

Attachment B – Key Components of Regional Official Plan Amendment

The ROP amendment proposes policy changes in several important areas. Highlights of the key policy innovations proposed through the amendment include:

Indigenous Relationships and Reconciliation

- Adding a new Territorial Land 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 Regional Intensification Corridor along the Ottawa Street in Kitchener to Fountain Street in Woolwich, to provide transit services to the East Side Employment Lands and direct transit connection Waterloo Regional International Airport.
- Setting new minimum targets in the ROP for residential intensification, and

development densities within Urban Growth Centres, Major Transit Station Areas, and Employment Areas to support a more compact, transit-supportive built form.

- Fostering the development of a high-quality urban form to create an attractive and vibrant public realm.
- Phasing growth, infrastructure and other community services to support sustainable growth and financial responsibility.

Climate Action

- Requiring the development of 15-minute neighbourhoods in the cities and townships where residents can meet their daily needs for living 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 new a 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.
- Enabling the area municipalities to implement 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 the 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, based on extensive subwatershed and hydrogeological assessments of lands within the area.