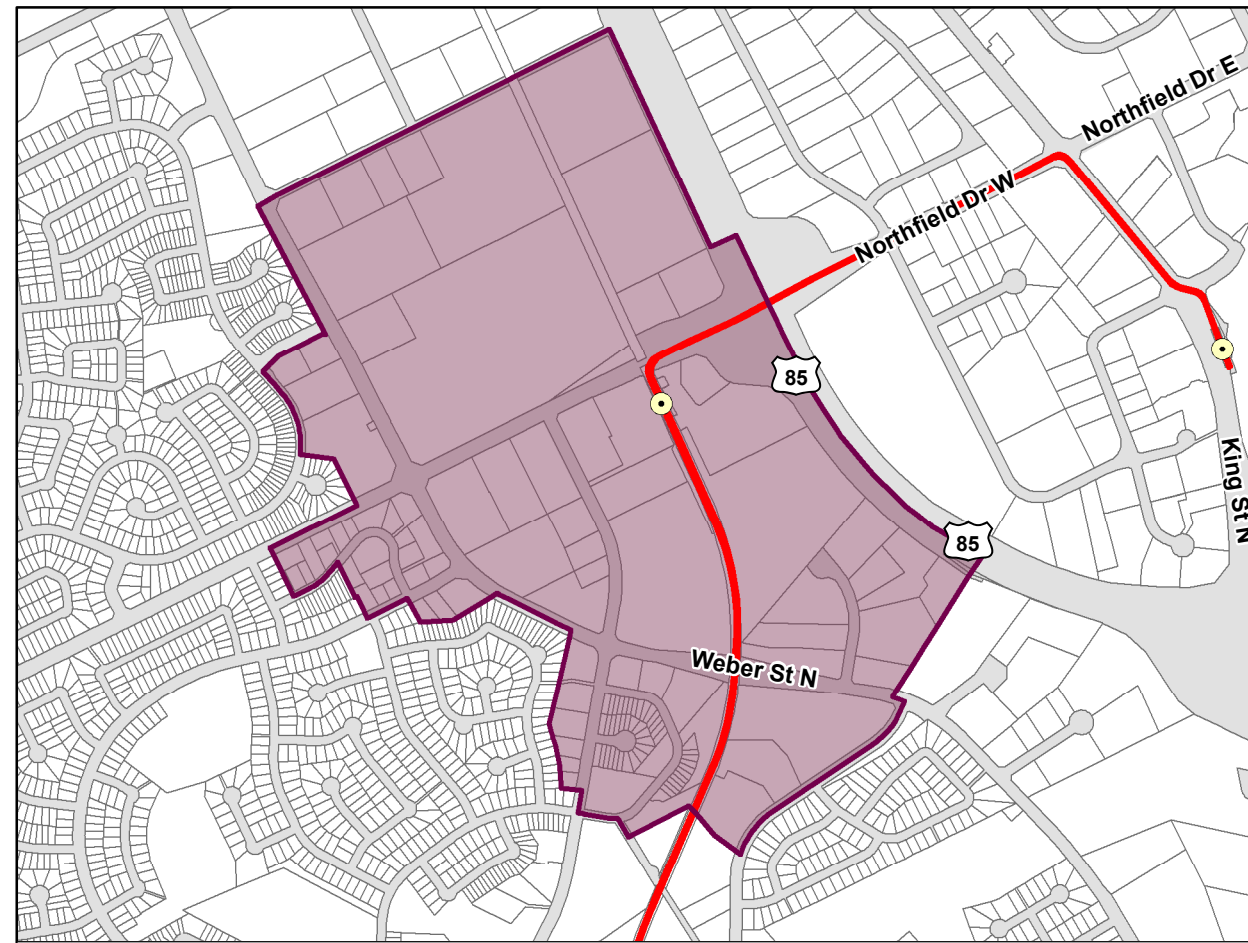
- Conestoga
- Northfield
- Research & Technology Park
- University of Waterloo

- Transit Stop
- Stage 1 ION LRT Route
- Planned Stage 2 ION LRT Route
- Major Transit Station Area



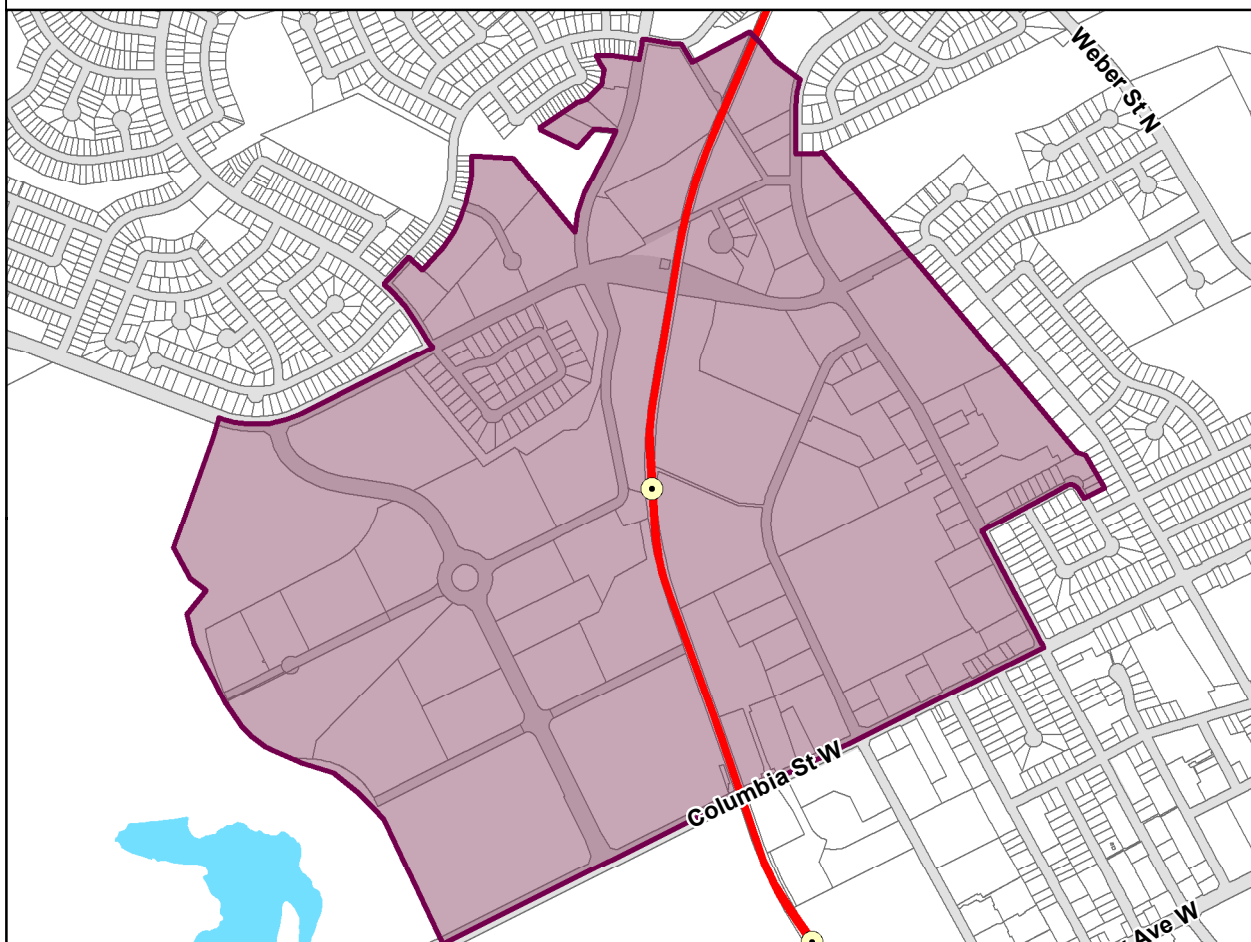
Conestoga Station - 4a

0 55 110 220 330 Meters



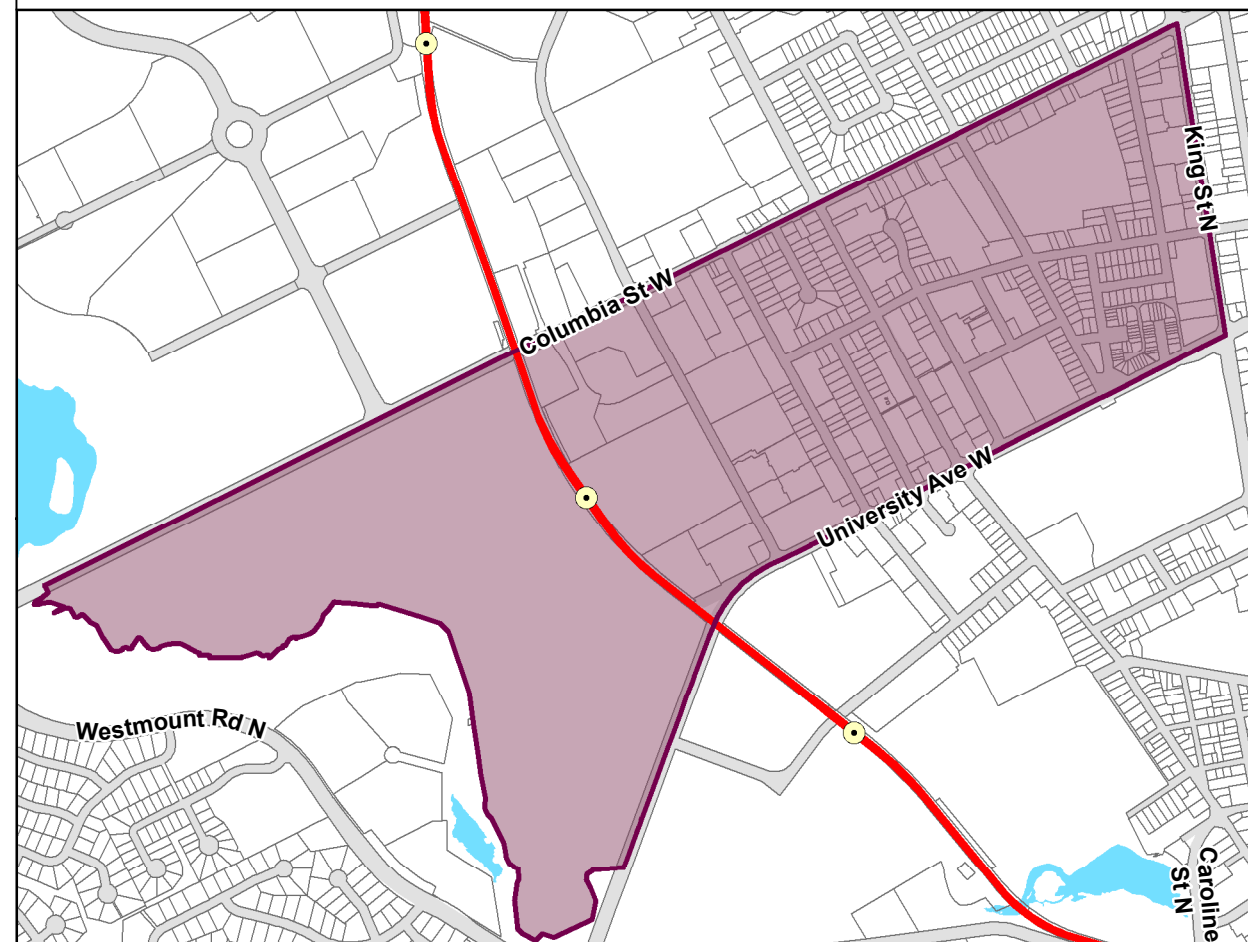
Northfield Station - 4b

0 55 110 220 330 Meters



Research & Technology Park Station - 4c

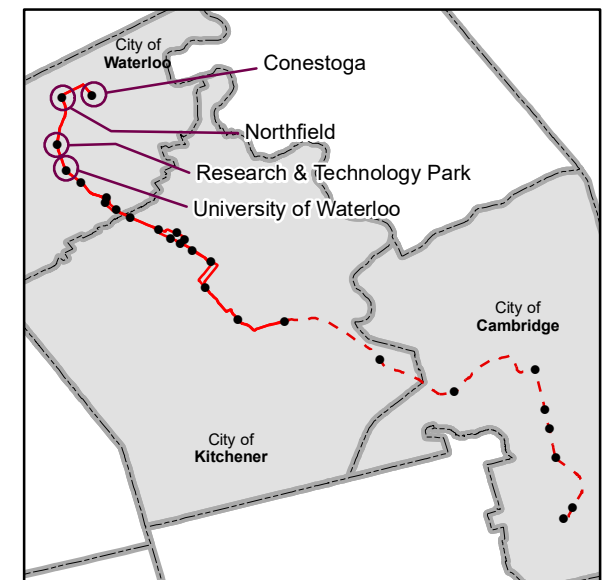
0 40 80 160 240 320 Meters



University of Waterloo Station - 4d

0 40 80 160 240 320 Meters

Key Map









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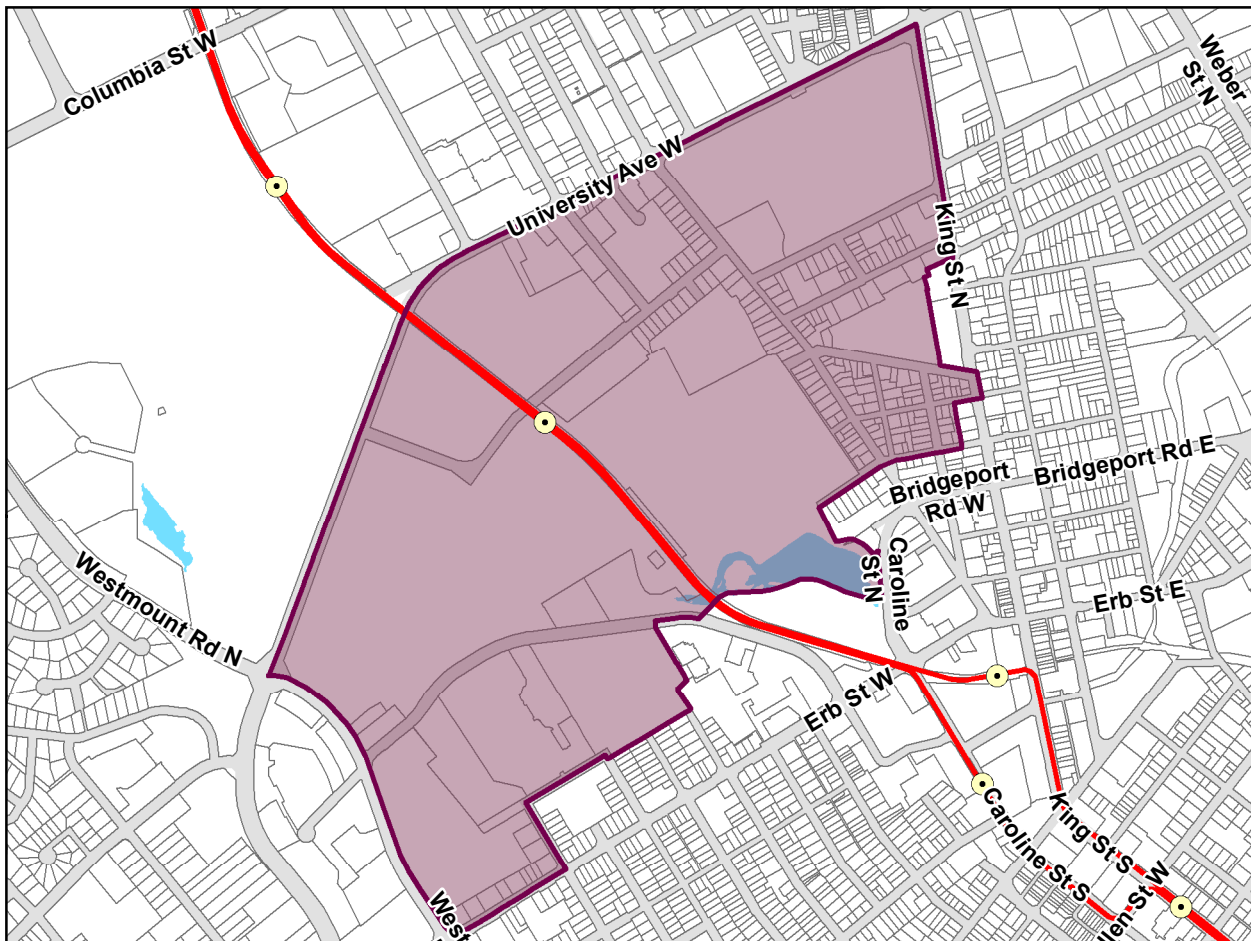


Figures 5a - 5d Major Transit Station Areas

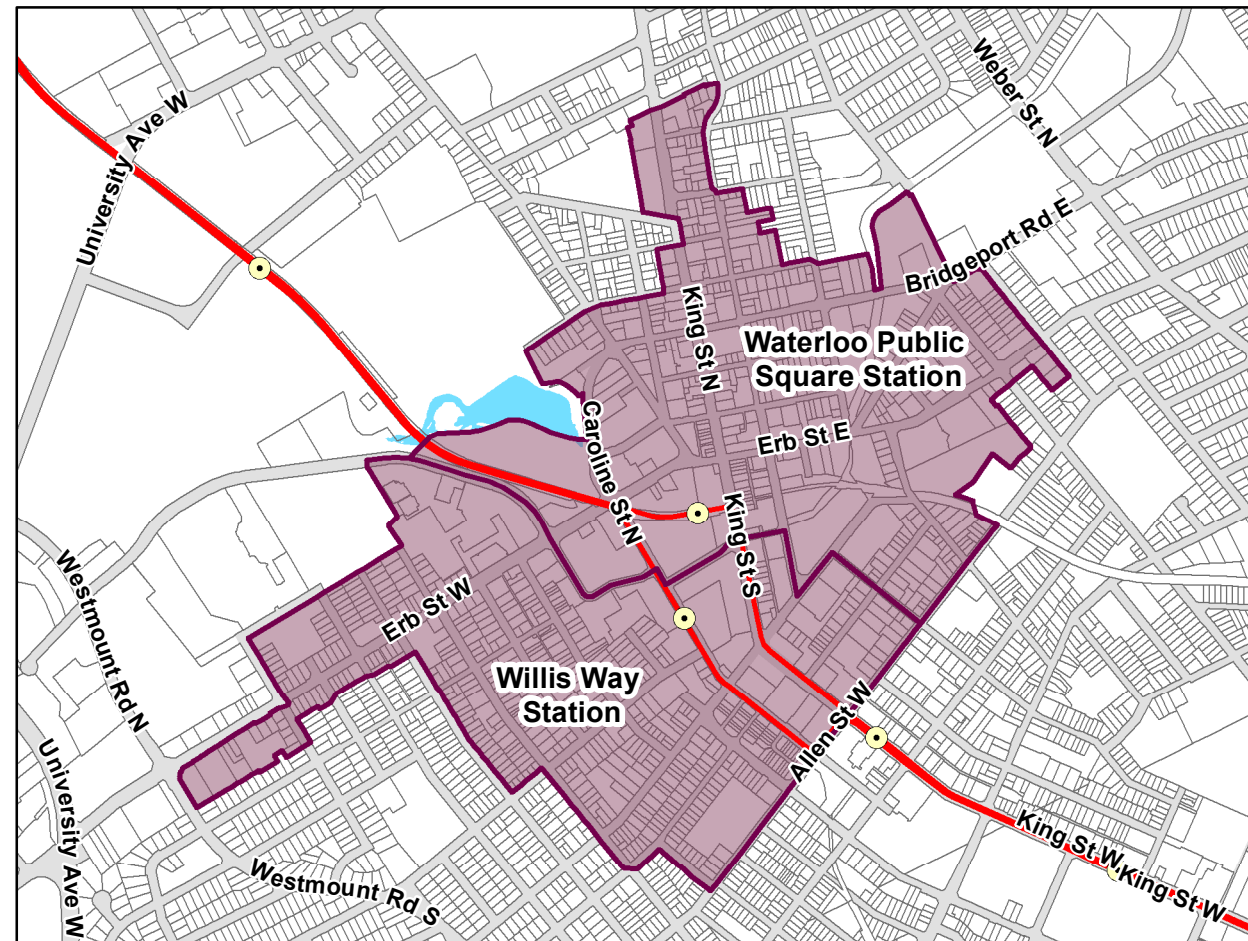
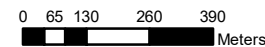
- Laurier - Waterloo Park
- Waterloo Public Square and Willis Way
- Allen
- Grand River Hospital

 Transit Stop
 Stage 1 ION LRT Route
 Planned Stage 2 ION LRT Route
 Major Transit Station Area

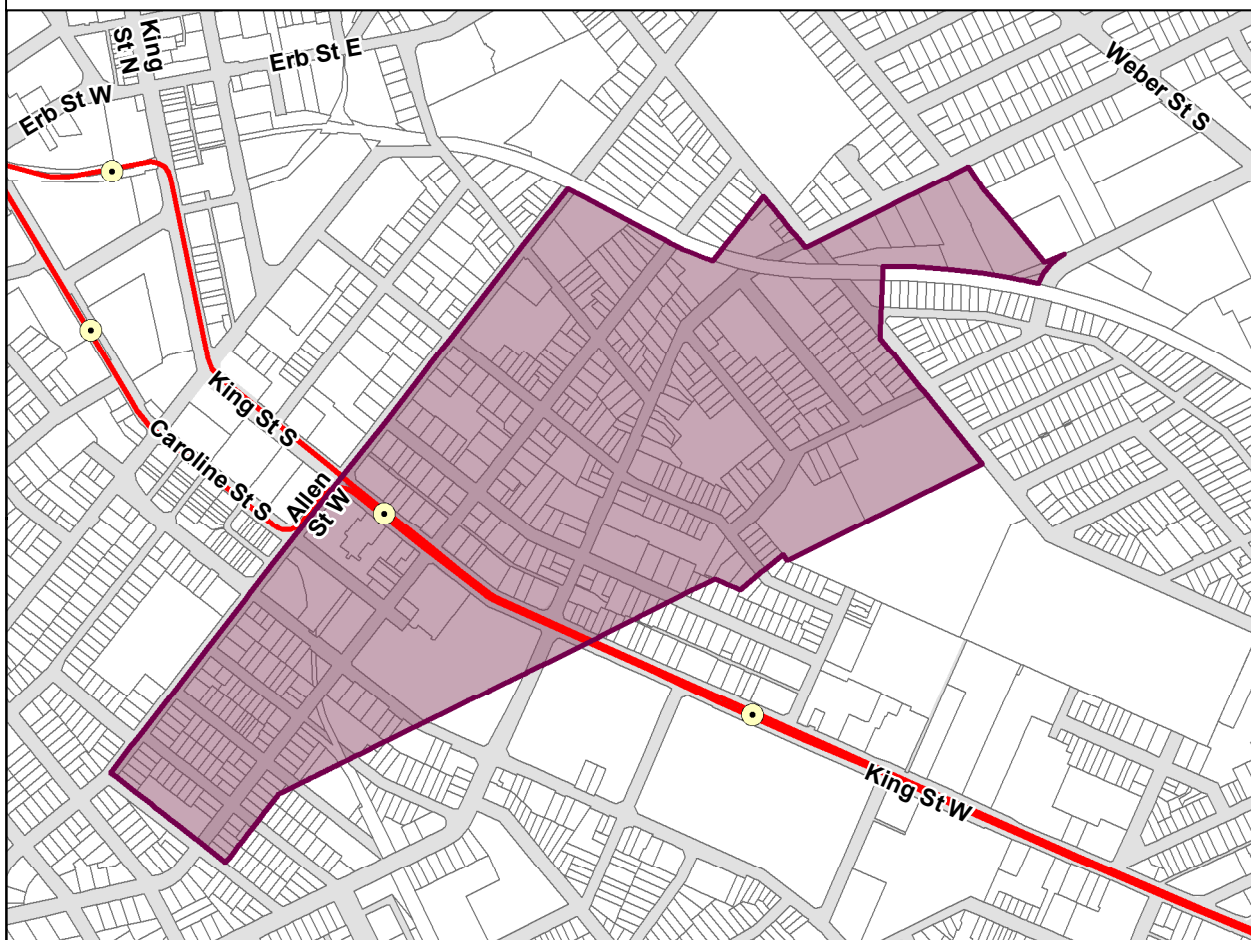
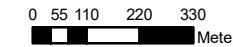
Municipal Boundaries
 Regional Municipal Boundary
 Area Municipal Boundary



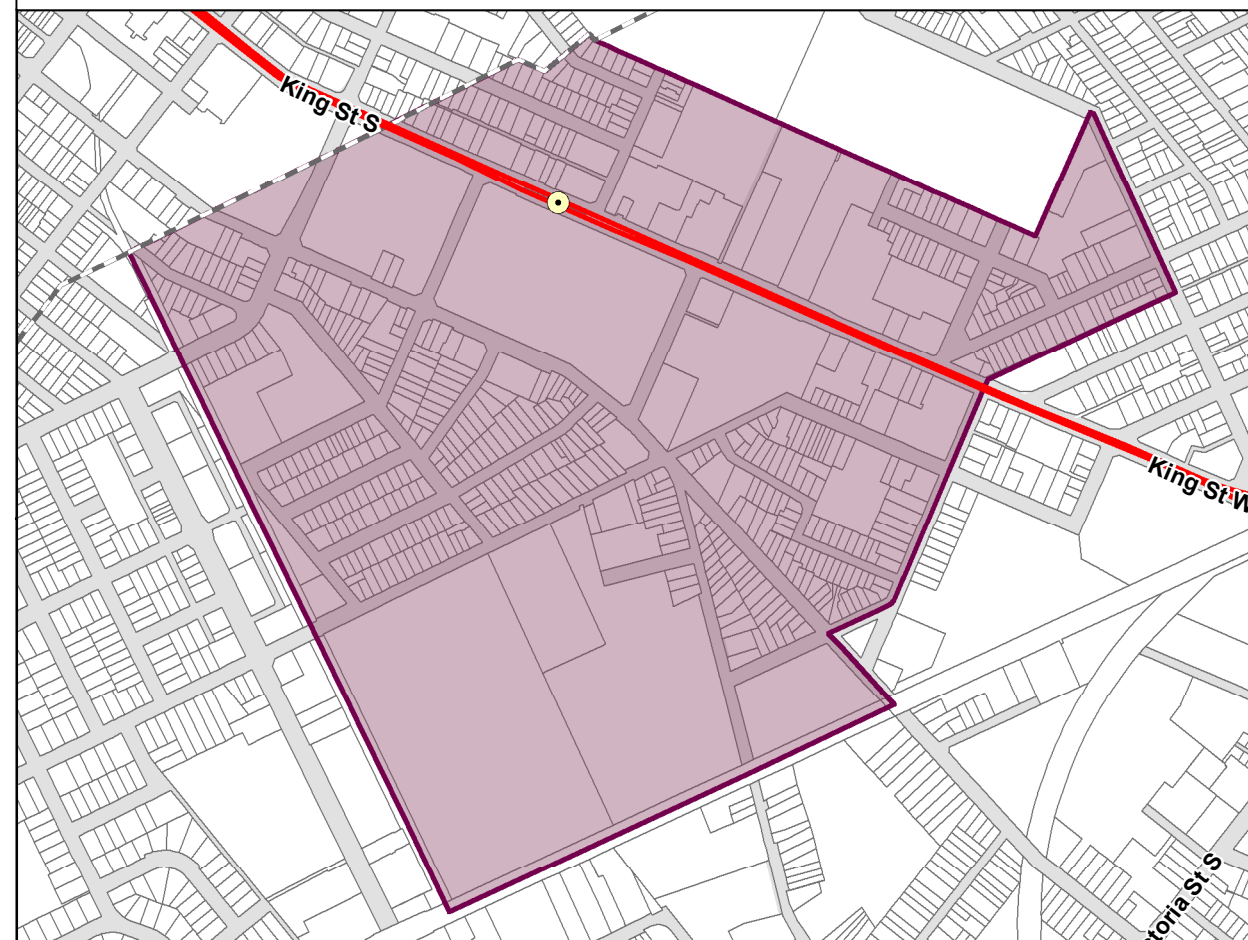
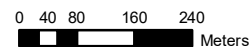
Laurier - Waterloo Park Station - 5a



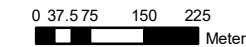
Waterloo Public Square and Willis Way Station - 5b



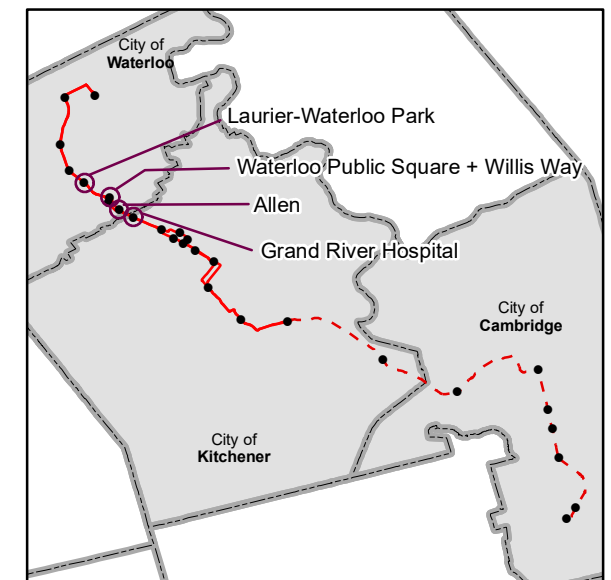
Allen Station - 5c



Grand River Hospital Station - 5d



Key Map







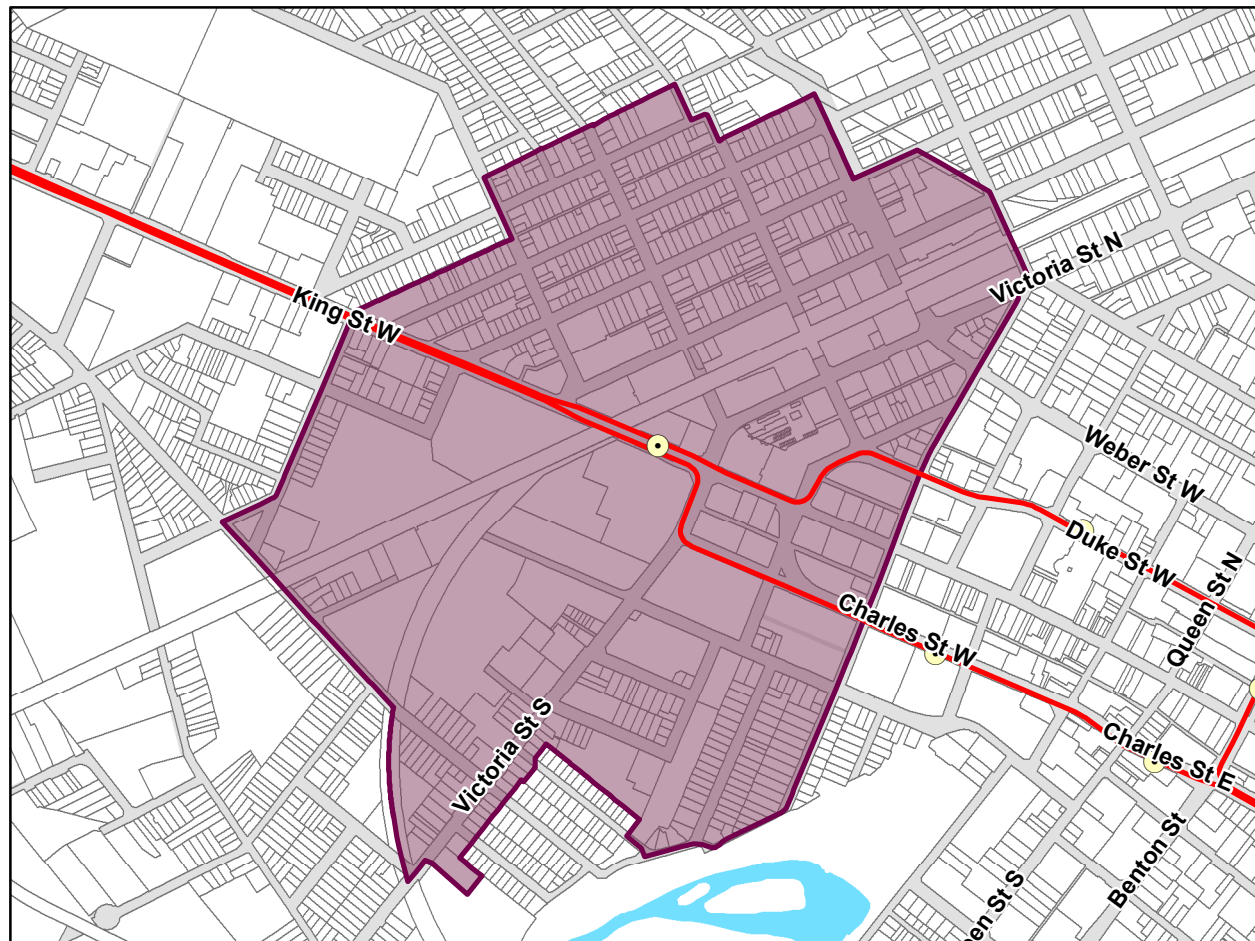
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Figures 6a - 6d Major Transit Station Areas

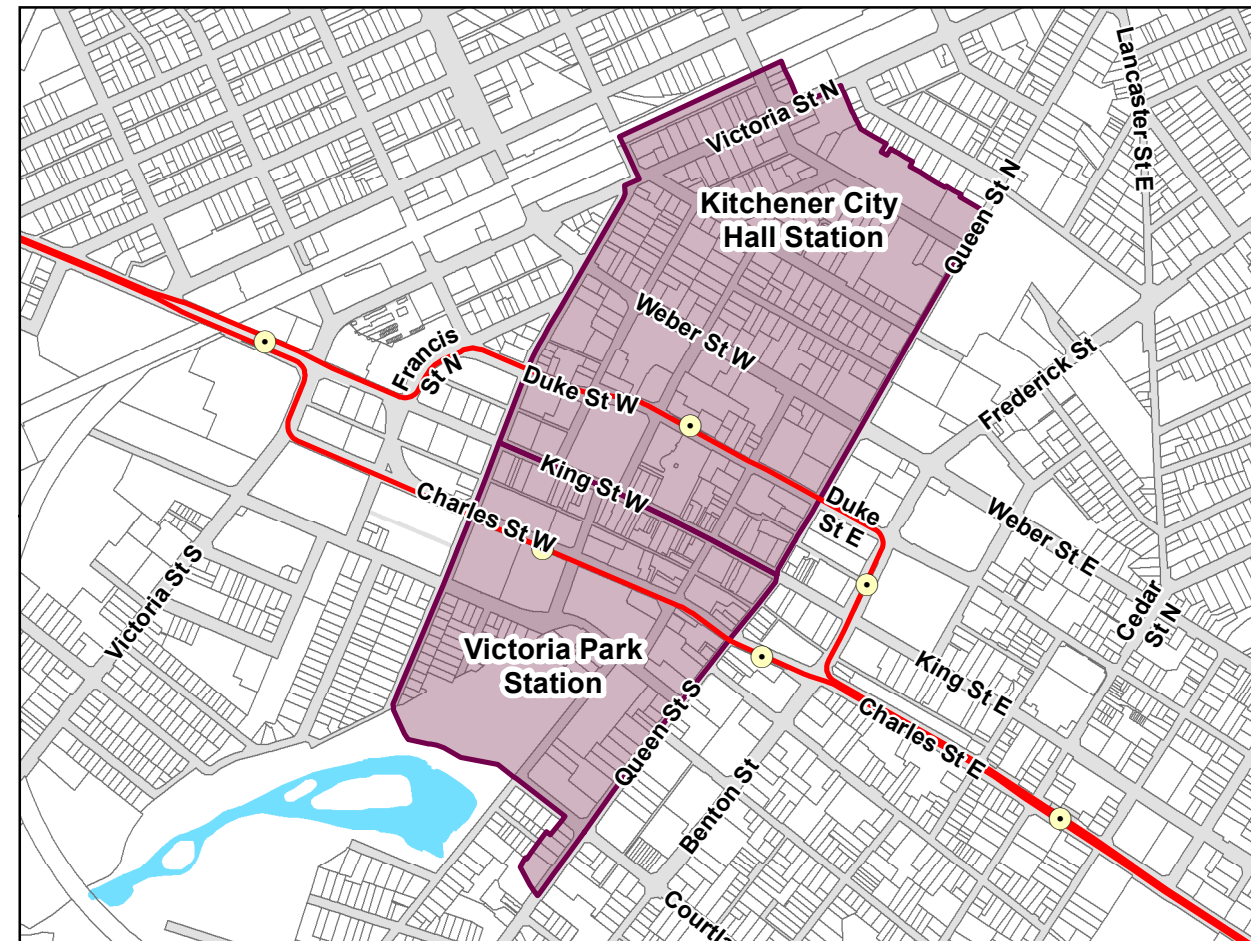
- Central
- Victoria Park and Kitchener City Hall
- Queen and Frederick
- Kitchener Market

-  Transit Stop
-  Stage 1 ION LRT Route
-  Planned Stage 2 ION LRT Route
-  Major Transit Station Area



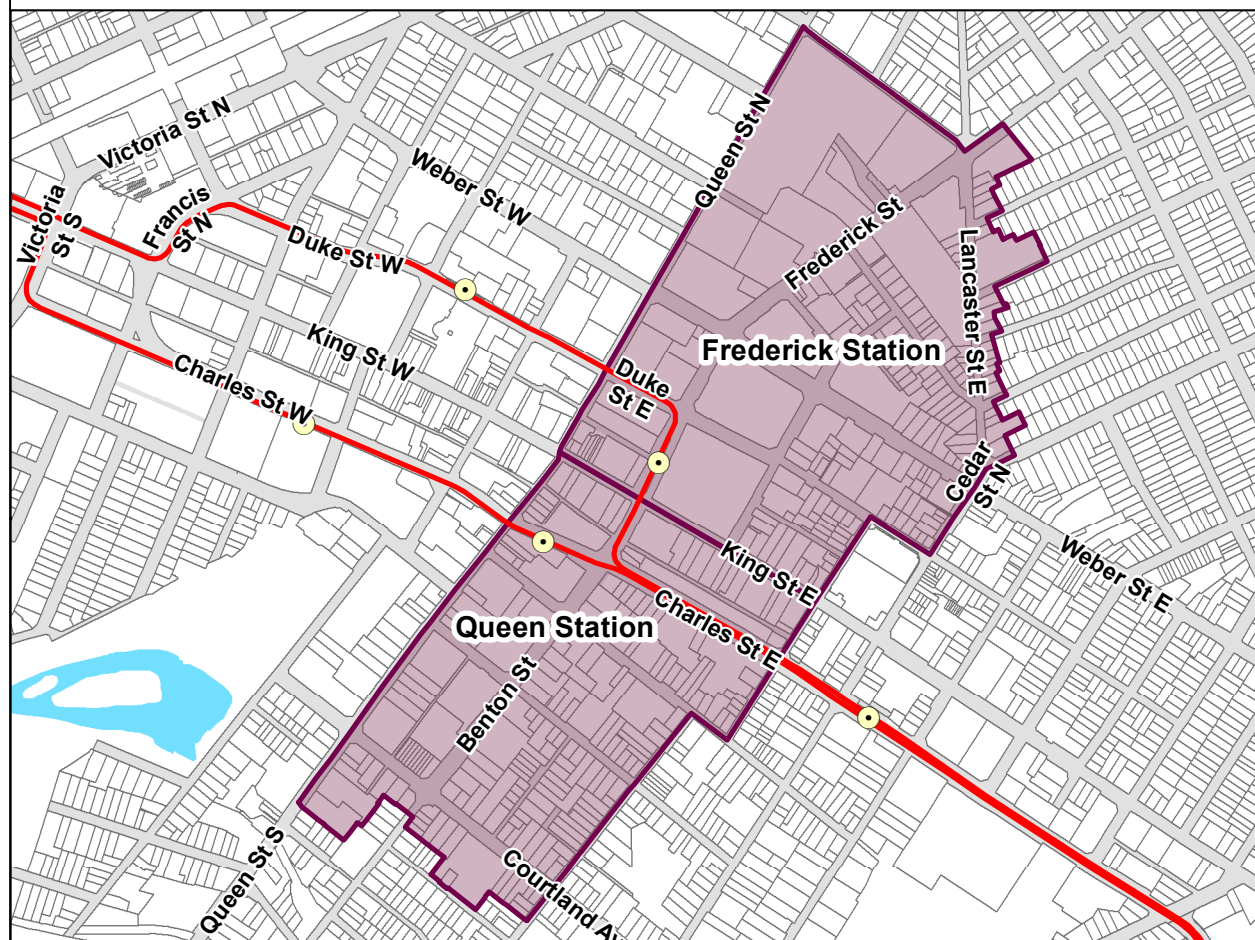
Central Station - 6a

0 50 100 200 300 Meters



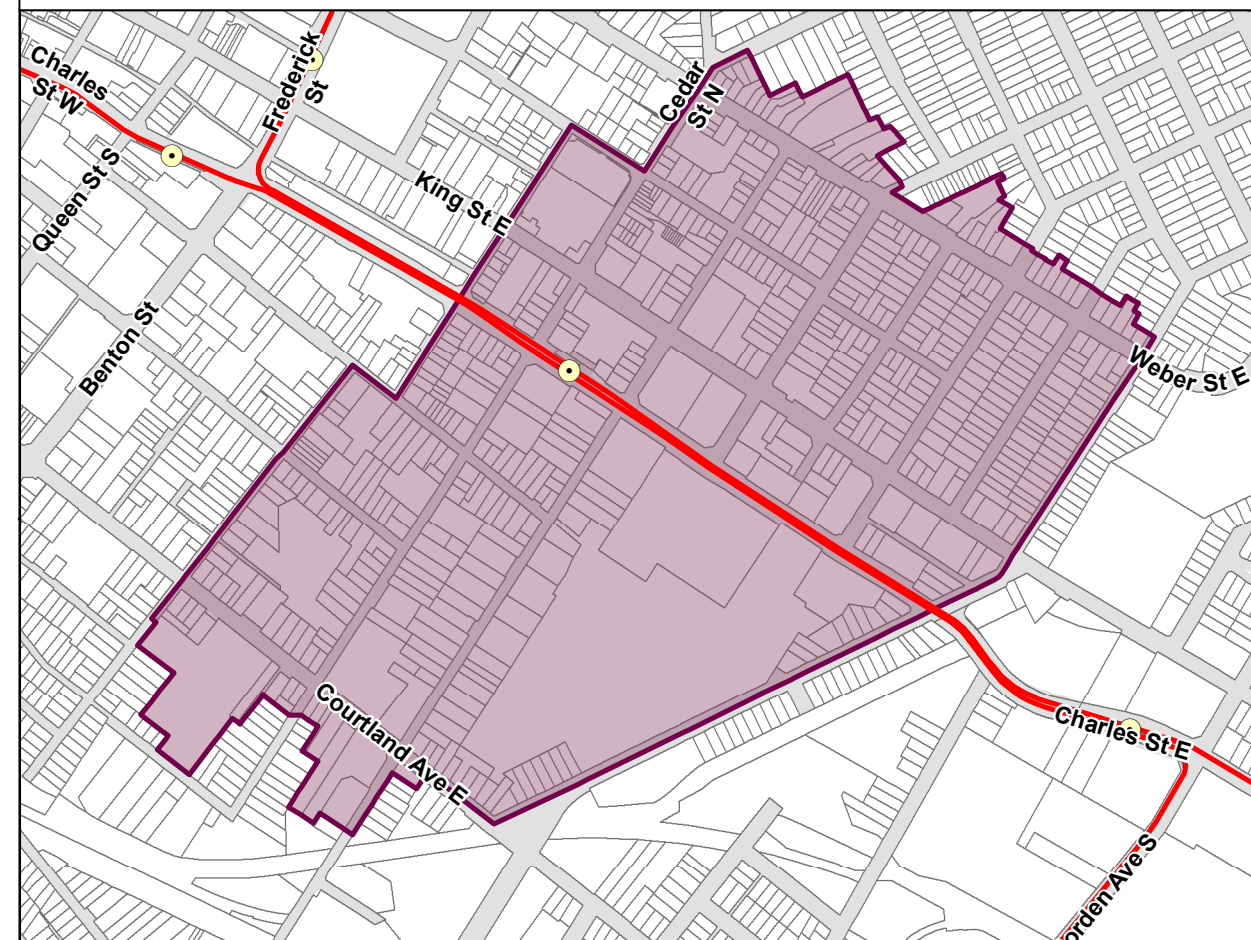
Victoria Park and Kitchener City Hall Station - 6b

0 55 110 220 330 Meters



Queen and Frederick Station - 6c

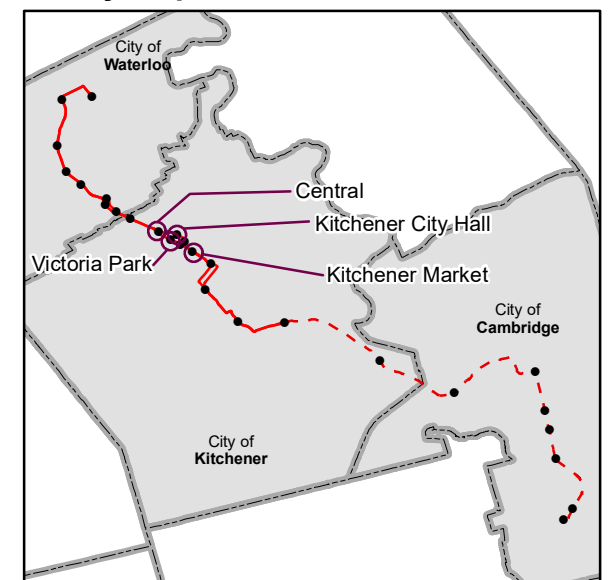
0 50 100 200 300 Meters



Kitchener Market Station - 6d

0 37.5 75 150 225 Meters

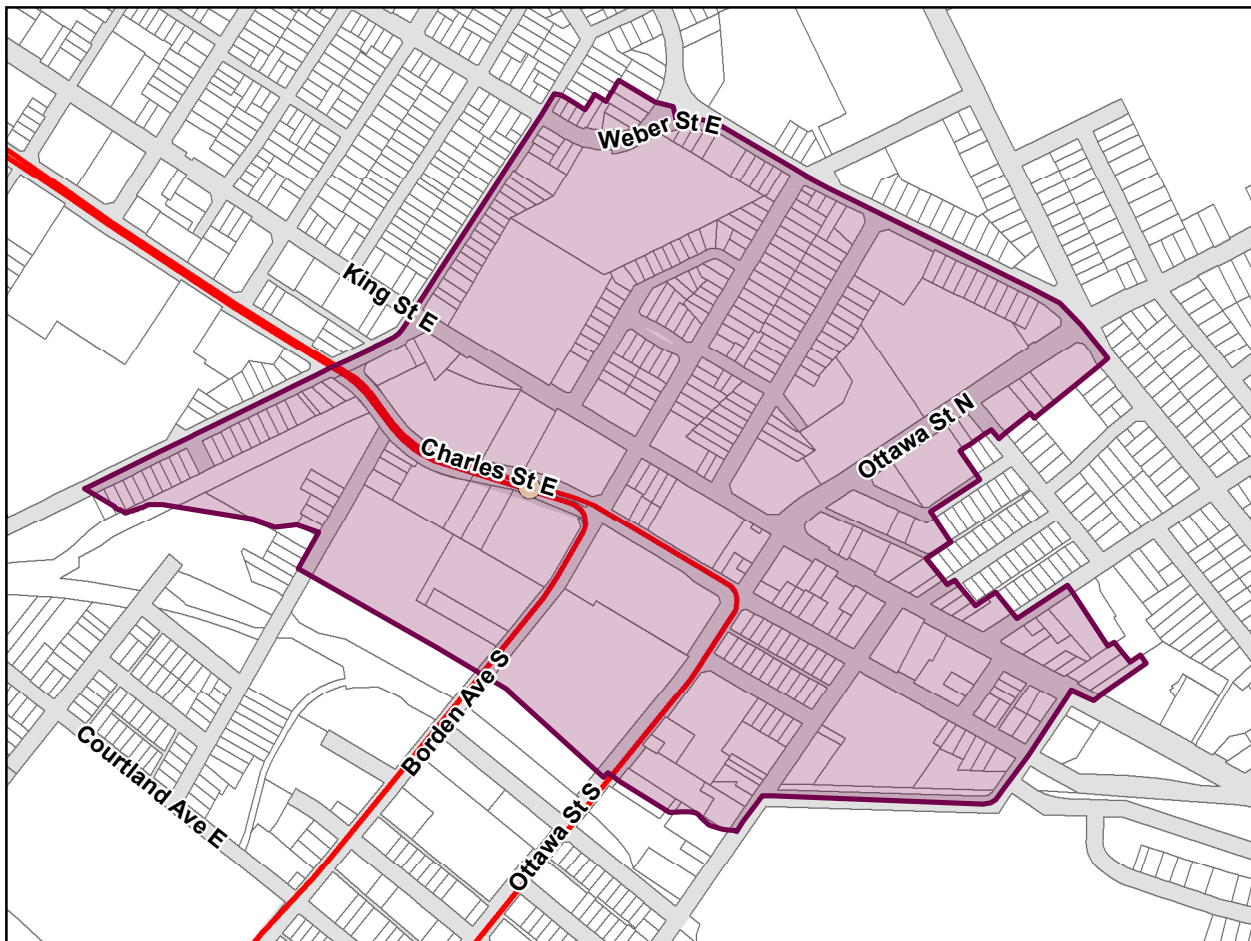
Key Map



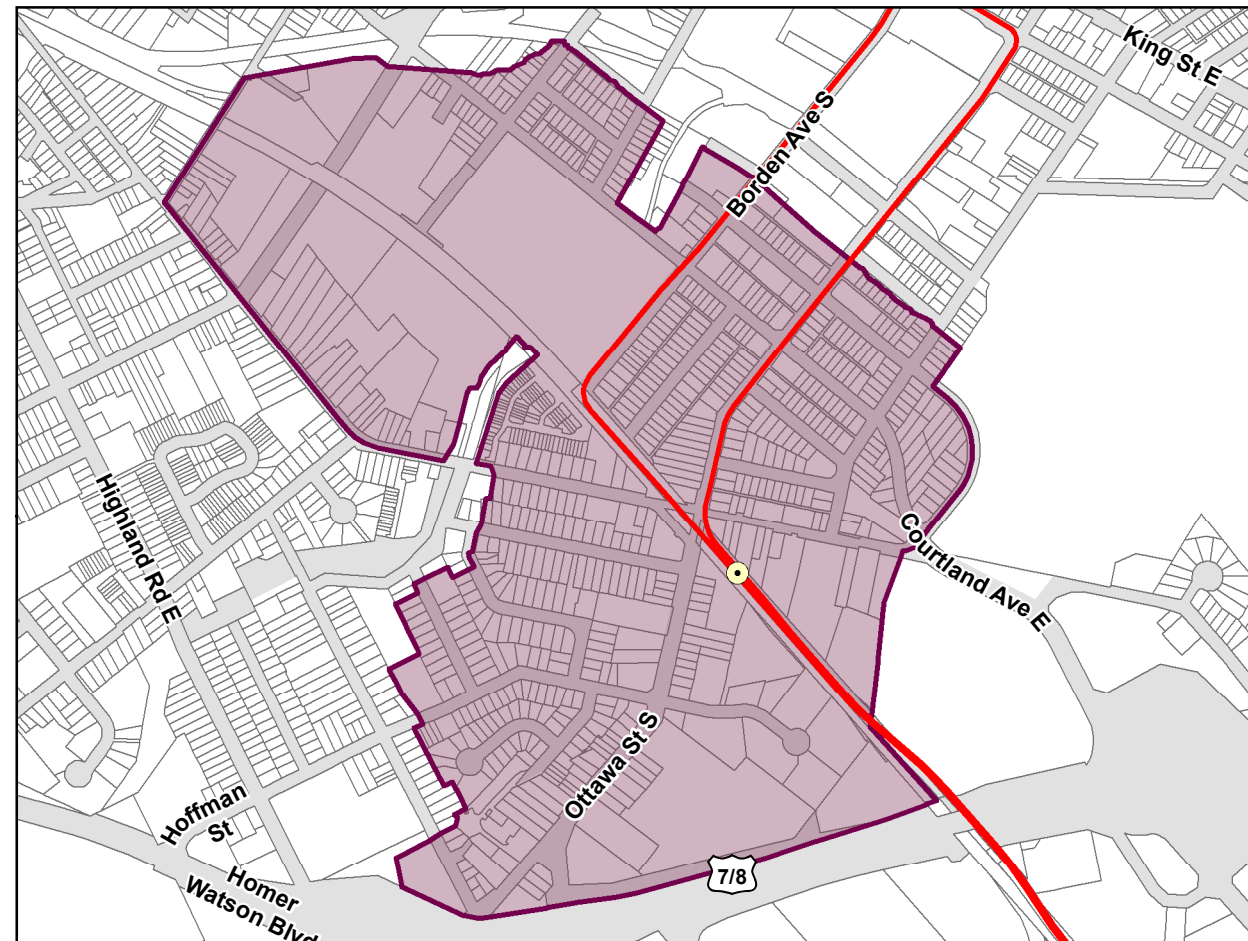
Figures 7a - 7d Major Transit Station Areas

- Borden
- Mill
- Blockline
- Fairway

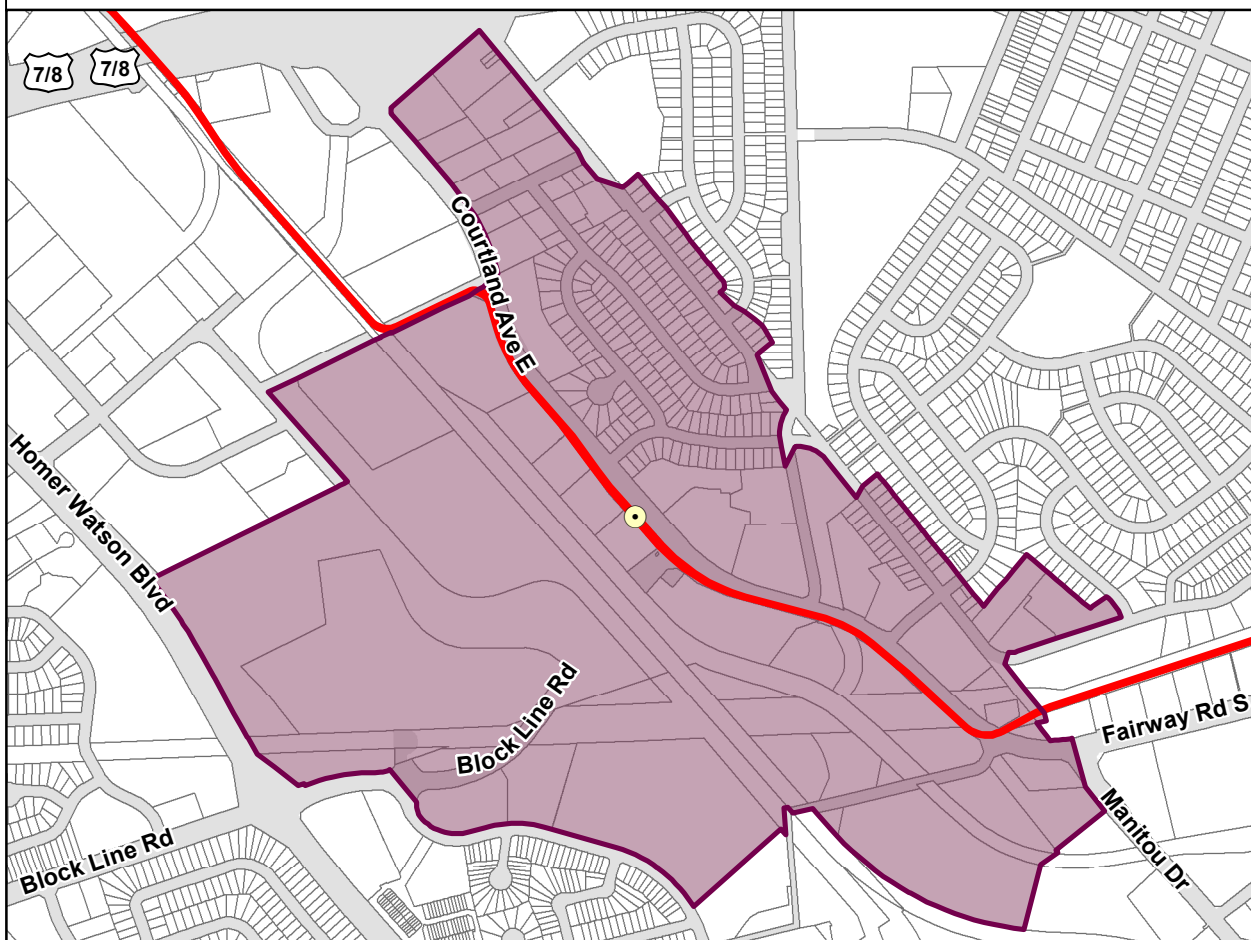
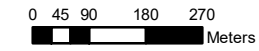
- Transit Stop
- Stage 1 ION LRT Route
- Planned Stage 2 ION LRT Route
- Major Transit Station Area



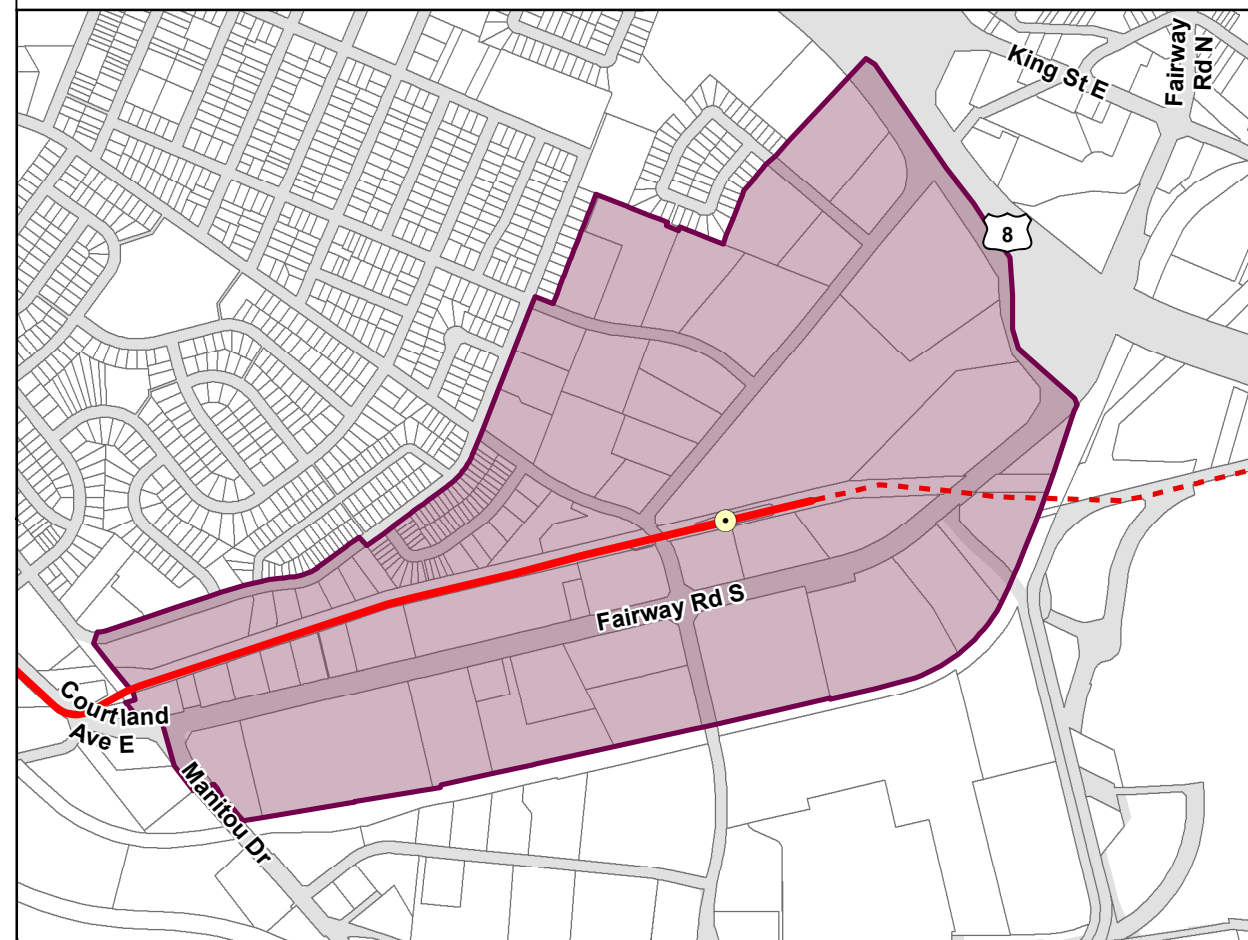
Borden Station - 7a



Mill Station - 7b



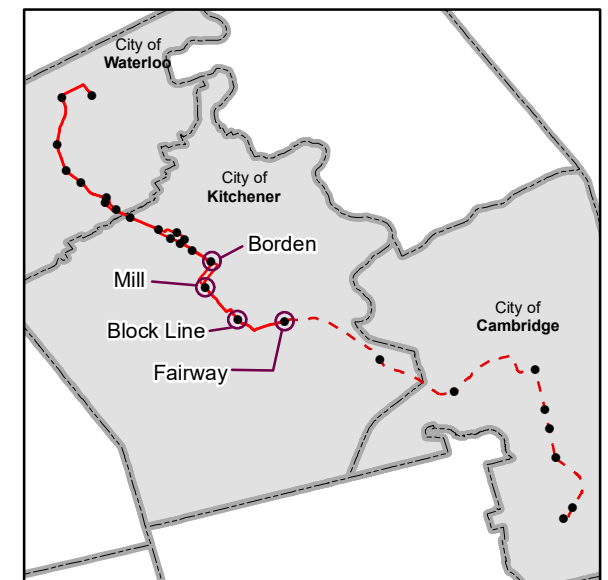
Blockline Station - 7c



Fairway Station - 7d



Key Map



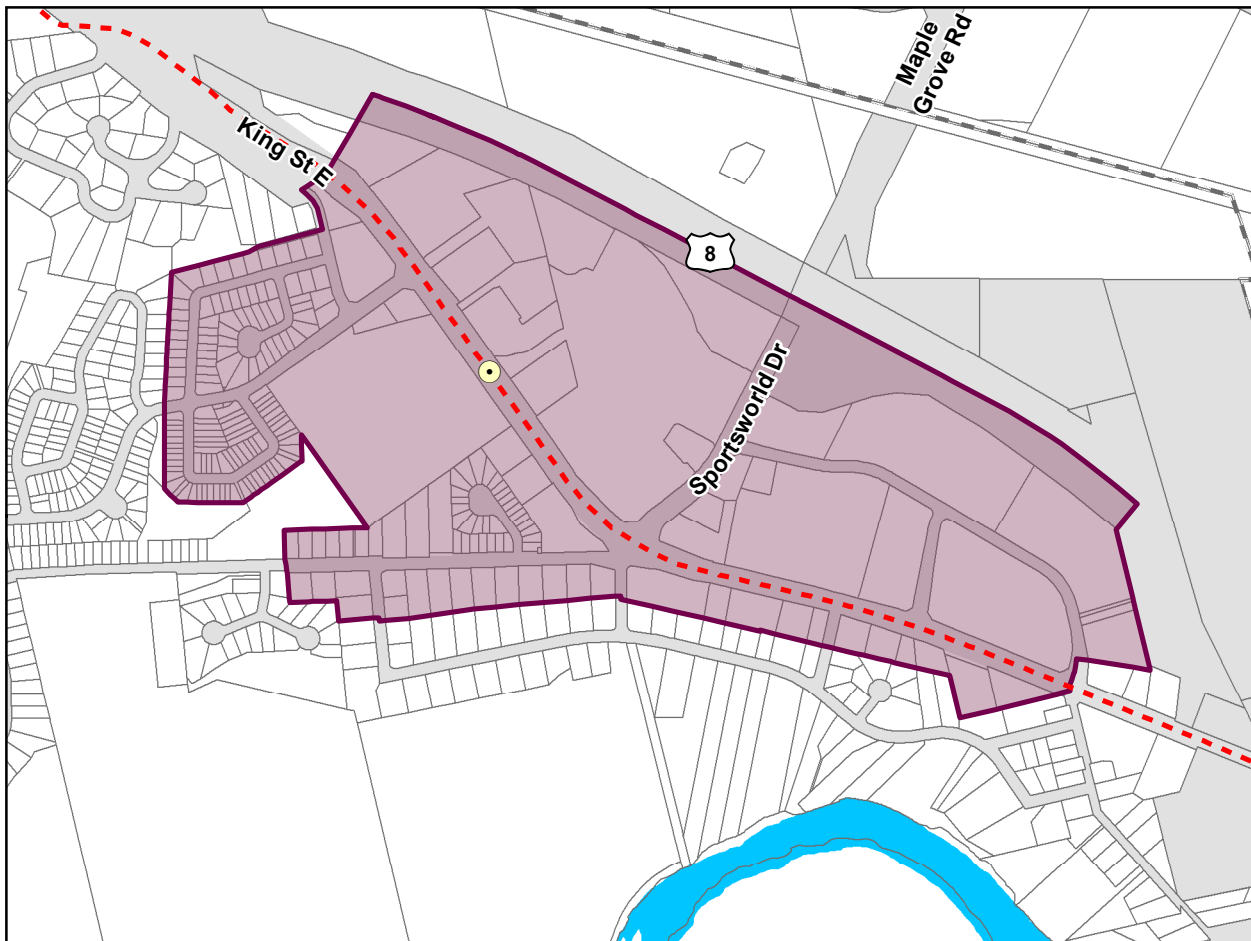
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Figures 8a - 8d Major Transit Station Areas

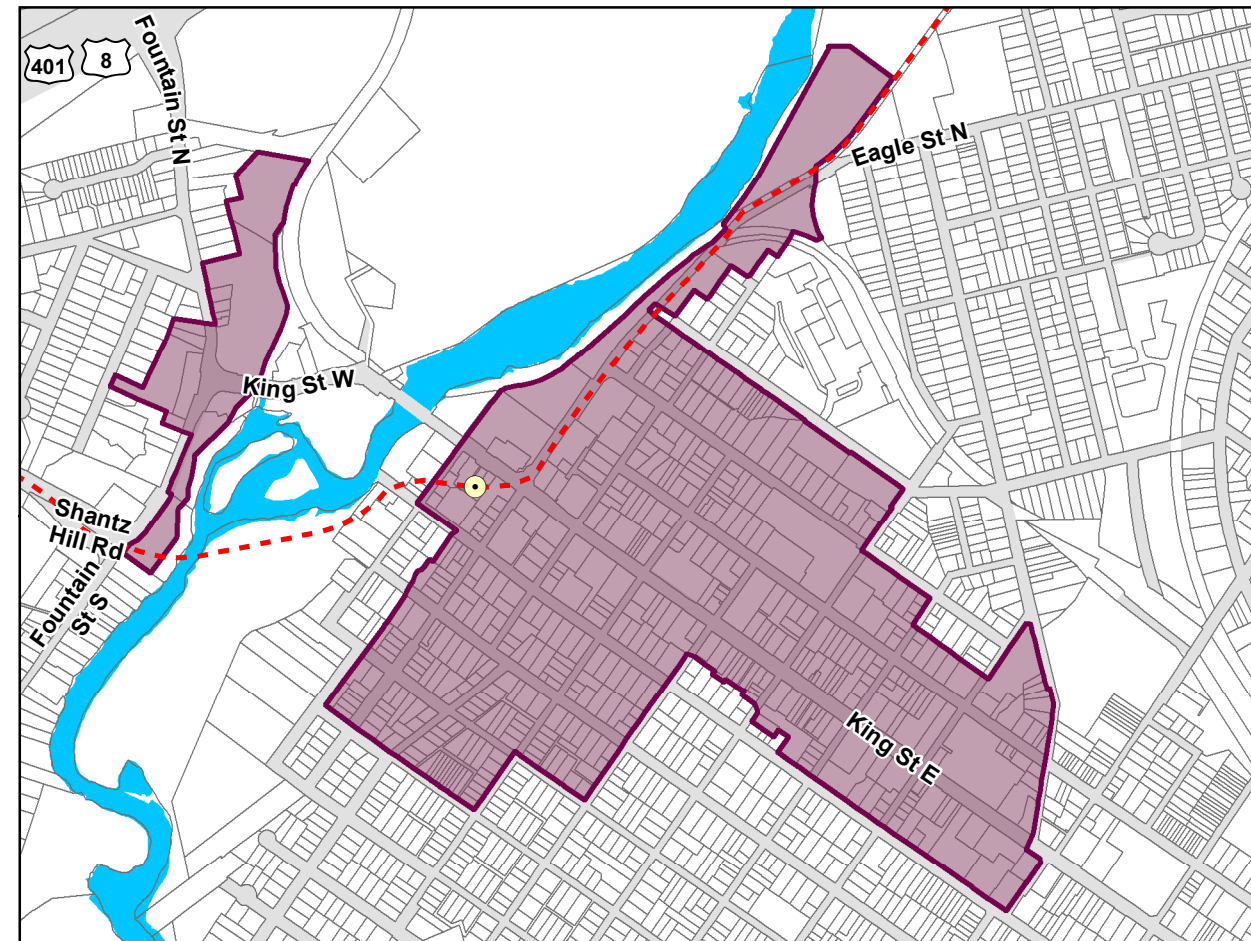
- Sportsworld
- Preston
- Pinebush
- Cambridge Centre Mall

- Transit Stop
- Stage 1 ION LRT Route
- Planned Stage 2 ION LRT Route
- Major Transit Station Area



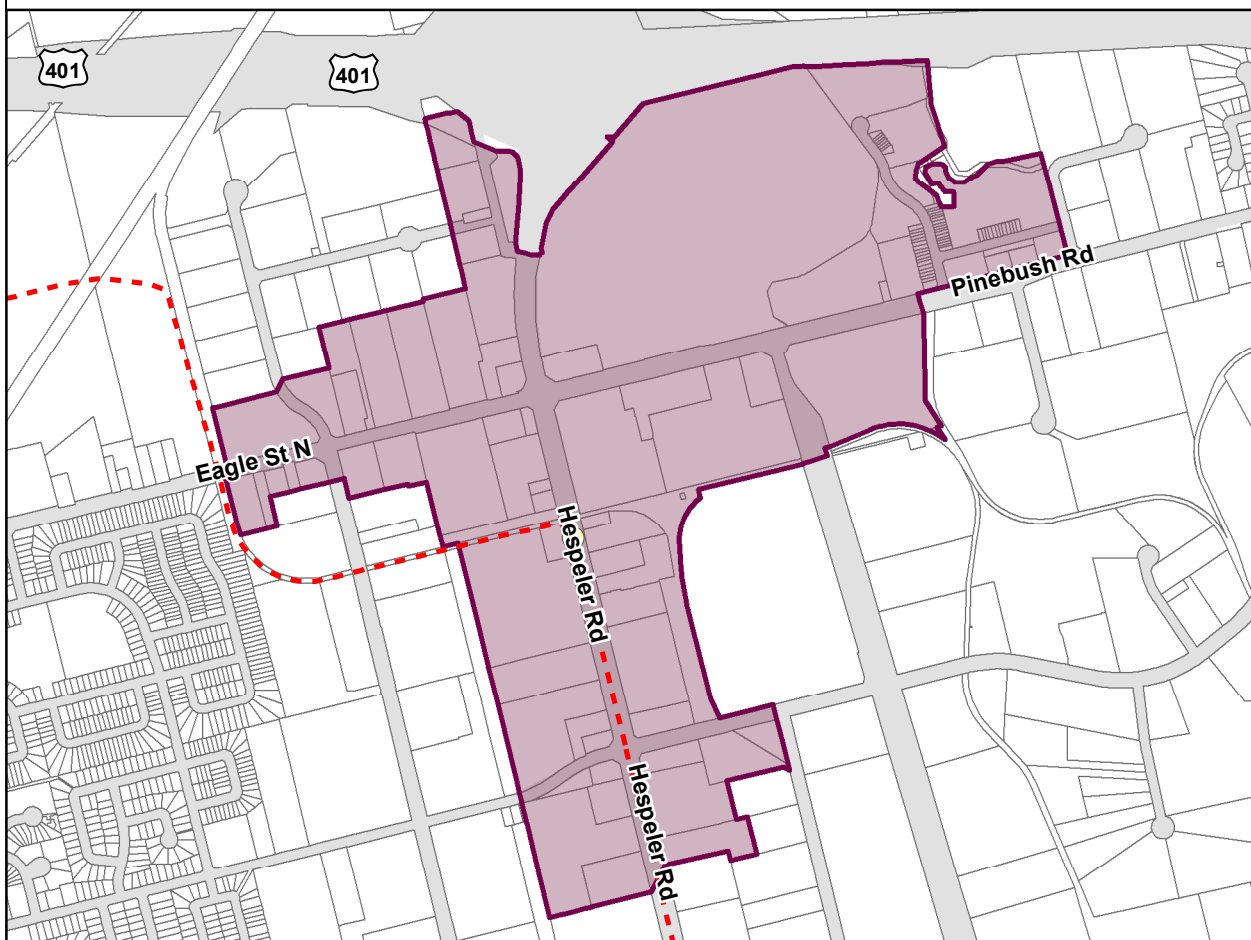
Sportsworld Station - 8a

0 50 100 200 300 Meters



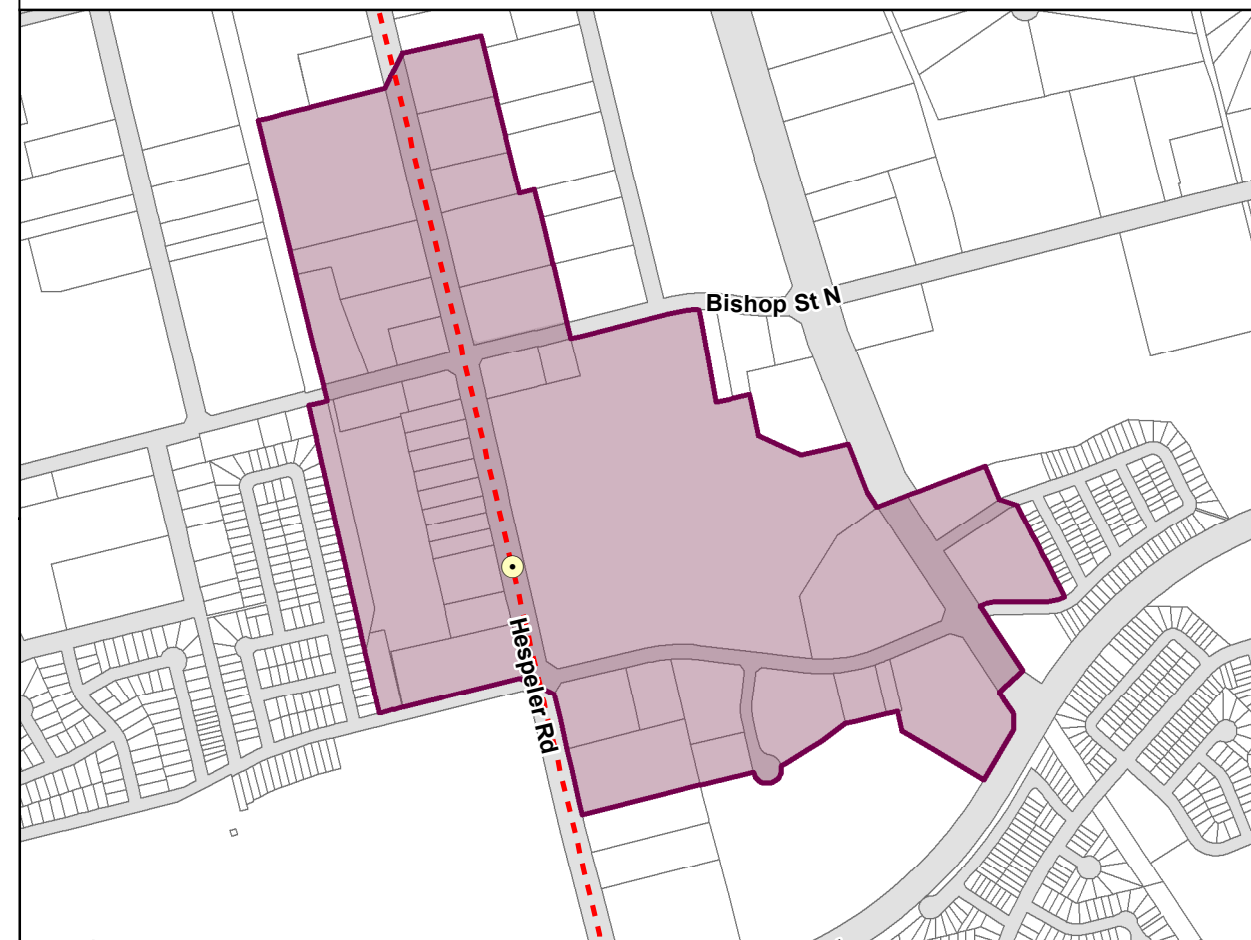
Preston Station - 8b

0 45 90 180 270 Meters



Pinebush Station - 8c

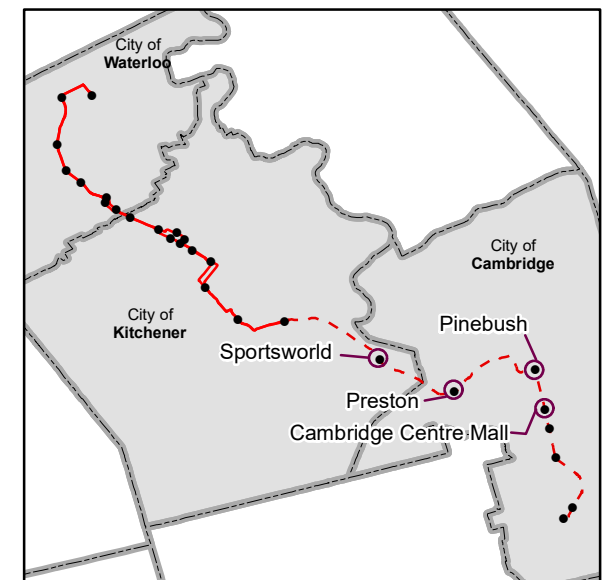
0 50 100 200 300 Meters



Cambridge Centre Mall Station - 8d

0 45 90 180 270 Meters

Key Map



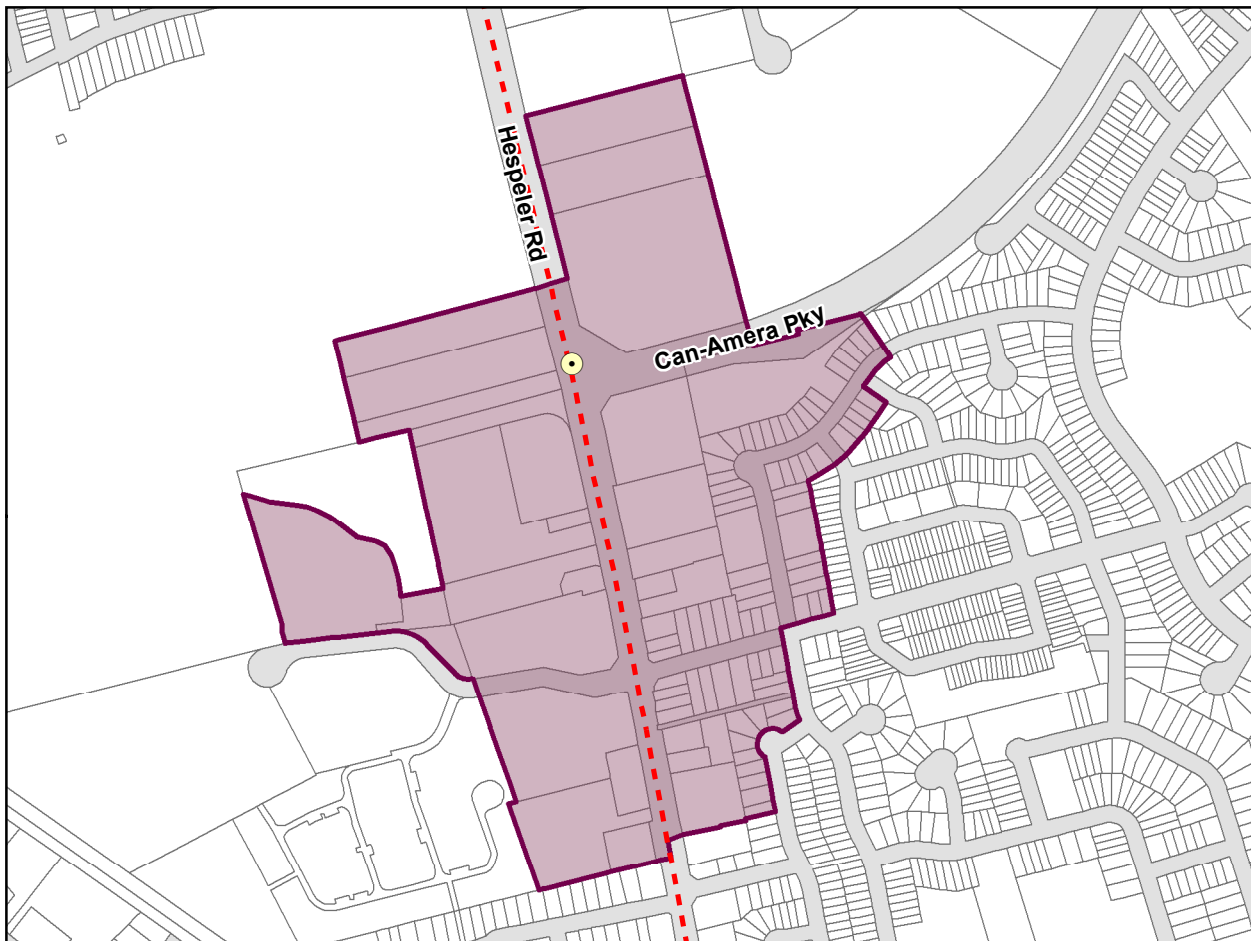
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Figures 9a - 9d Major Transit Station Areas

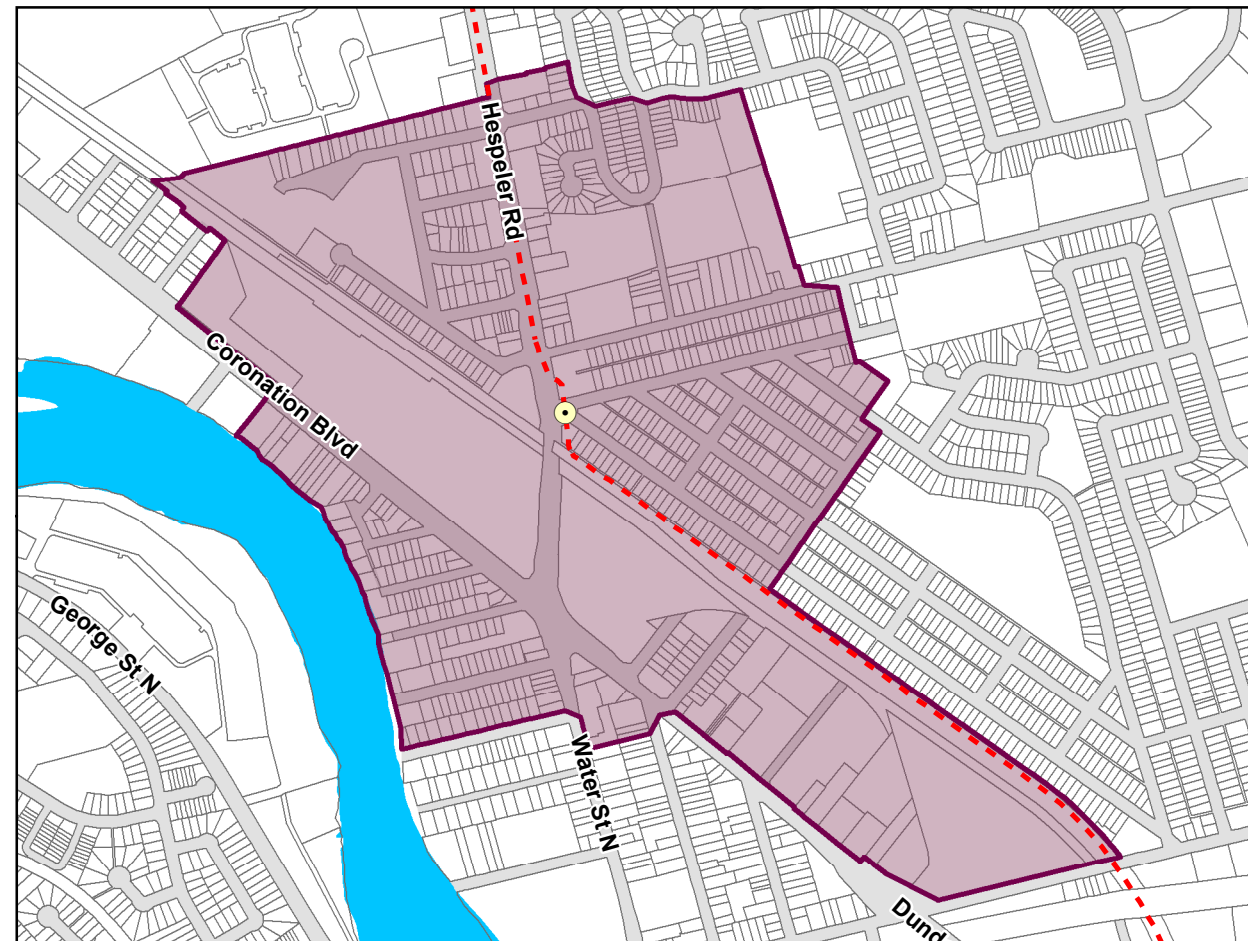
- Can-Amara
- Delta
- Main
- Downtown Cambridge

- Transit Stop
- Stage 1 ION LRT Route
- Planned Stage 2 ION LRT Route
- Major Transit Station Area



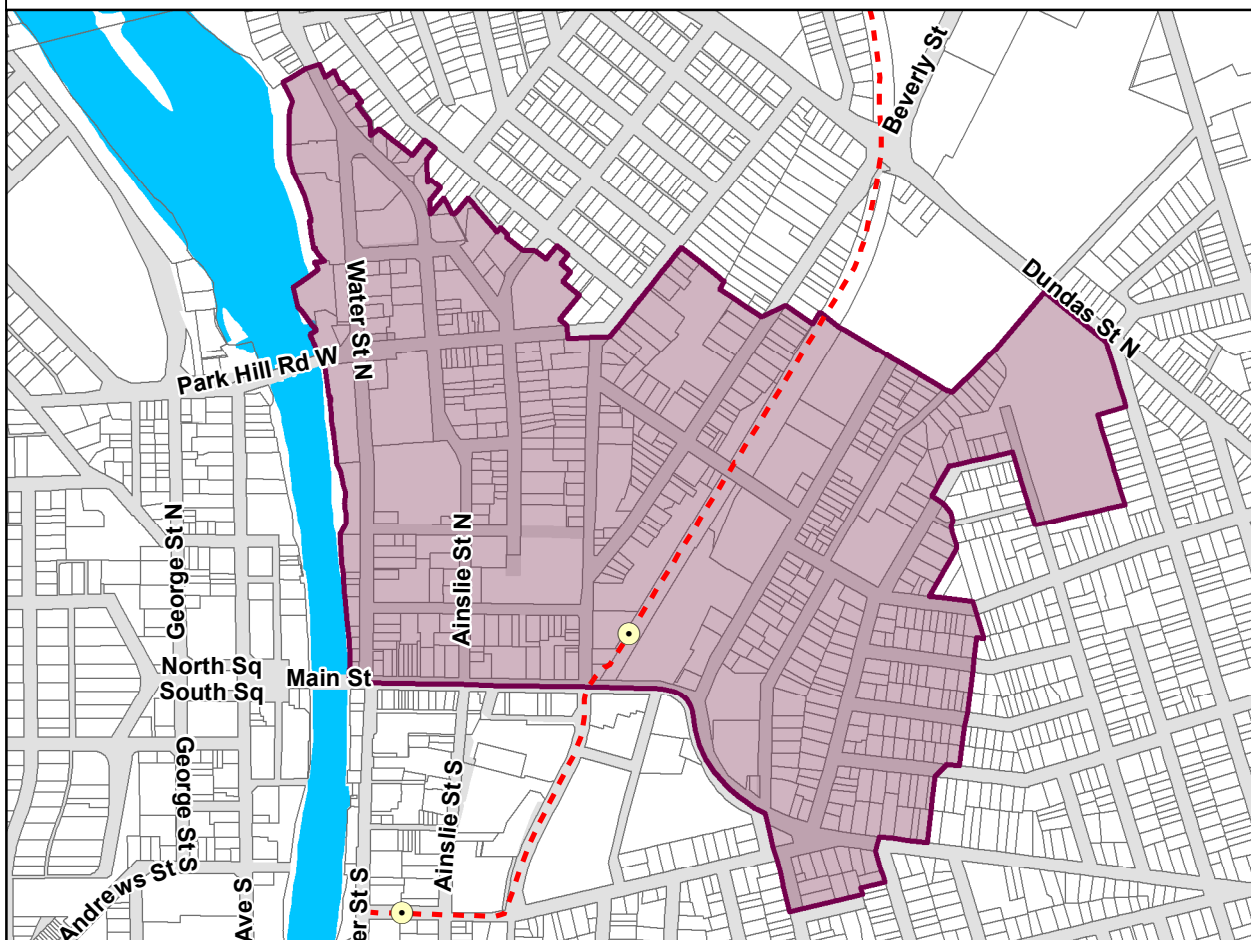
Can-Amara Station - 9a

0 50 100 200 300 Meters



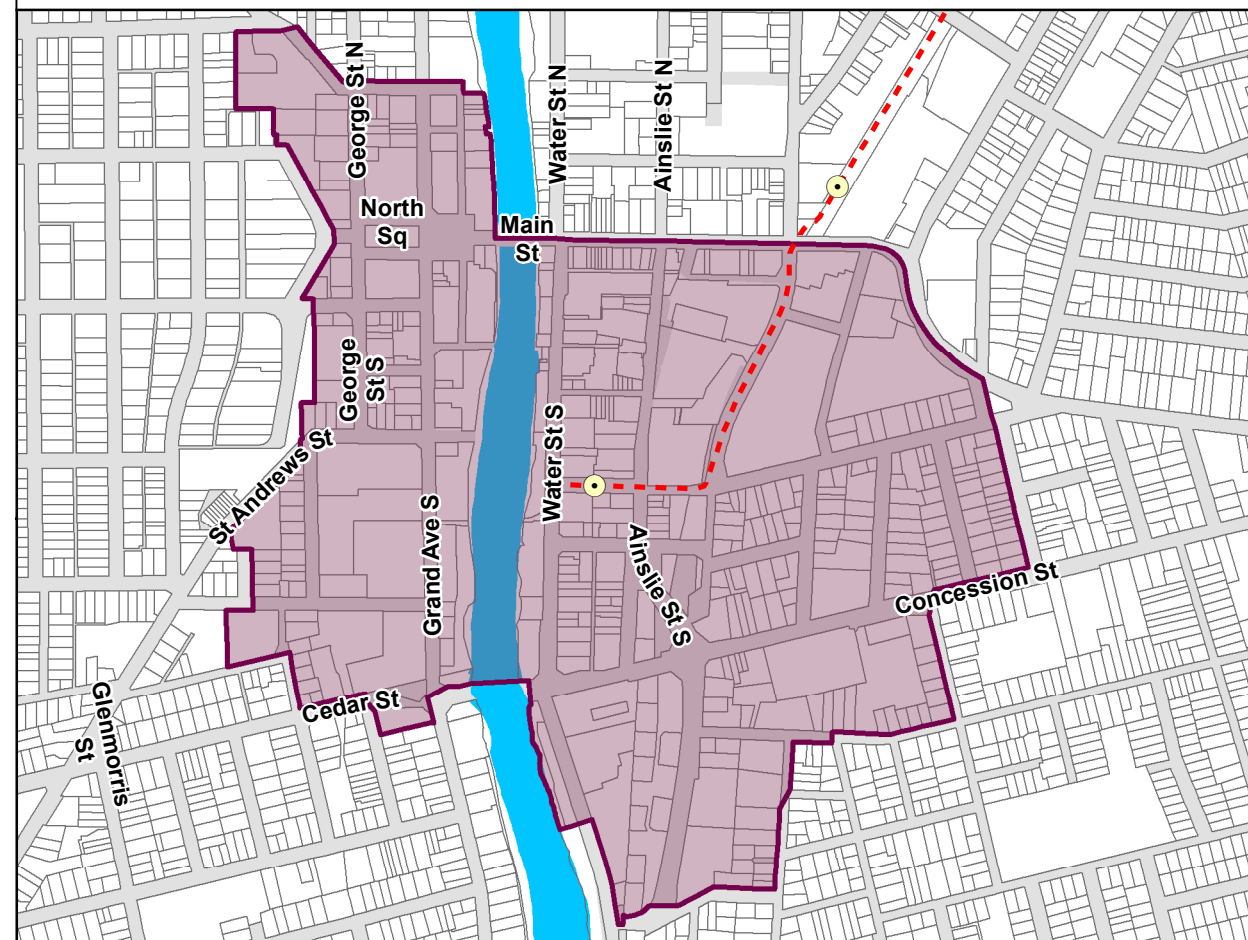
Delta Station - 9b

0 45 90 180 270 Meters



Main Station - 9c

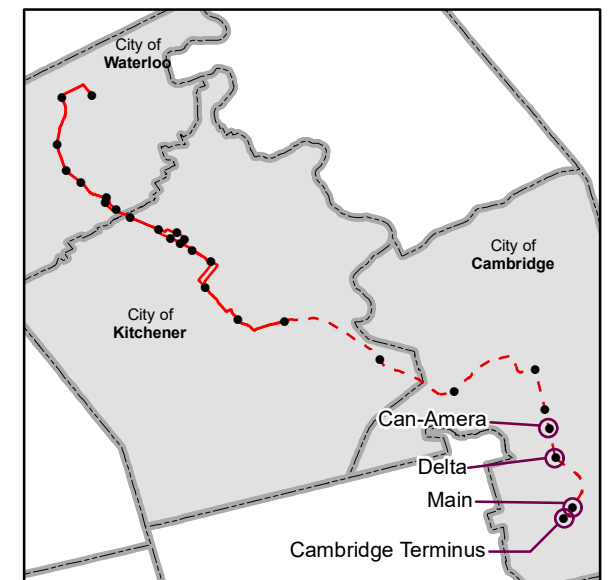
0 40 80 160 240 Meters



Downtown Cambridge Station - 9d

0 40 80 160 240 Meters

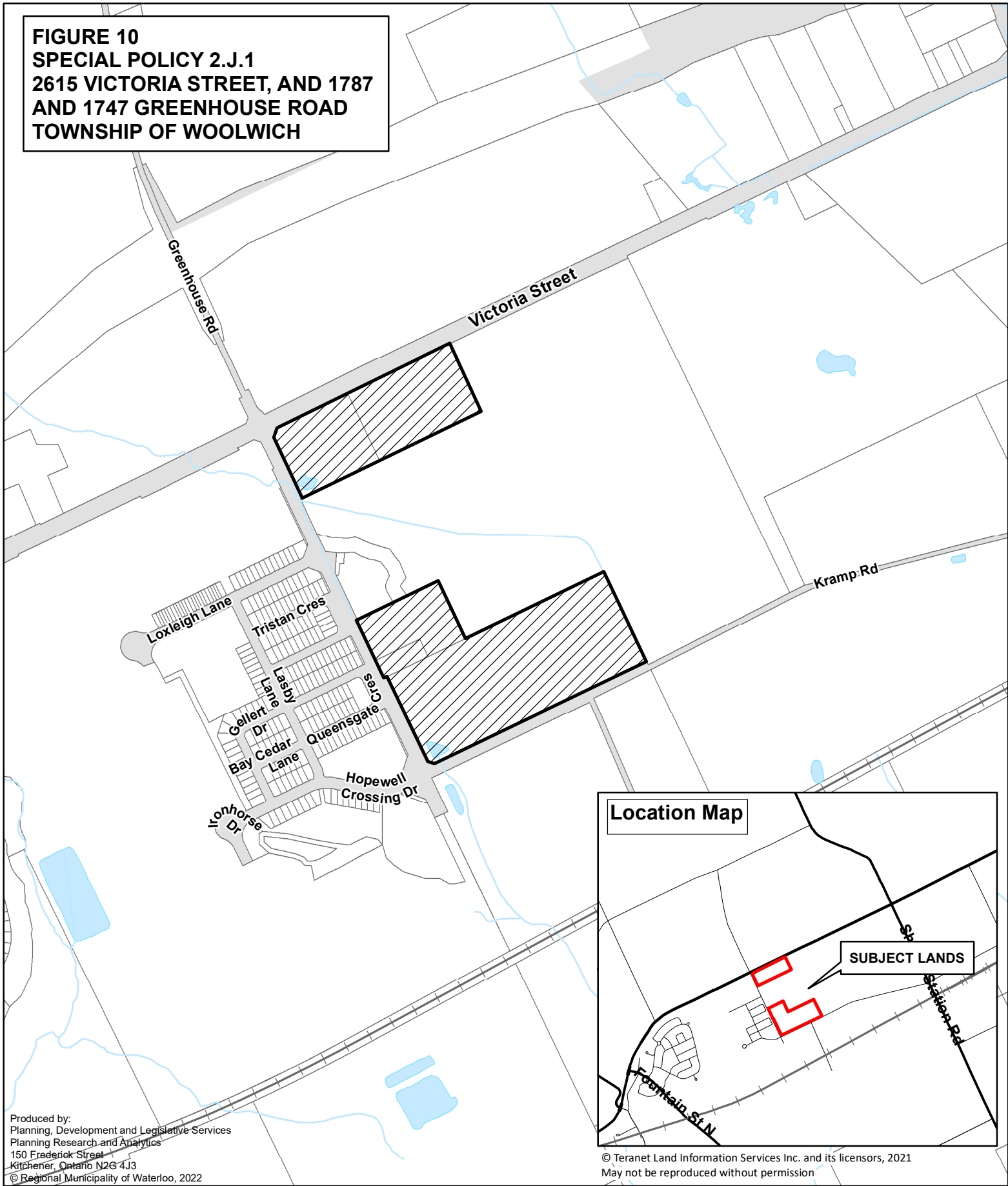
Key Map




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**FIGURE 10
SPECIAL POLICY 2.J.1
2615 VICTORIA STREET, AND 1787
AND 1747 GREENHOUSE ROAD
TOWNSHIP OF WOOLWICH**



Legend

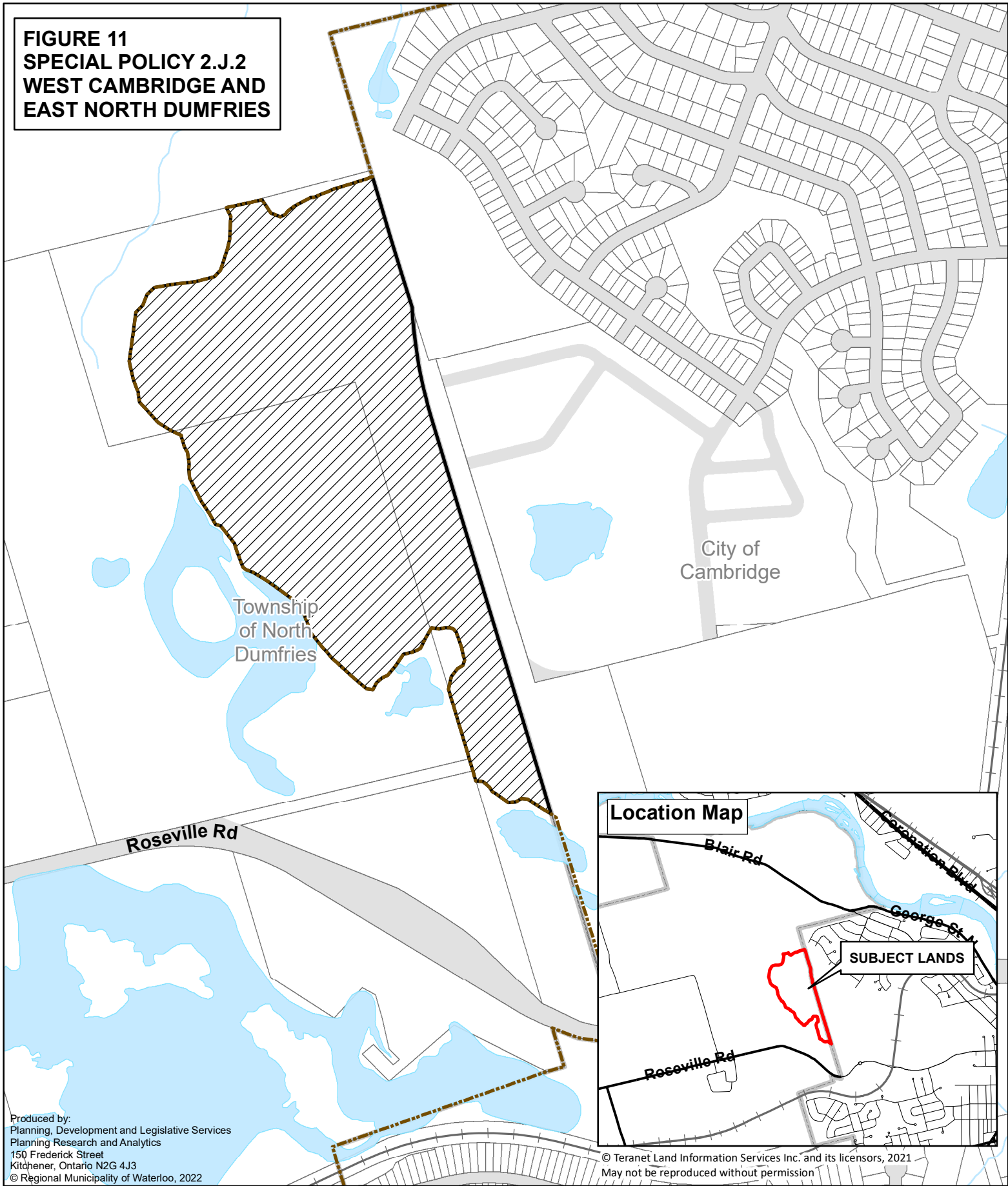
 Lands Subject to Policy 2.J.1



0 100 200 400
m





**FIGURE 11
SPECIAL POLICY 2.J.2
WEST CAMBRIDGE AND
EAST NORTH DUMFRIES**



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Legend

-  Countryside Line
-  Lands Subject to Policy 2.J.2

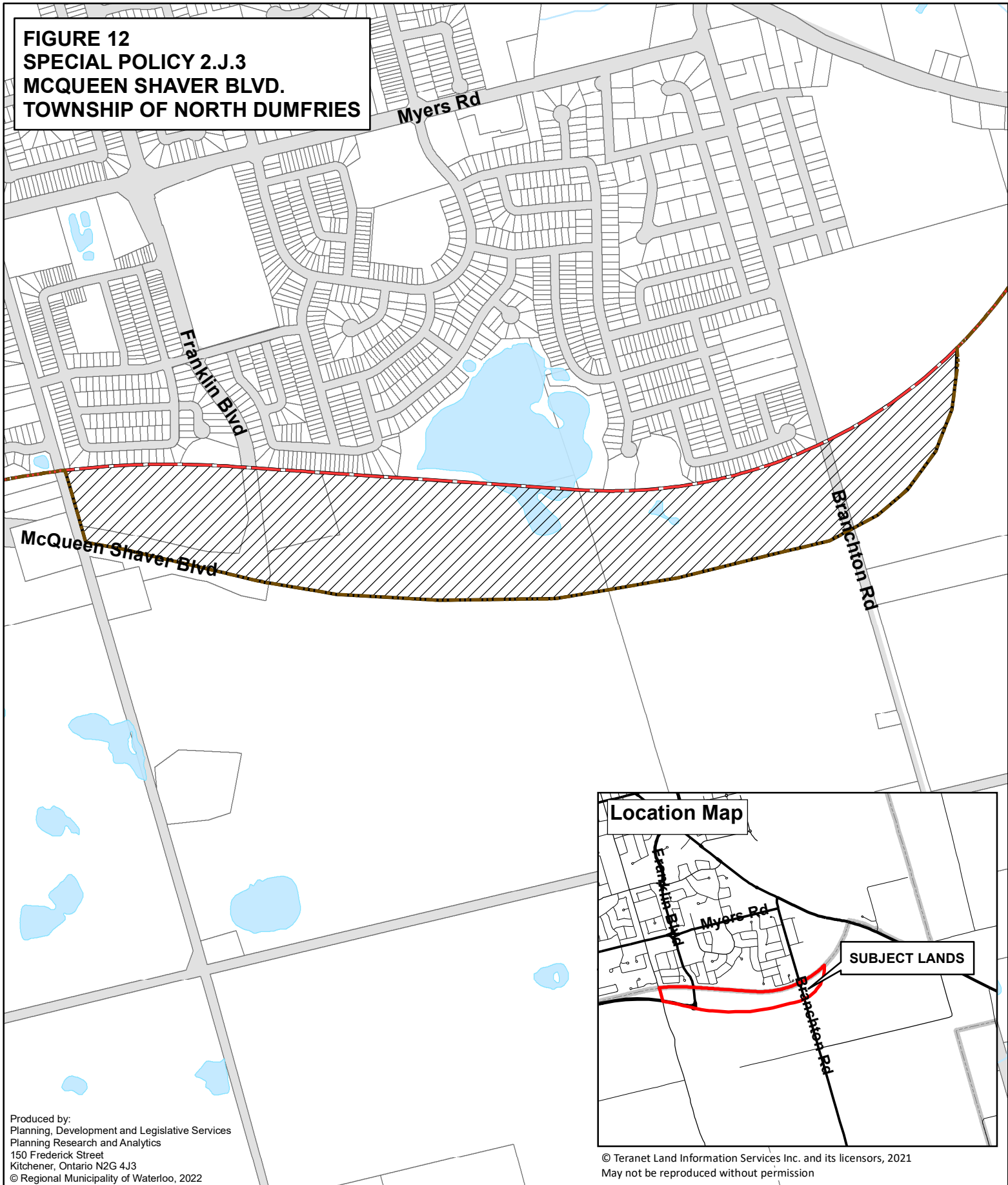


0 80 160 320
m



Region of Waterloo

**FIGURE 12
SPECIAL POLICY 2.J.3
MCQUEEN SHAVER BLVD.
TOWNSHIP OF NORTH DUMFRIES**



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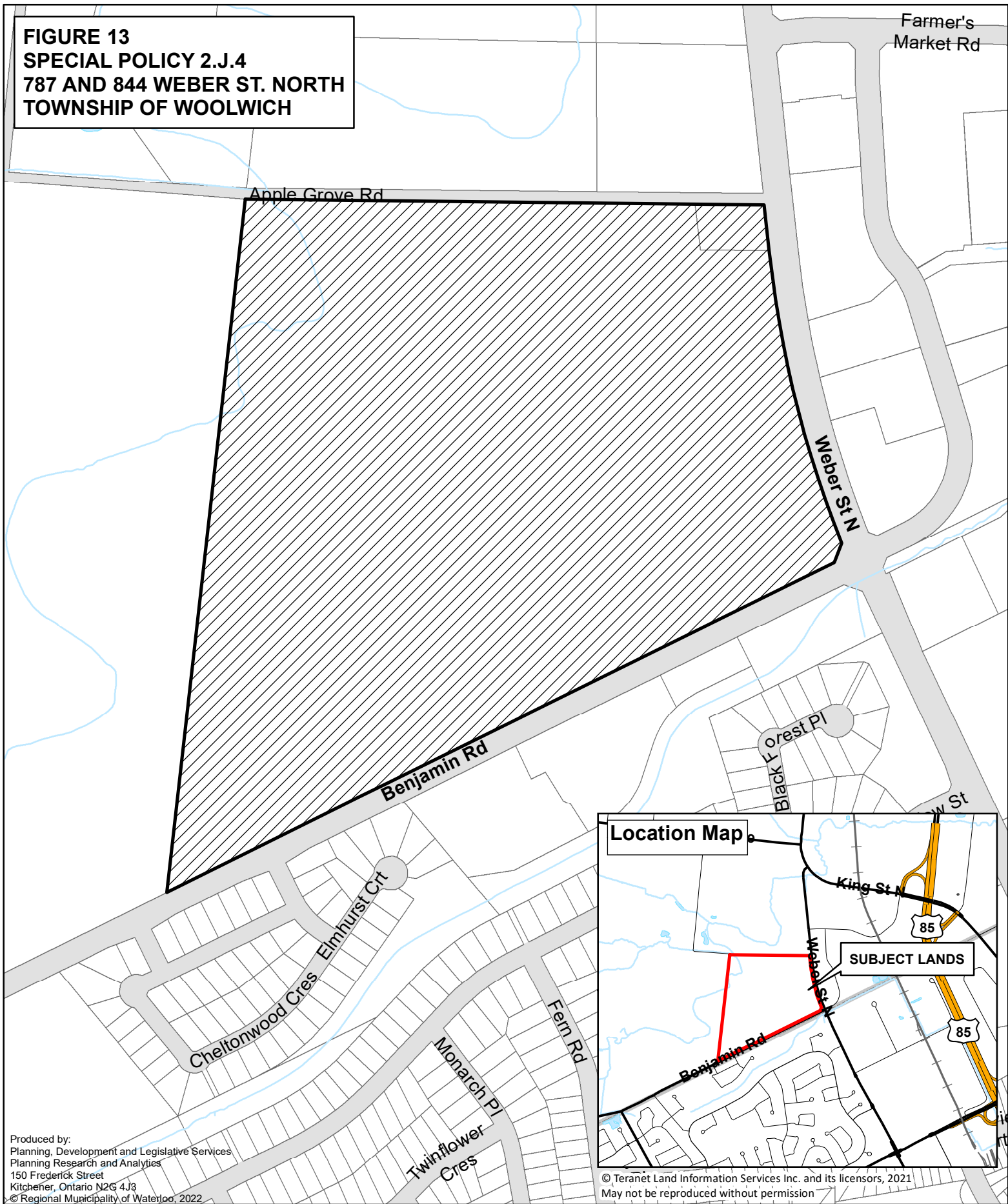
Region of Waterloo

Legend

- Countryside Line
- Urban Area
- Lands Subject to Policy 2.J.3

0 100 200 400 m


**FIGURE 13
SPECIAL POLICY 2.J.4
787 AND 844 WEBER ST. NORTH
TOWNSHIP OF WOOLWICH**

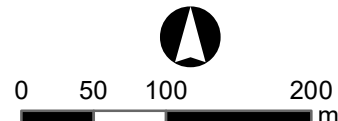


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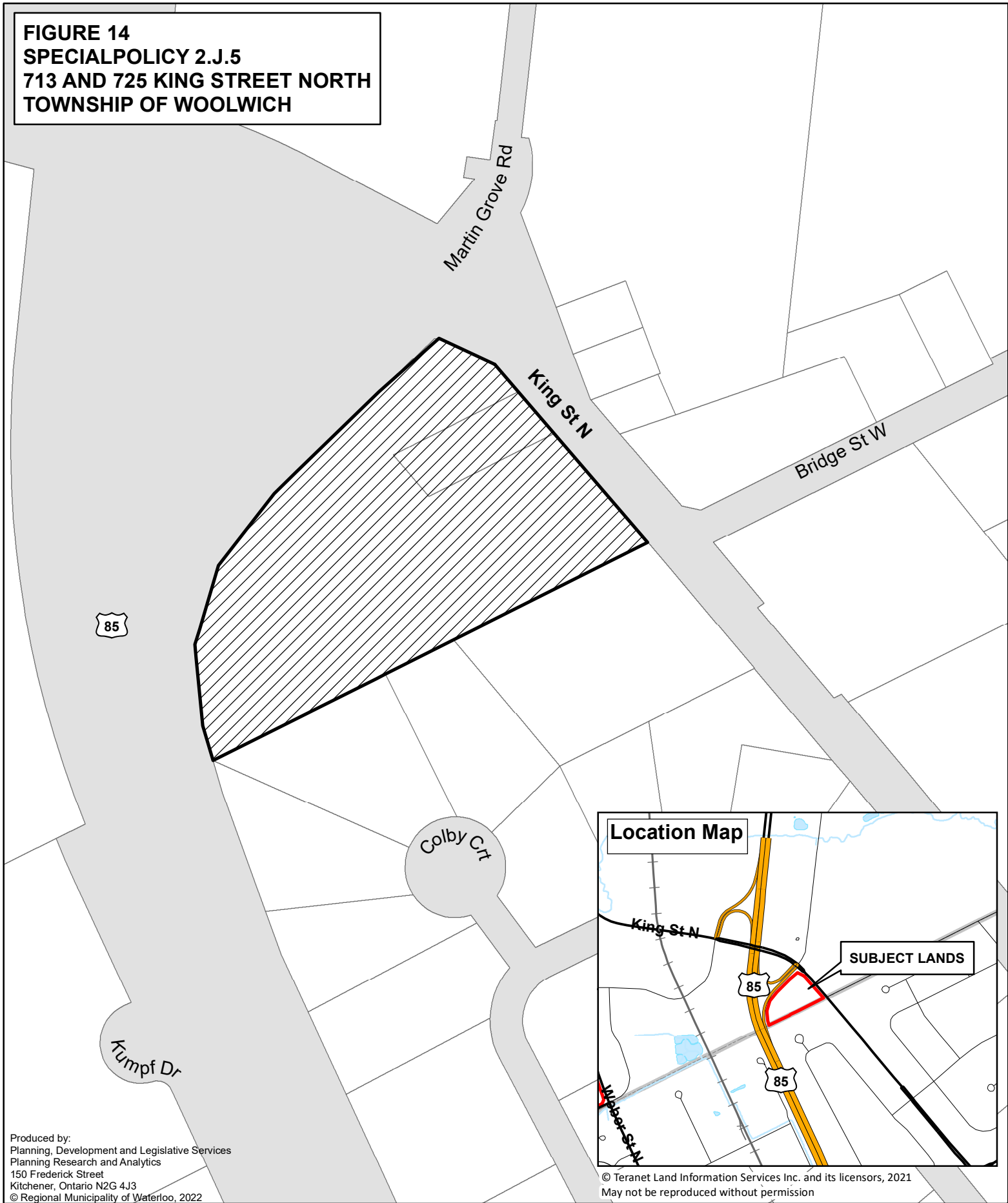
Legend

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FIGURE 14
SPECIALPOLICY 2.J.5
713 AND 725 KING STREET NORTH
TOWNSHIP OF WOOLWICH



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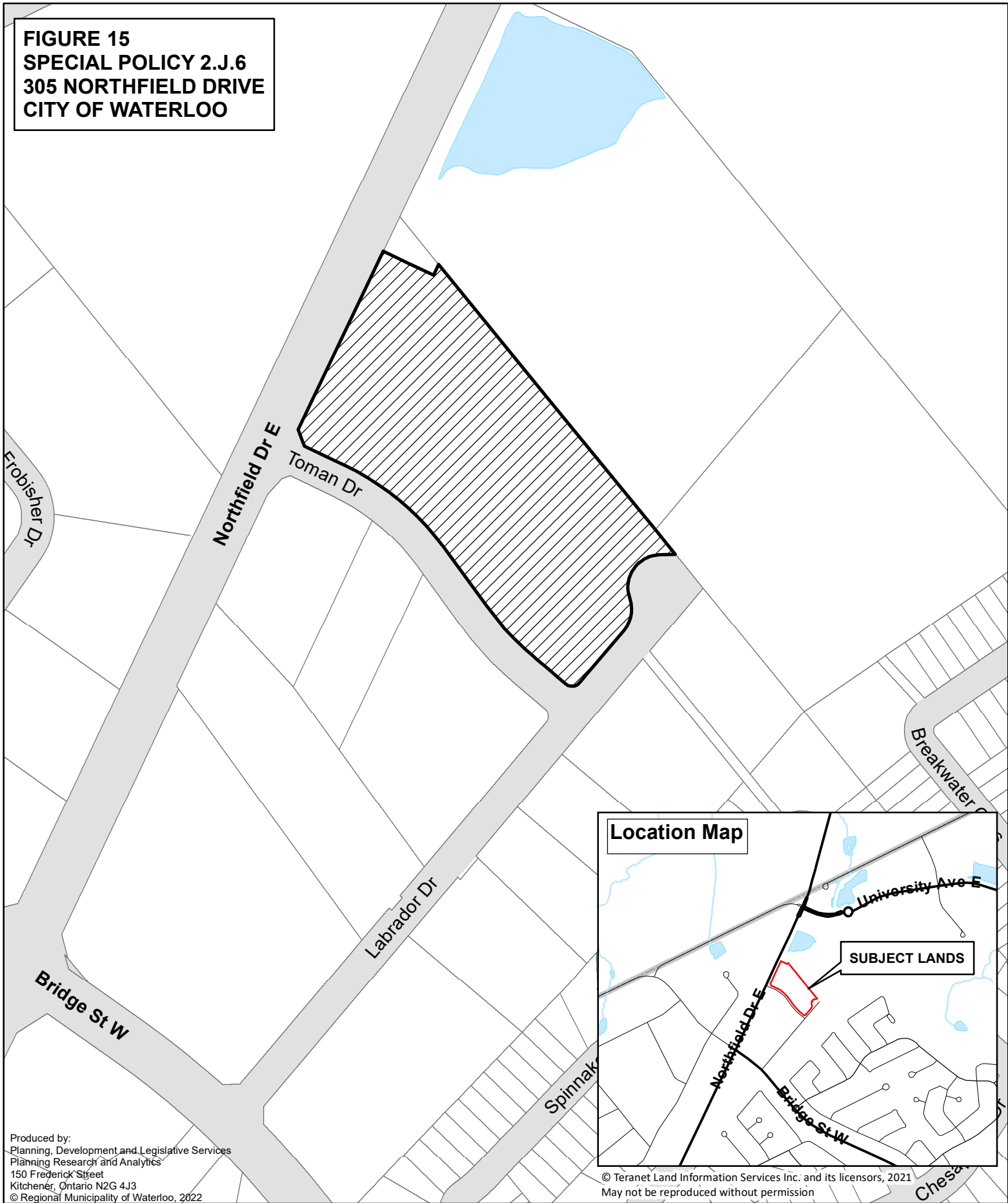


0 30 60 120
 m

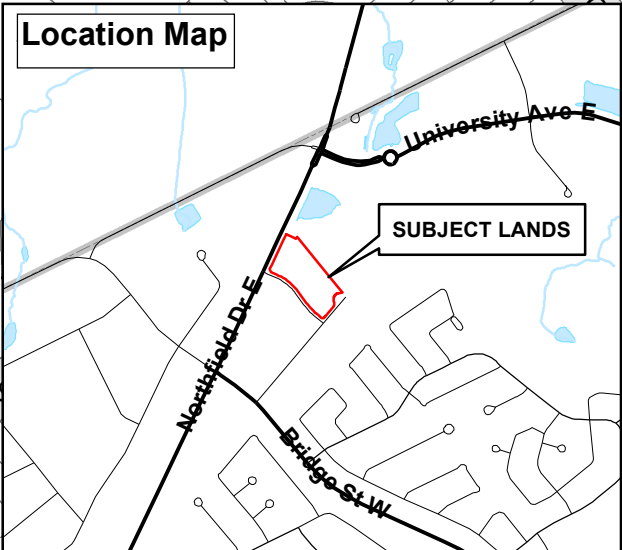


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FIGURE 15
SPECIAL POLICY 2.J.6
305 NORTHFIELD DRIVE
CITY OF WATERLOO




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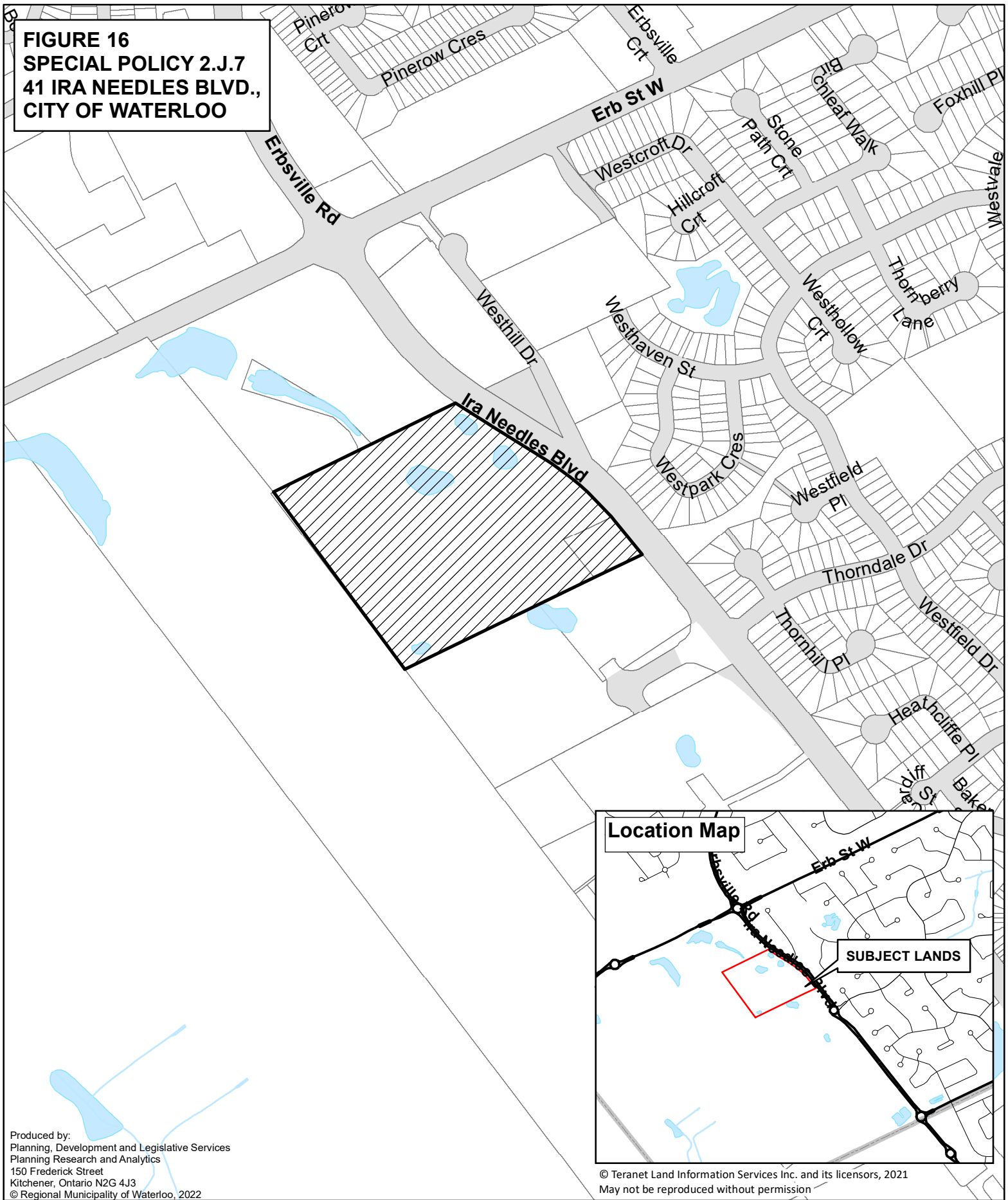


0 30 60 120
 m



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**FIGURE 16
SPECIAL POLICY 2.J.7
41 IRA NEEDLES BLVD.,
CITY OF WATERLOO**



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Legend

 Lands Subject to Policy 2.J.7

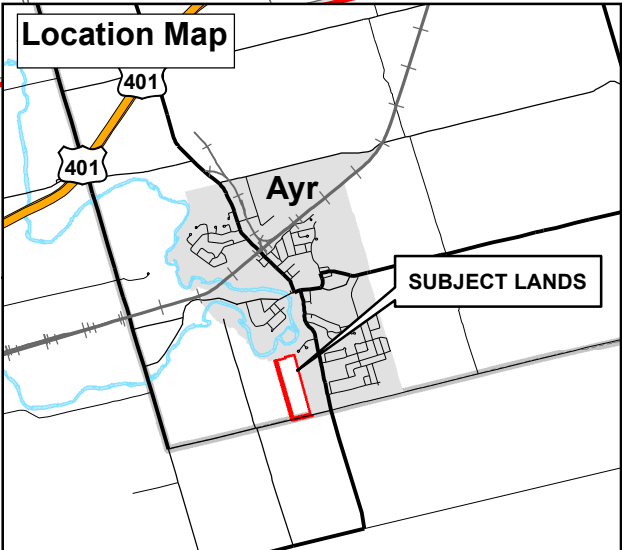
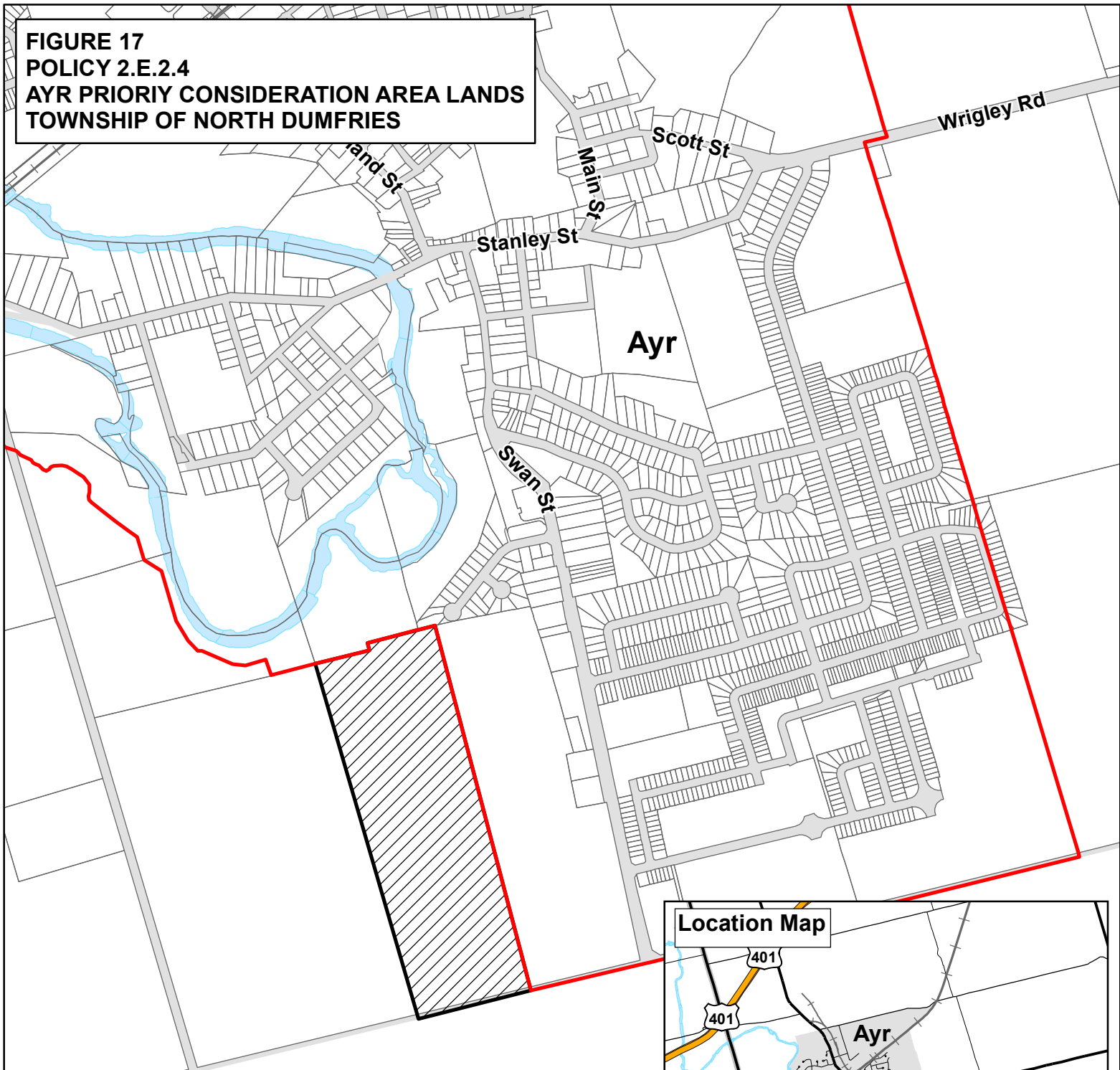


0 60 120 240
m



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**FIGURE 17
POLICY 2.E.2.4
AYR PRIORITARY CONSIDERATION AREA LANDS
TOWNSHIP OF NORTH DUMFRIES**



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- Township Urban Area
- Lands Subject to Policy 2.E.2.4

