


DEPUTY REGIONAL CLERK

By-Law Number 22-038

of

The Regional Municipality of Waterloo

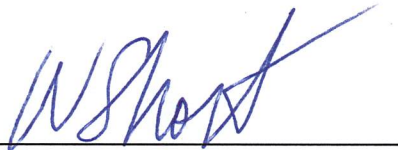
A By-law to Amend By-law Number 09-025, as amended, to adopt
Regional Official Plan Amendment No. 6: Implementation of the
Results of the Municipal Comprehensive Review under
the Growth Plan for the Greater Golden Horseshoe

Whereas

The Council of the Regional Municipality of Waterloo in accordance with Sections 17, 21 and 26 of the Planning Act, R.S.O. 1990, c.P. 13, as amended, hereby enacts as follows:

1. The Regional Official Plan is hereby amended in accordance with the contents of Schedule 'A' attached hereto, and is hereby adopted as Amendment Number 6 to the Regional Official Plan. This section shall come into force and effect upon approval by the Minister of Municipal Affairs and Housing.
2. The Regional Clerk is hereby authorized to give written notice to the Minister of Municipal Affairs and Housing of the adoption of Amendment No. 6 to the Regional Official Plan according to Subsection 17(23) of the Planning Act, R.S.O 1990, c.P. 13, as amended. This section shall come into force and effect on the day of final passing hereof.

By-law read a first, second and third time and finally passed in the Council Chamber in the Regional Municipality of Waterloo this 18th day of August, A.D., 2022.



Regional Clerk



Regional Chair

Schedule 'A'
ROP Amendment No. 6 Technical Document



Region of Waterloo

Amendment No. 6 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 18, 2022

AMENDMENT NO. 6
TO THE
REGIONAL OFFICIAL PLAN

INDEX

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 6.

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

Attachment 'A'
Chapter 1 - Introduction

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.

Attachment 'B'
Chapter 2 - Where and How to Grow

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*.

Attachment 'C'
Section 3.A Housing

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.

Attachment 'D'
Revisions to Glossary of Terms

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)

Attachment 'E'
Map 1 - Regional Structure

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.

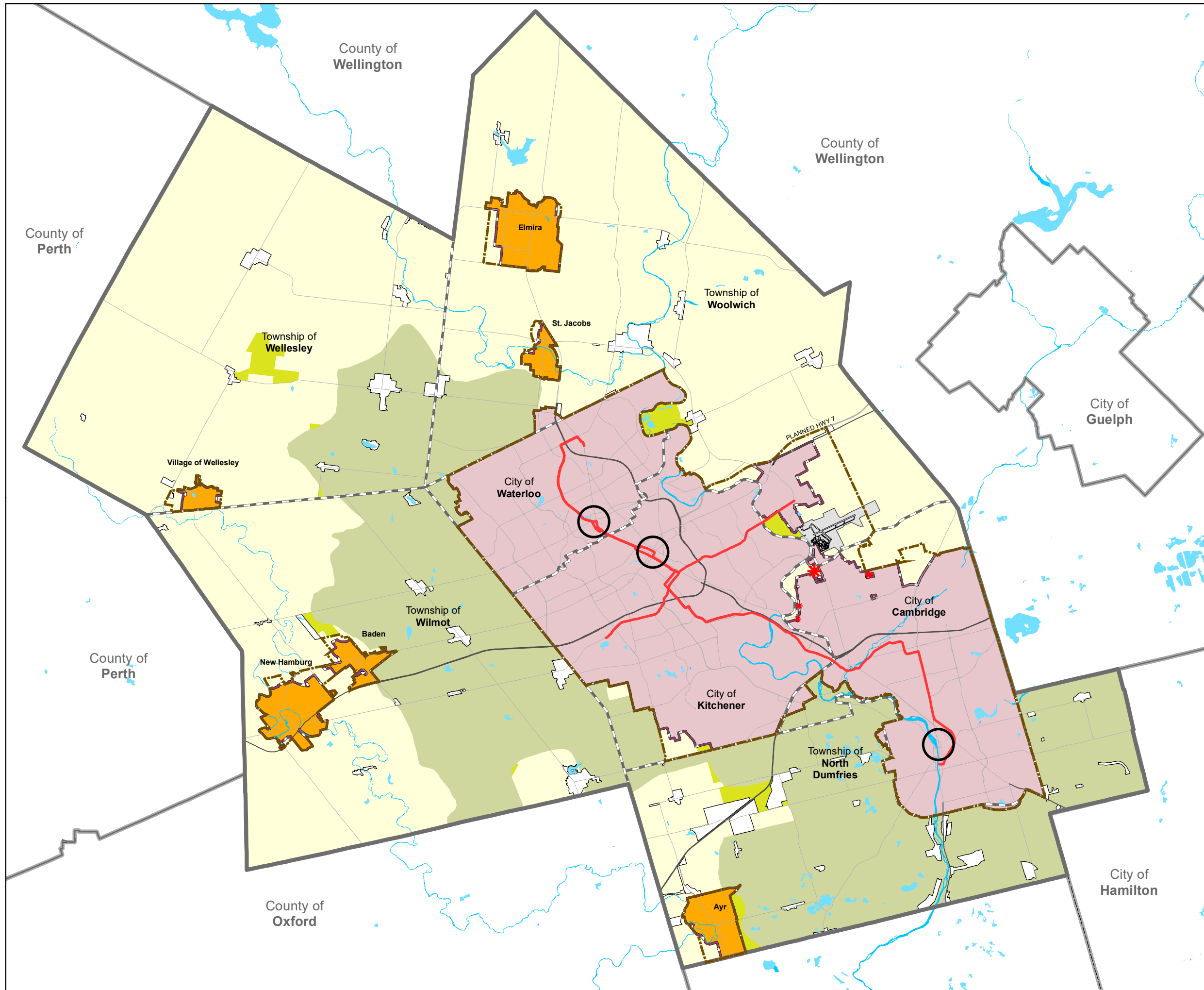
*The agricultural land base reflects the in-force 2015 Regional Official Plan. The Region will be implementing a new Agricultural System and associated mapping as part of the second phase of the ROP review.



0 2.25 4.5
Kilometers



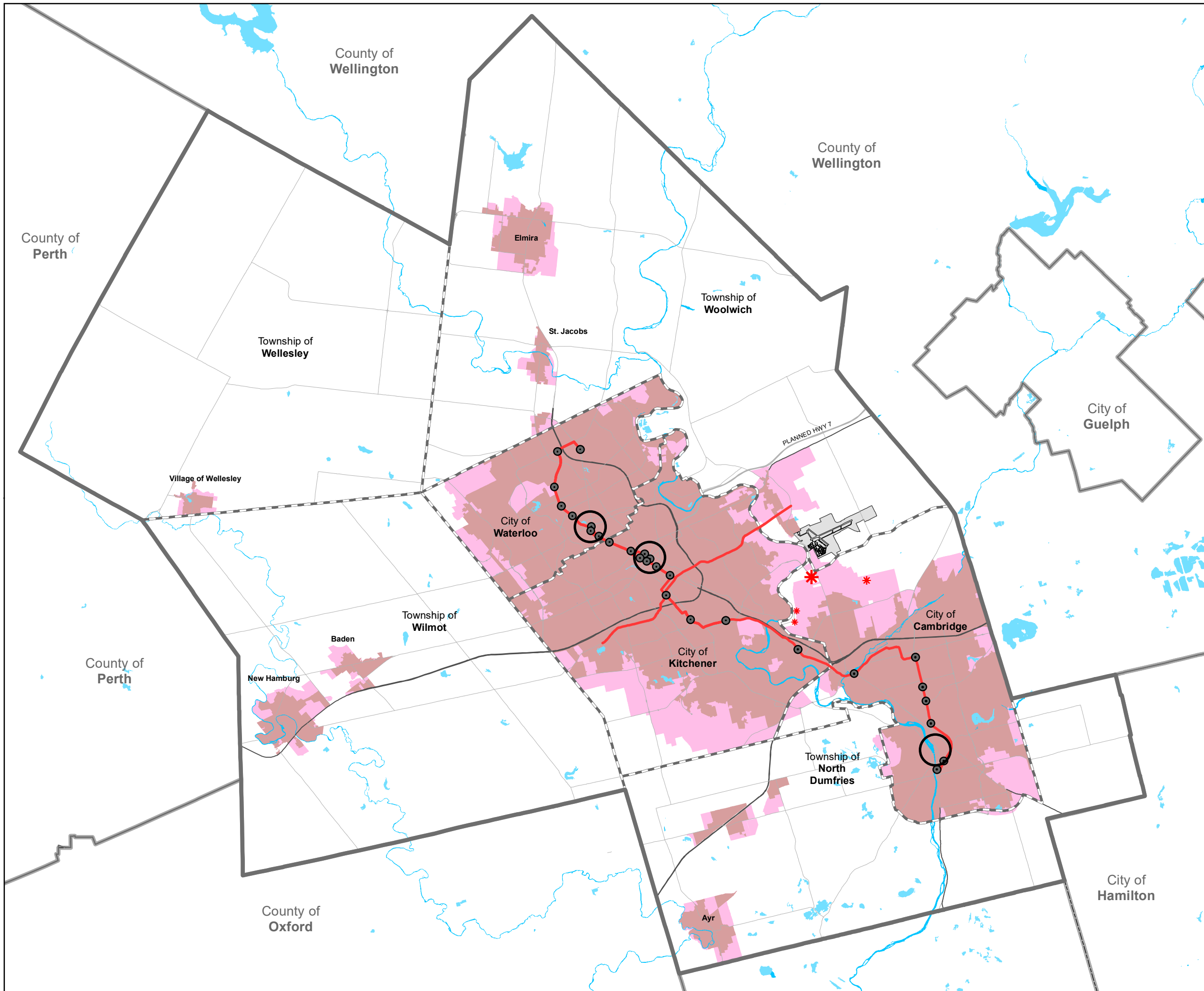
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Attachment 'F'
Map 2 - Urban System

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.



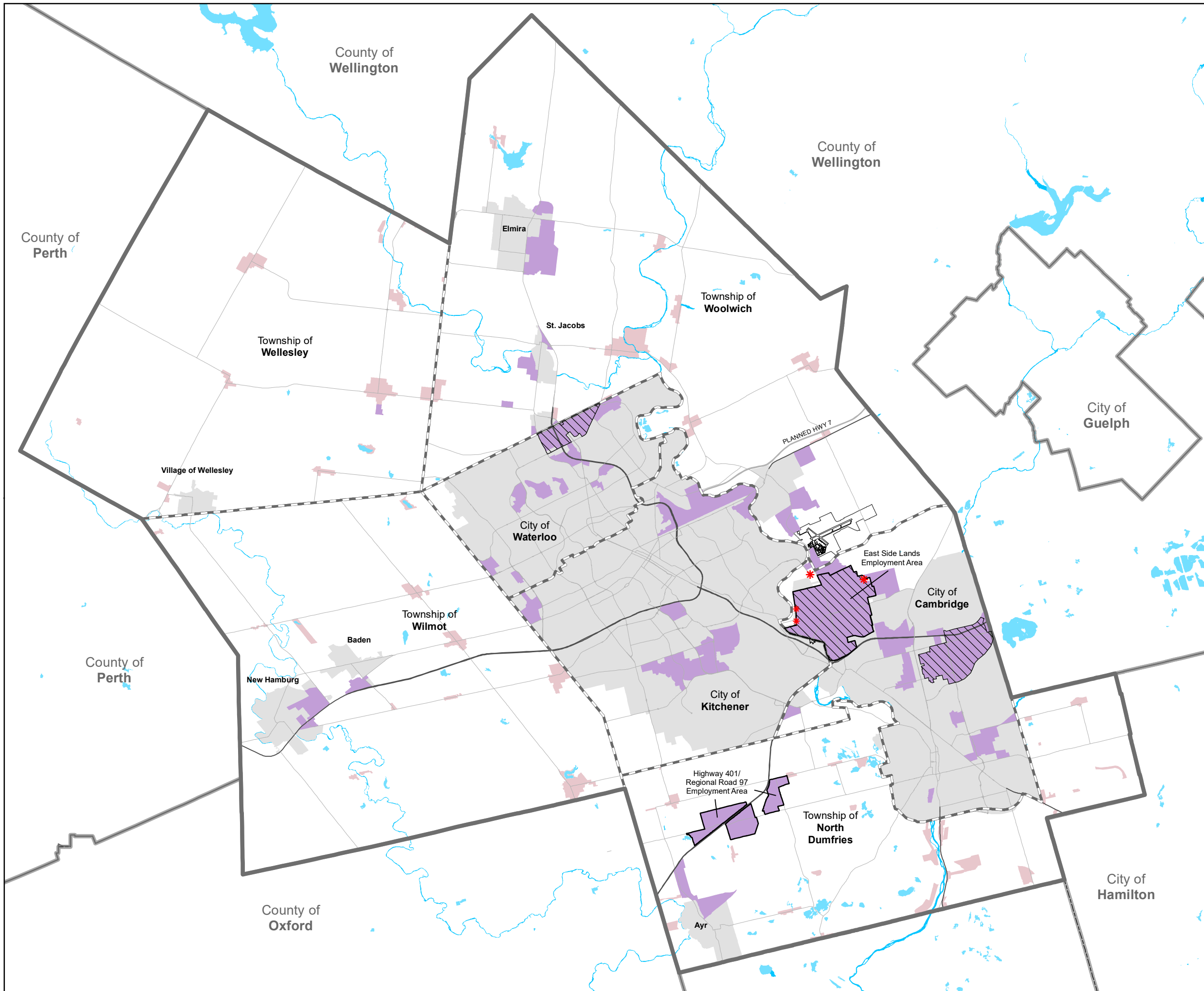
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Attachment 'G'
Map 3 - Employment Areas

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.

N




0 2.5 5 Kilometers

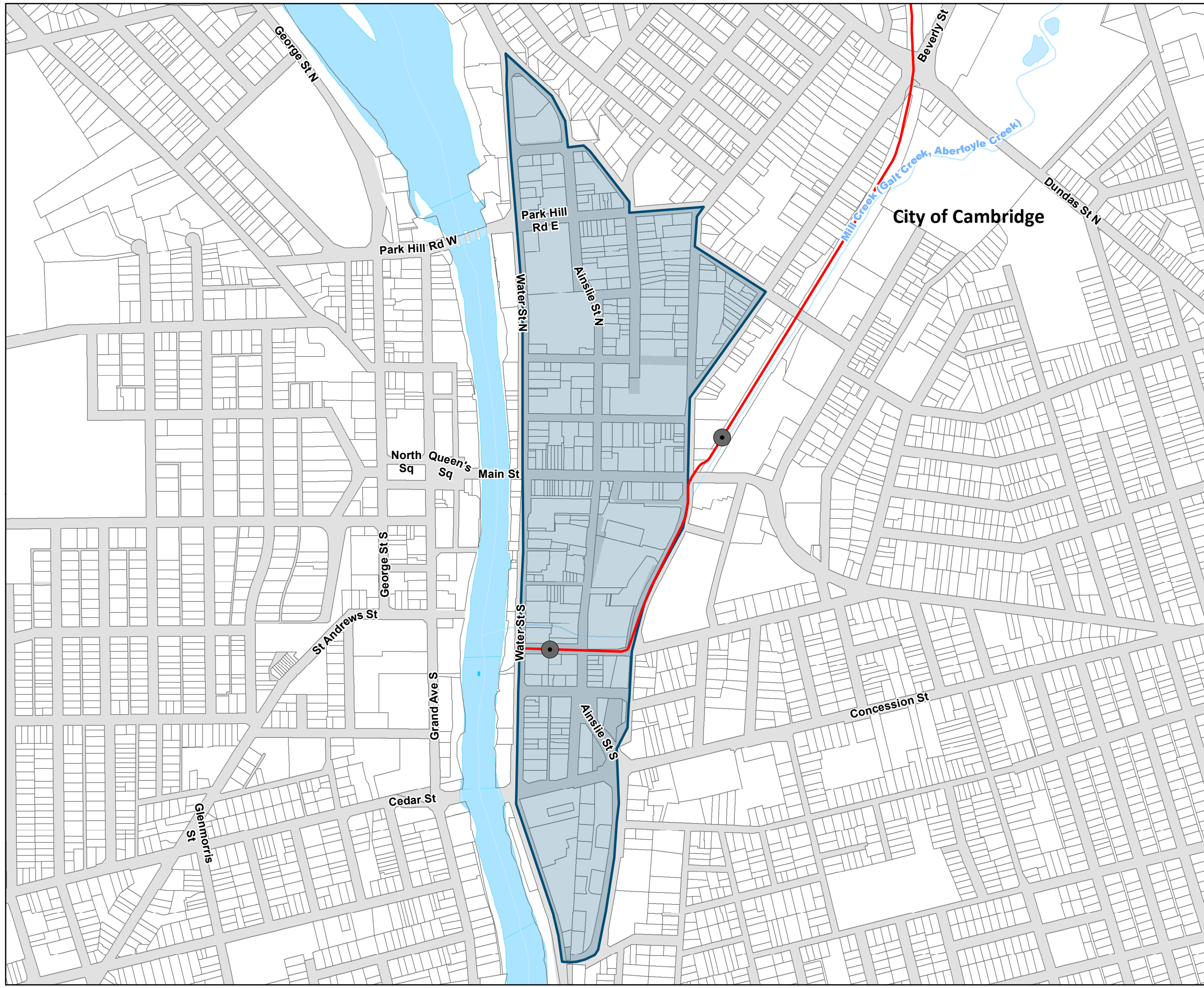
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Attachment 'H'
Figures 1 to 17

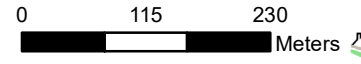
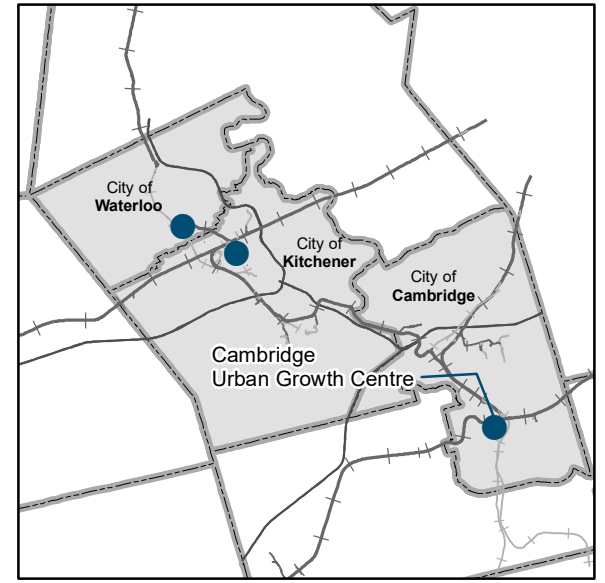
Figure 1

Cambridge Urban Growth Centre

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



Key Map






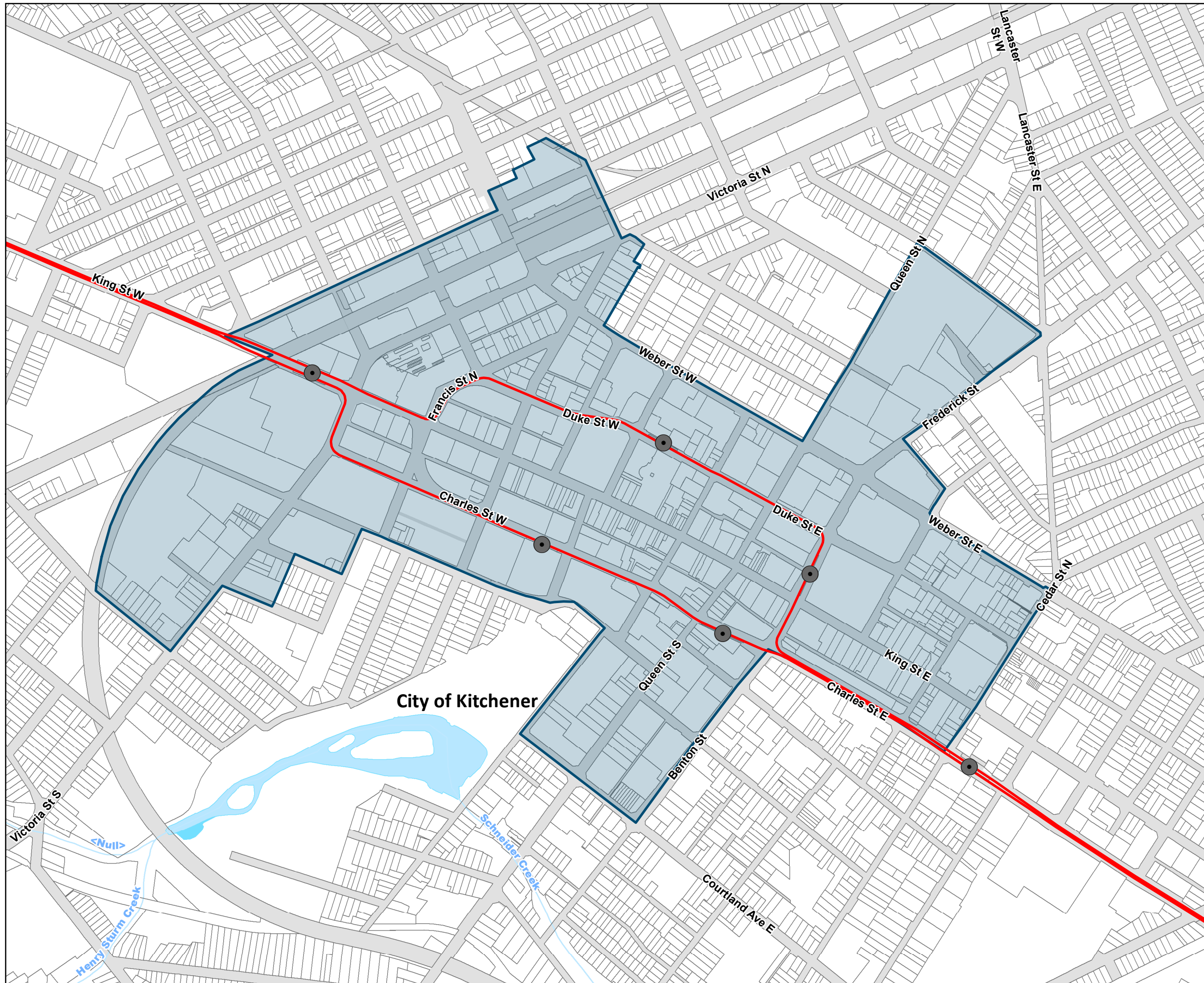
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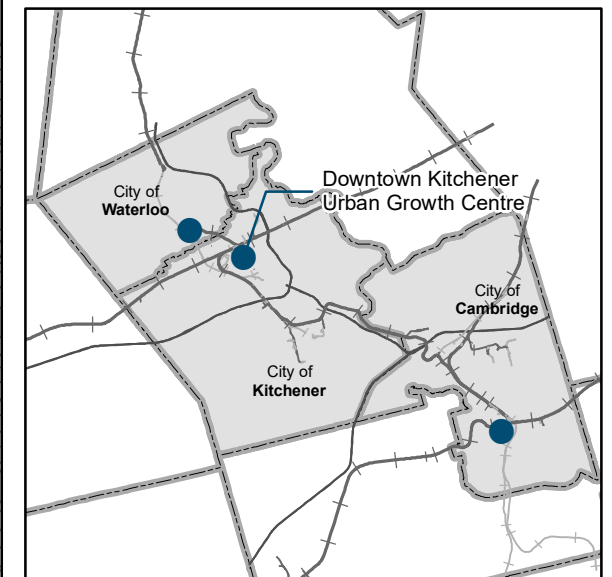
Figure 2

Downtown Kitchener Urban Growth Centre

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



Key Map



0 115 230 Meters

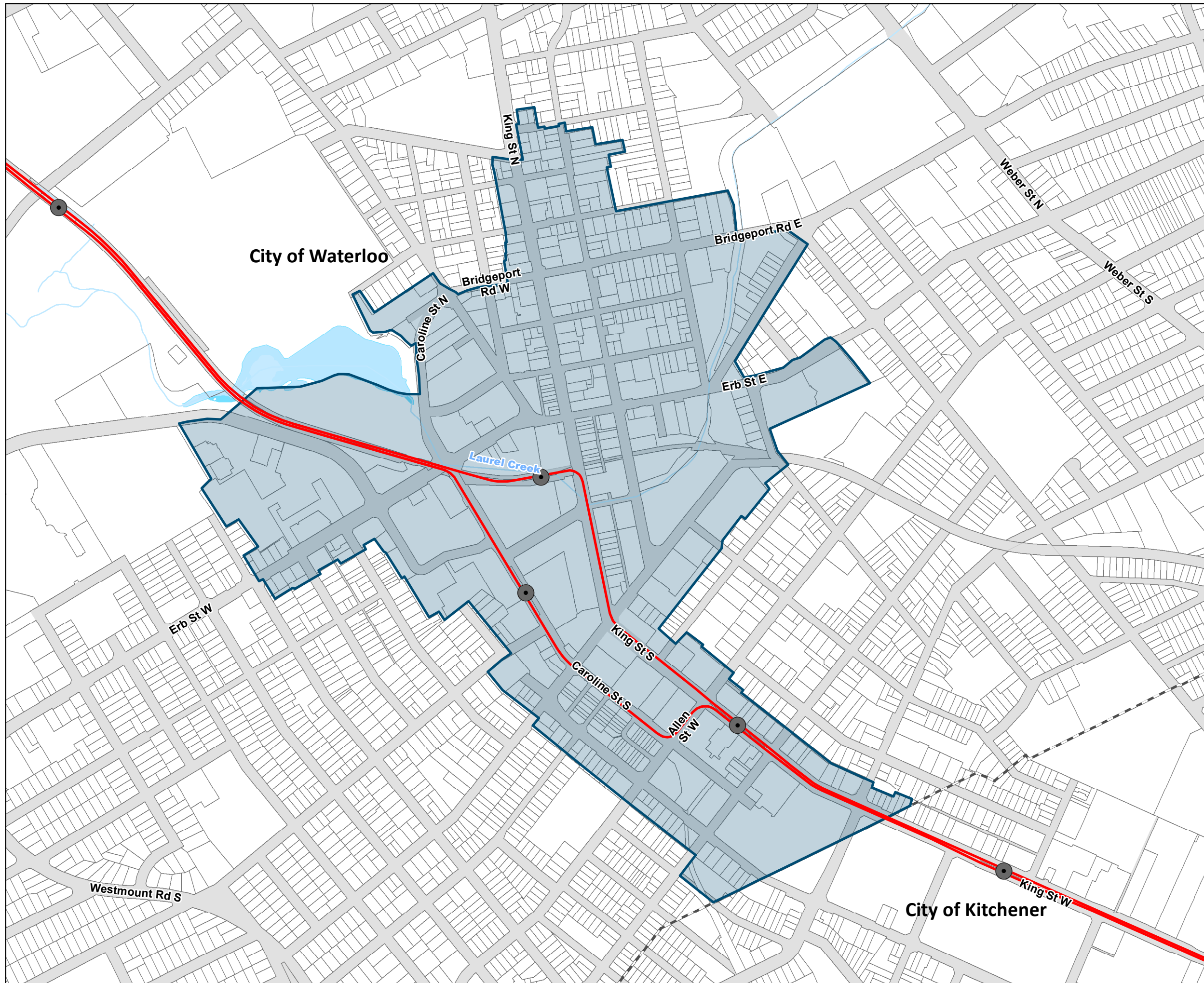


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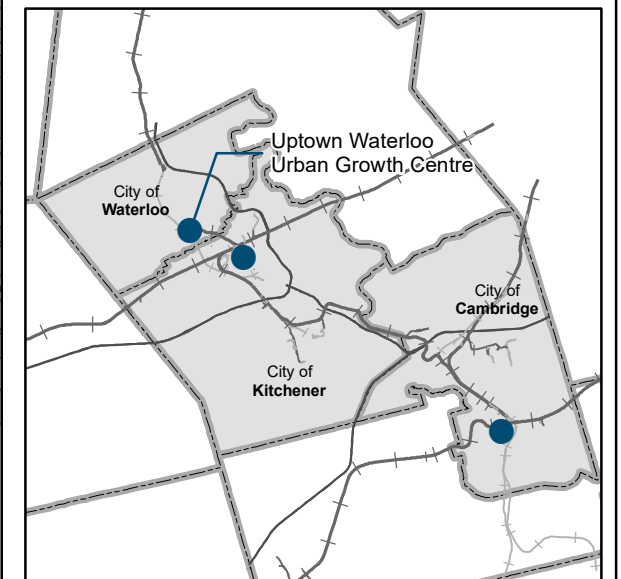
Figure 3

Uptown Waterloo Urban Growth Centre



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

Key Map



0 115 230 Meters



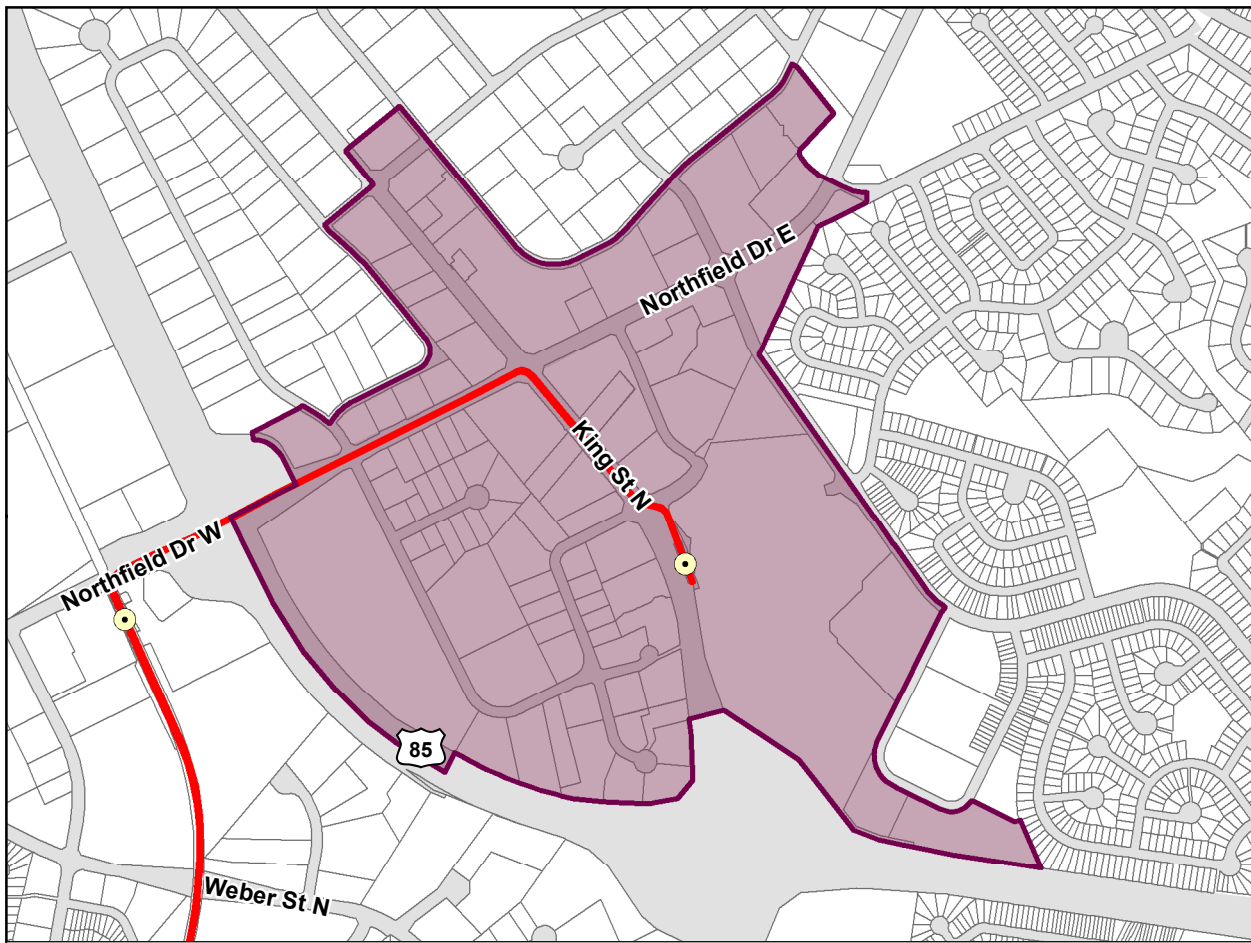
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Figures 4a - 4d Major Transit Station Areas

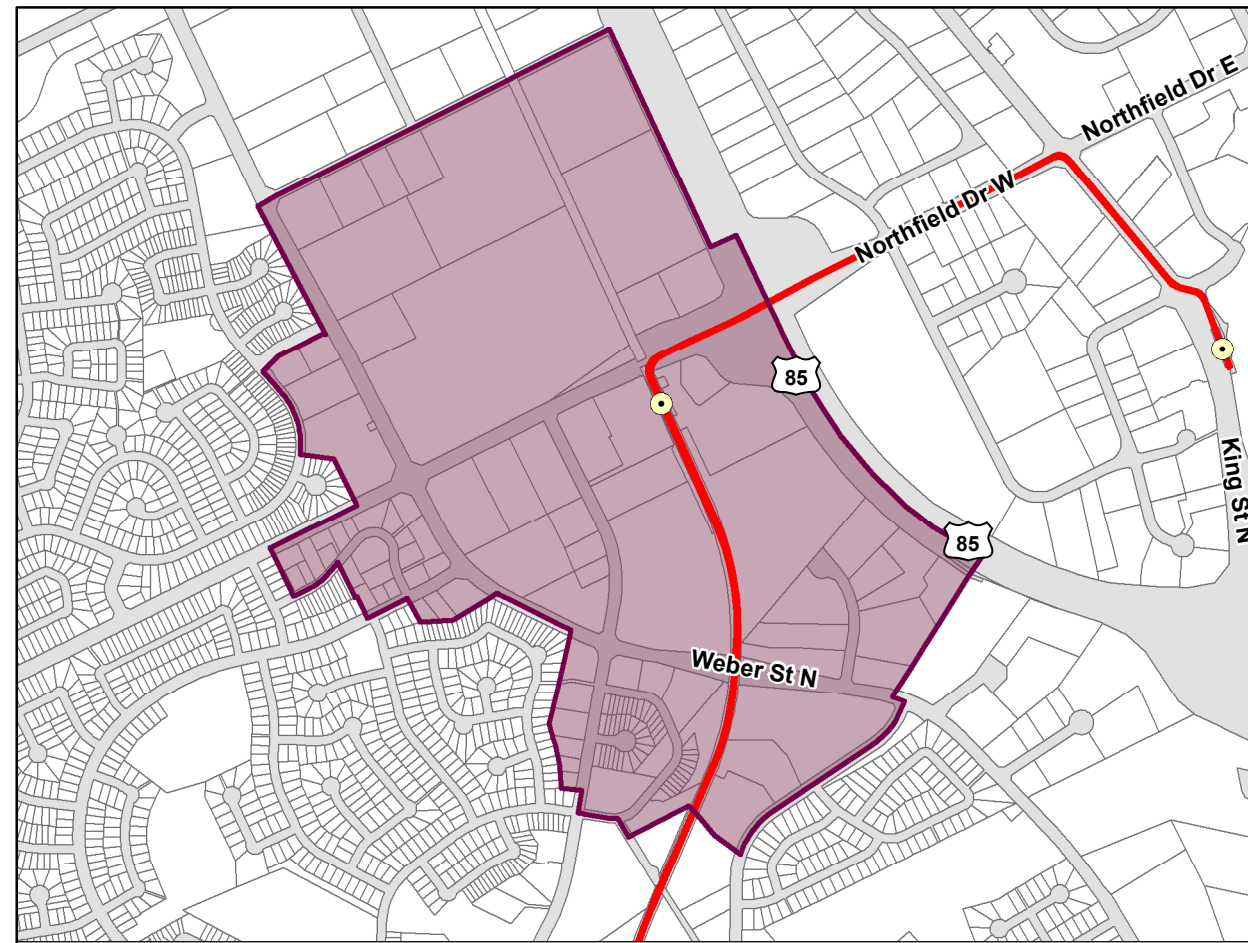
- Conestoga
- Northfield
- Research & Technology Park
- University of Waterloo

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



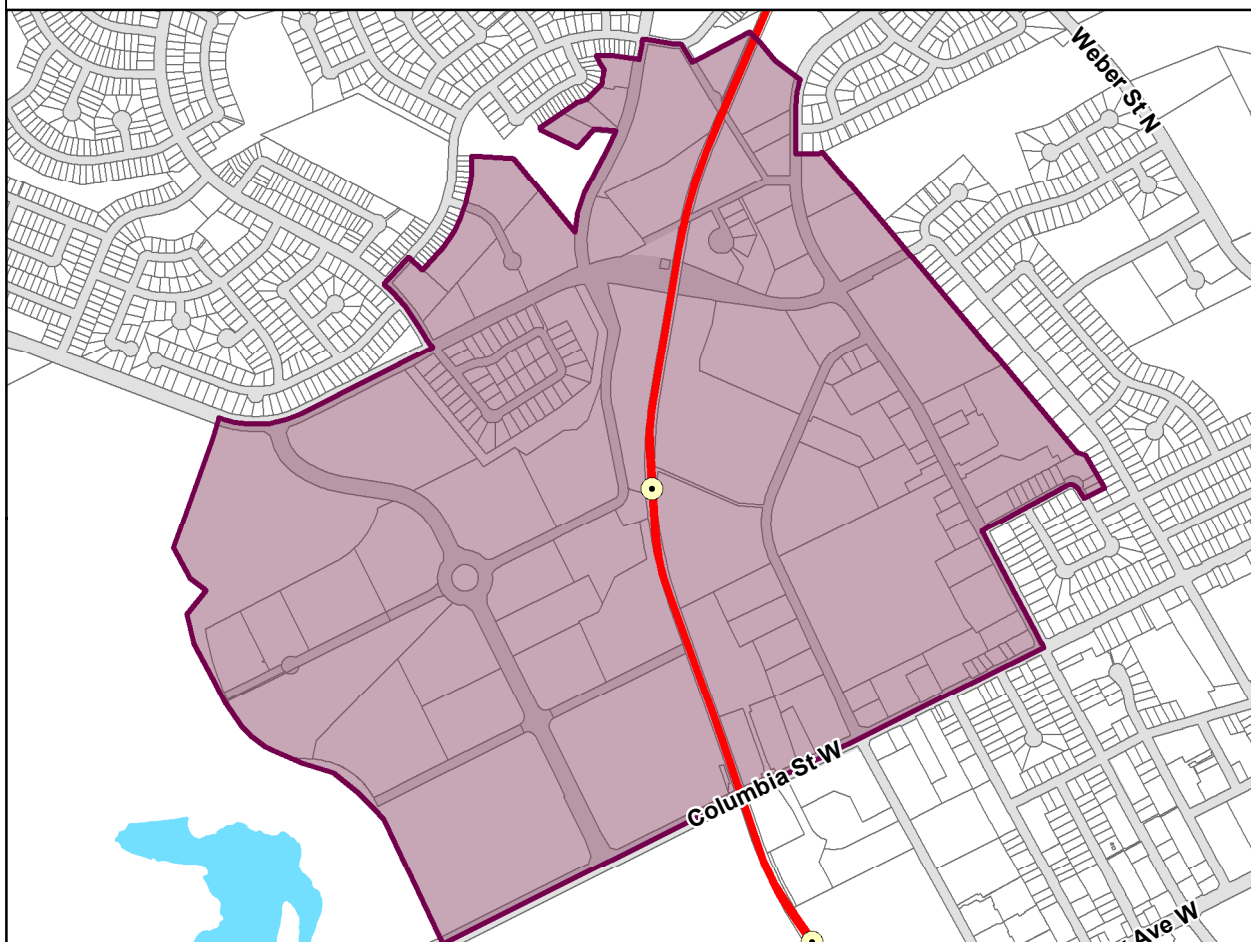
Conestoga Station - 4a

0 55 110 220 330 Meters



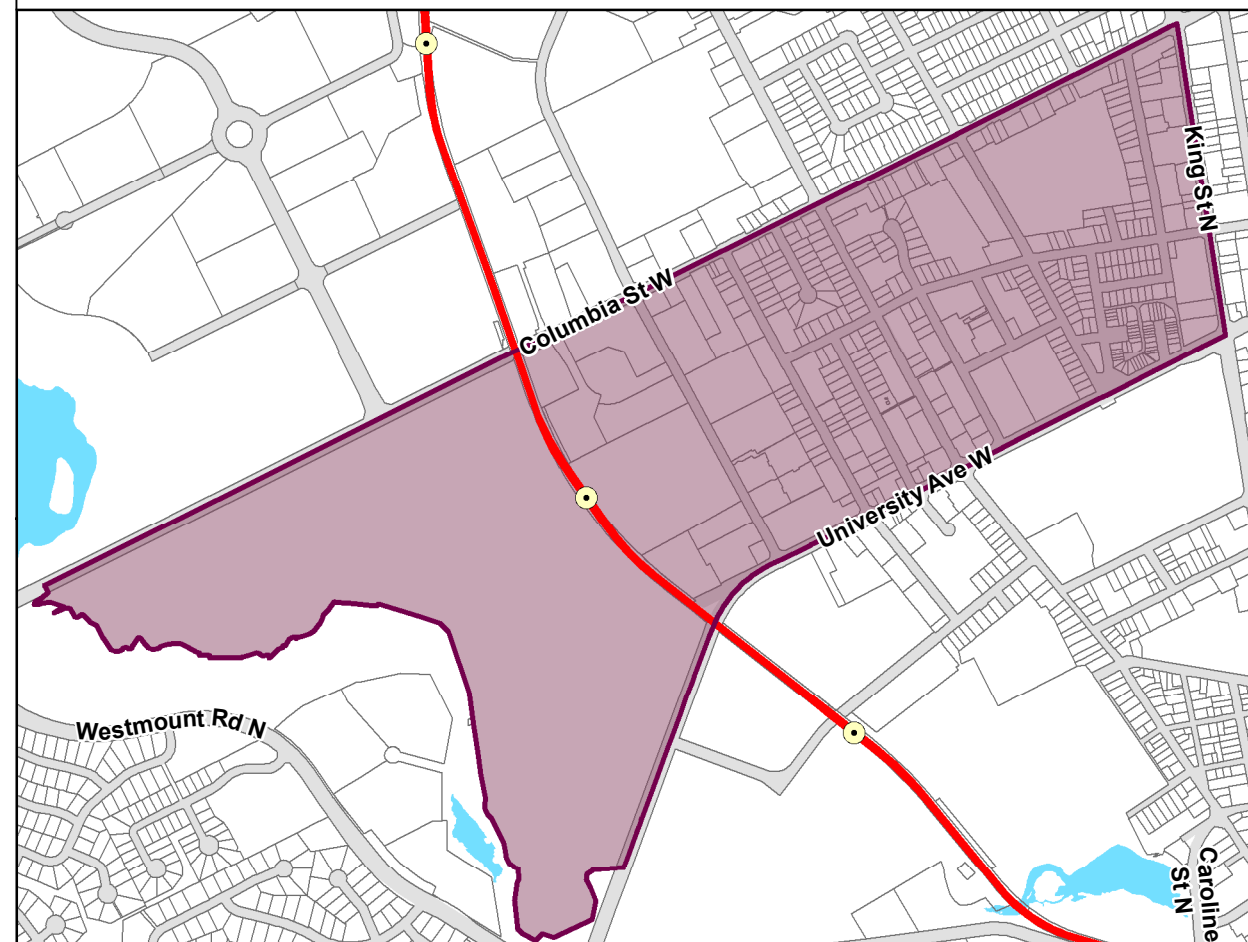
Northfield Station - 4b

0 55 110 220 330 Meters



Research & Technology Park Station - 4c

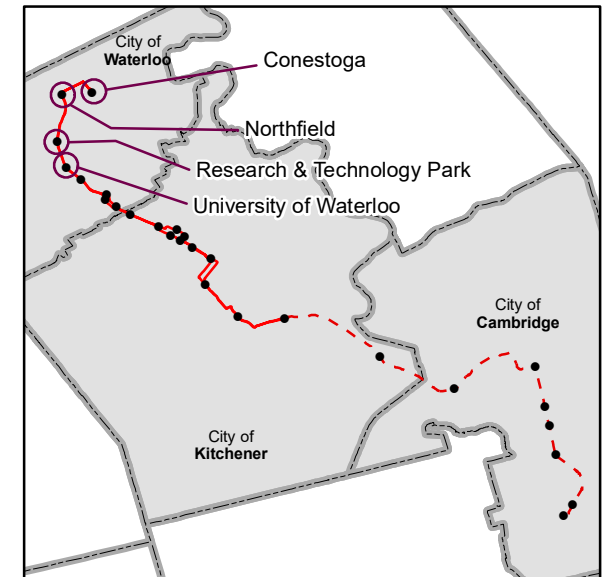
0 40 80 160 240 320 Meters



University of Waterloo Station - 4d

0 40 80 160 240 320 Meters

Key Map



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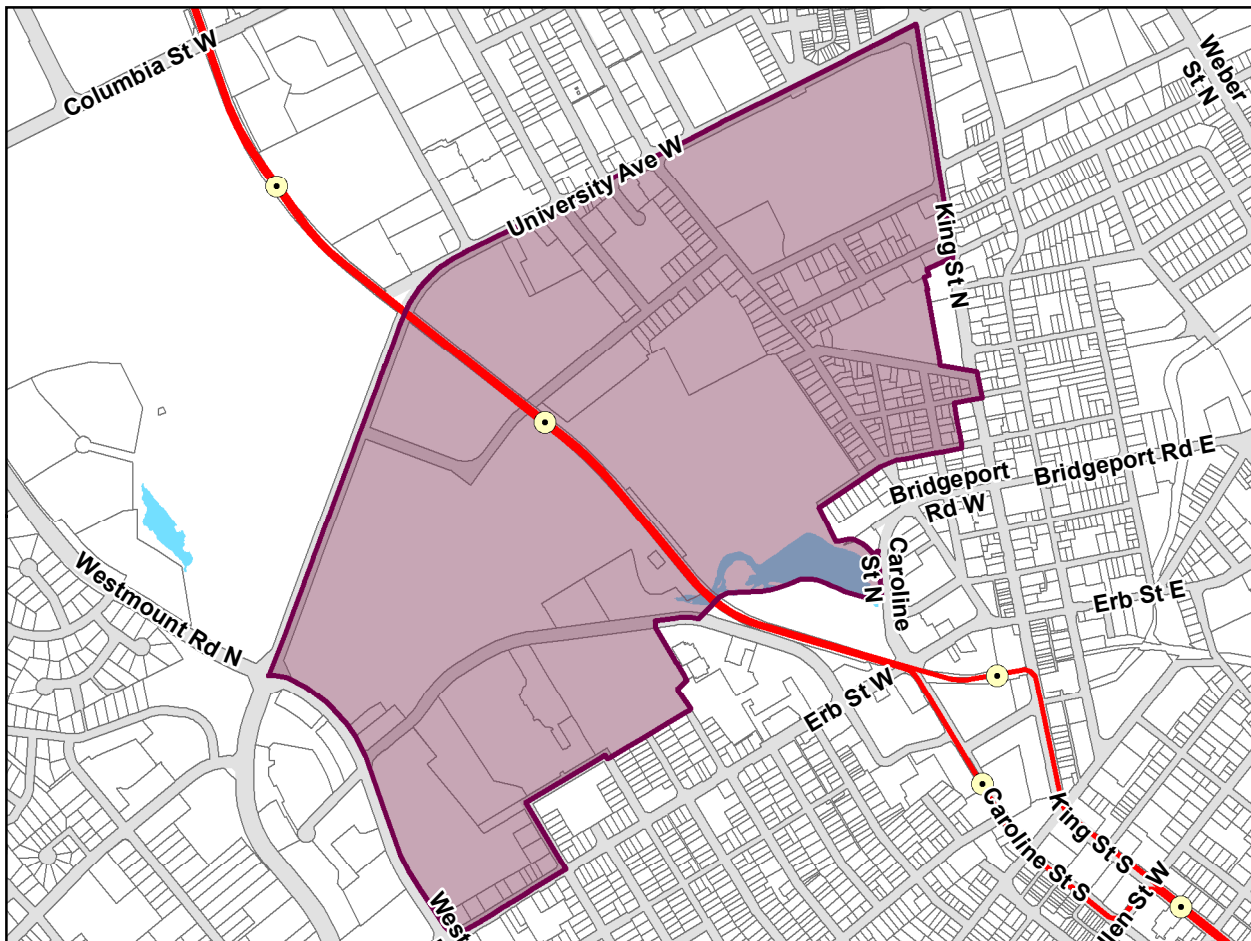


Figures 5a - 5d

Major Transit Station Areas

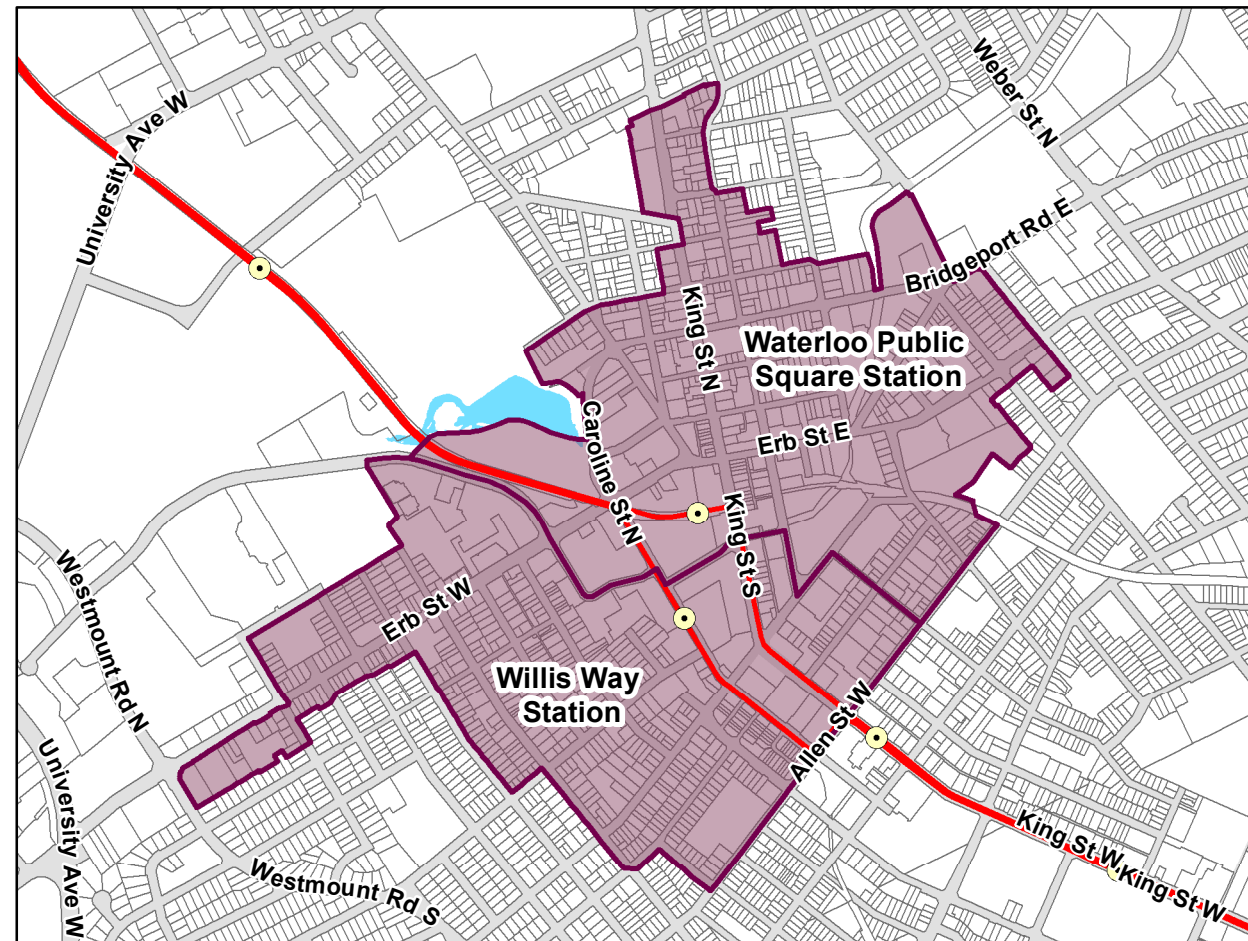
- Laurier - Waterloo Park
- Waterloo Public Square and Willis Way
- Allen
- Grand River Hospital

- 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



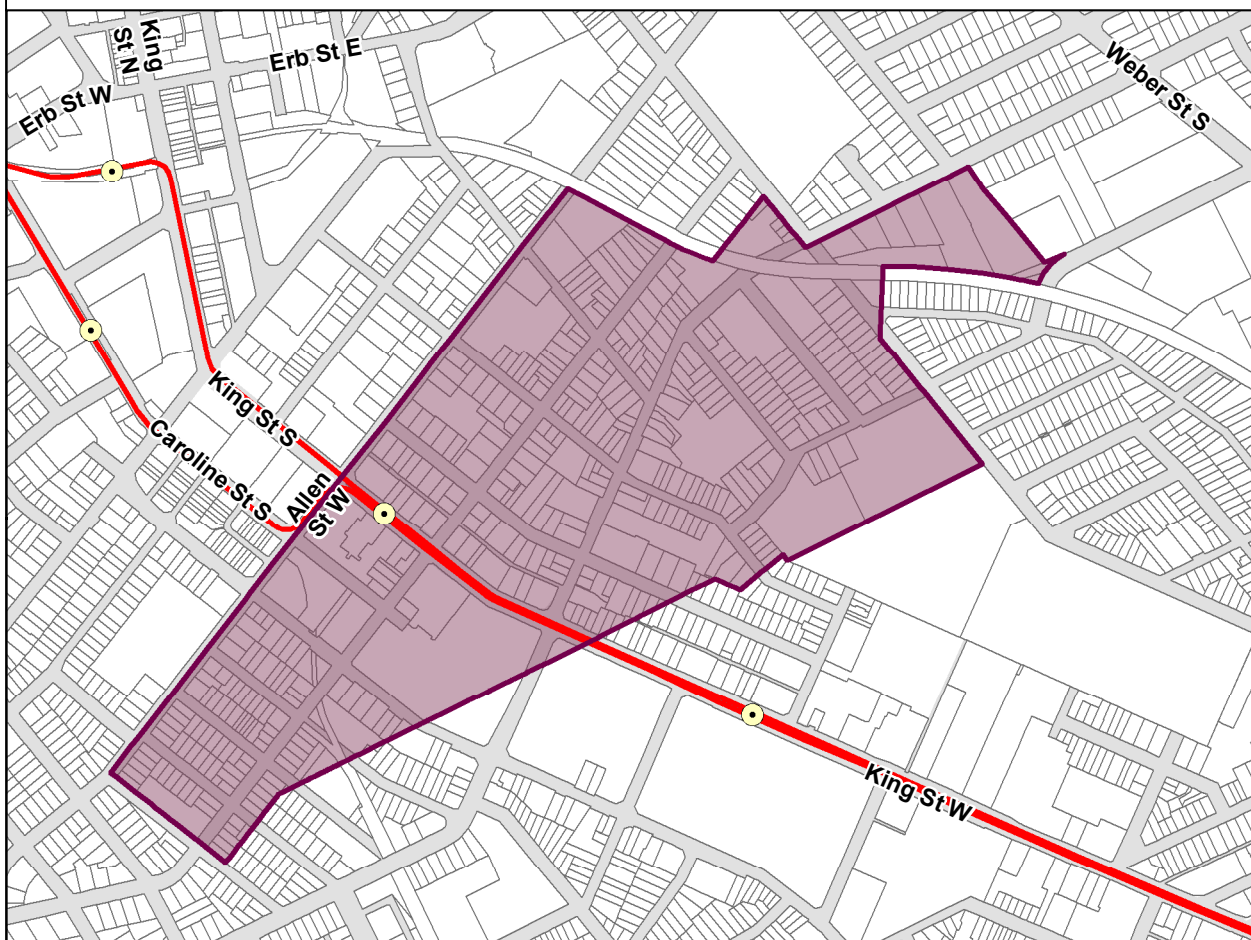
Laurier - Waterloo Park Station - 5a

0 65 130 260 390 Meters



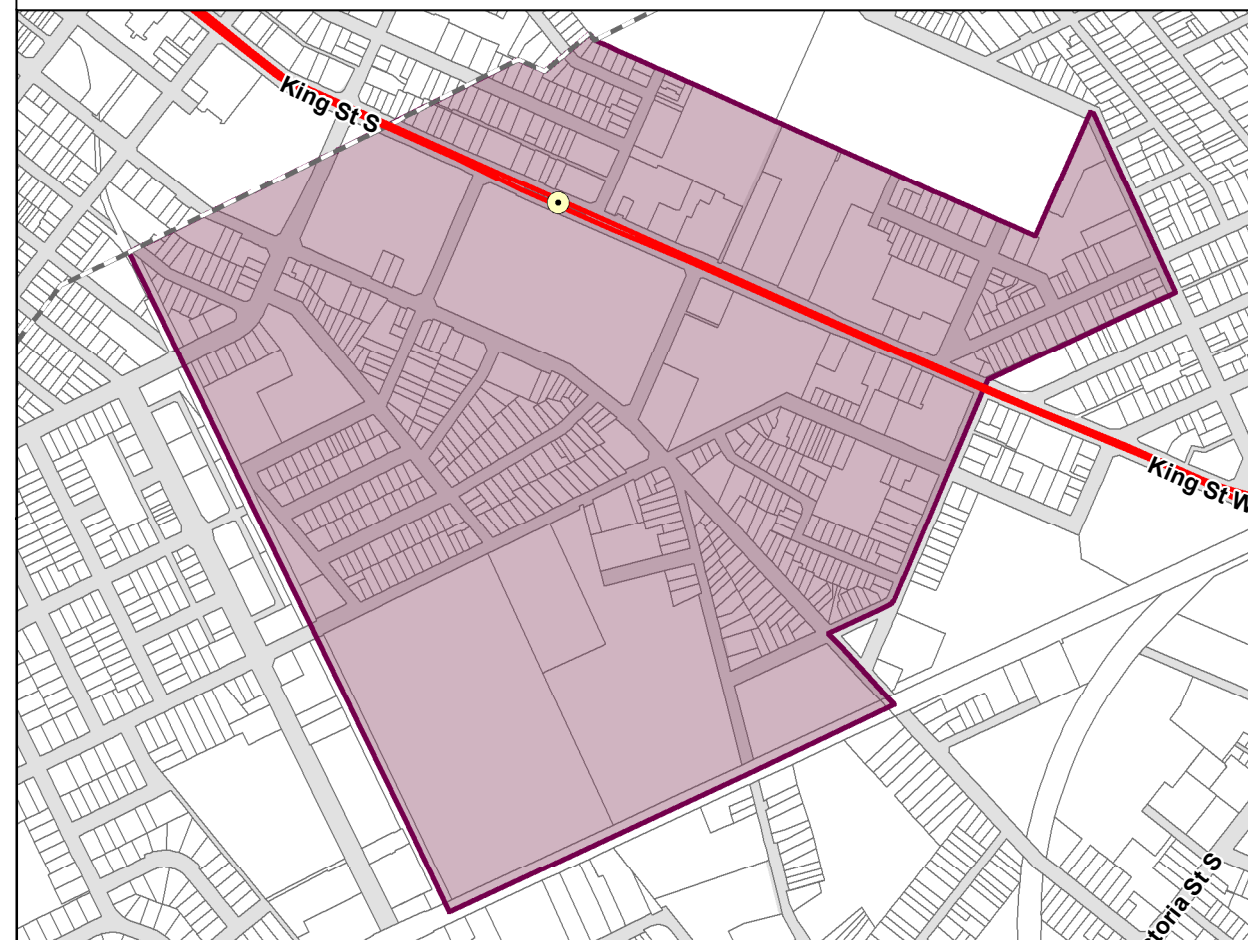
Waterloo Public Square and Willis Way Station - 5b

0 55 110 220 330 Meters



Allen Station - 5c

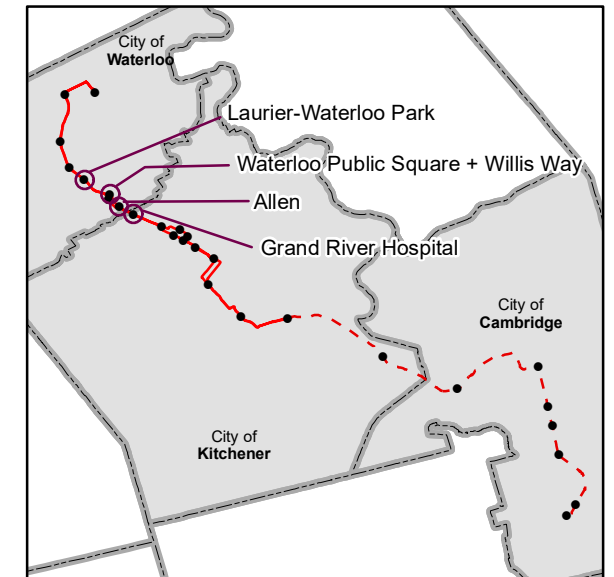
0 40 80 160 240 Meters



Grand River Hospital Station - 5d

0 37.5 75 150 225 Meters

Key Map







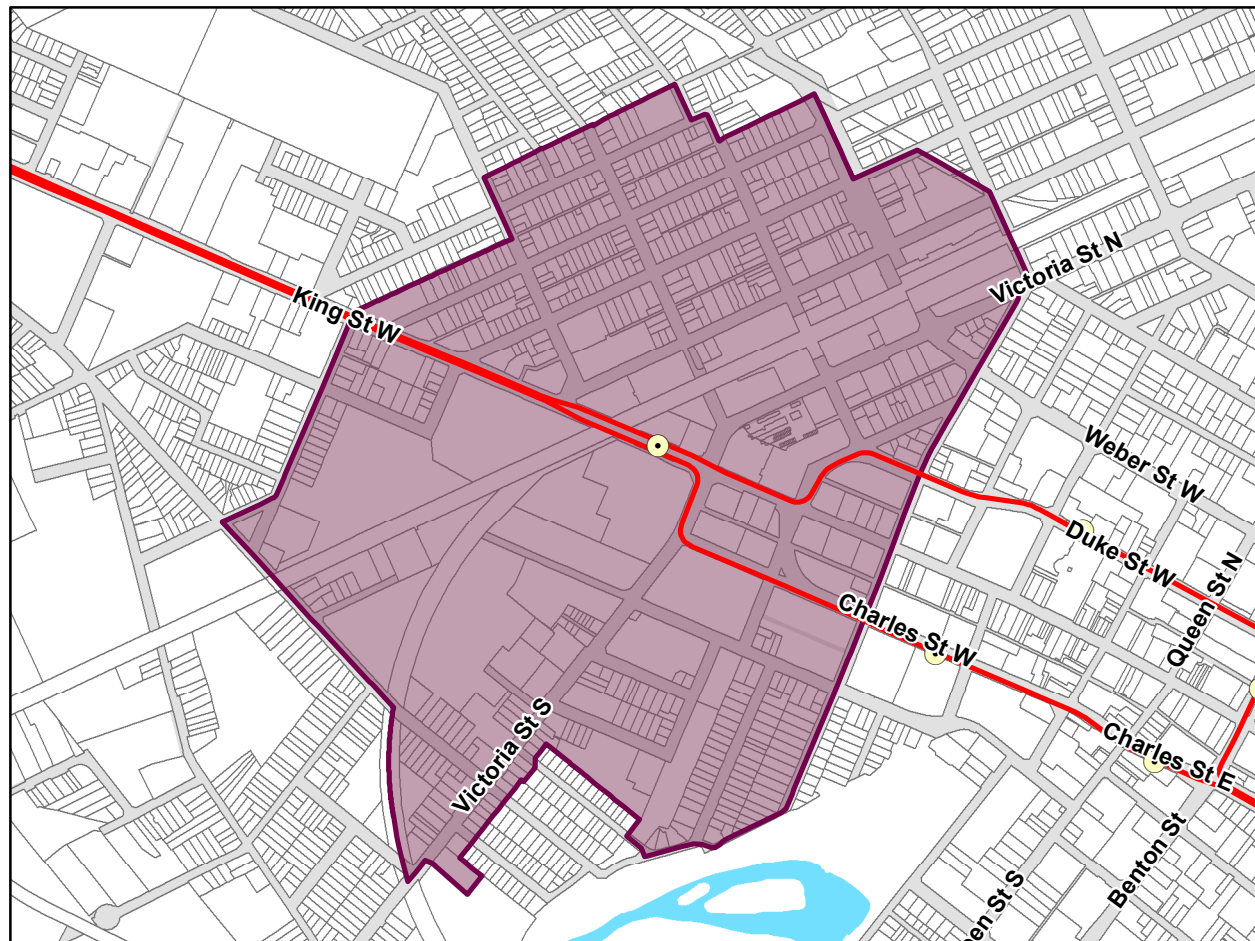
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Figures 6a - 6d Major Transit Station Areas

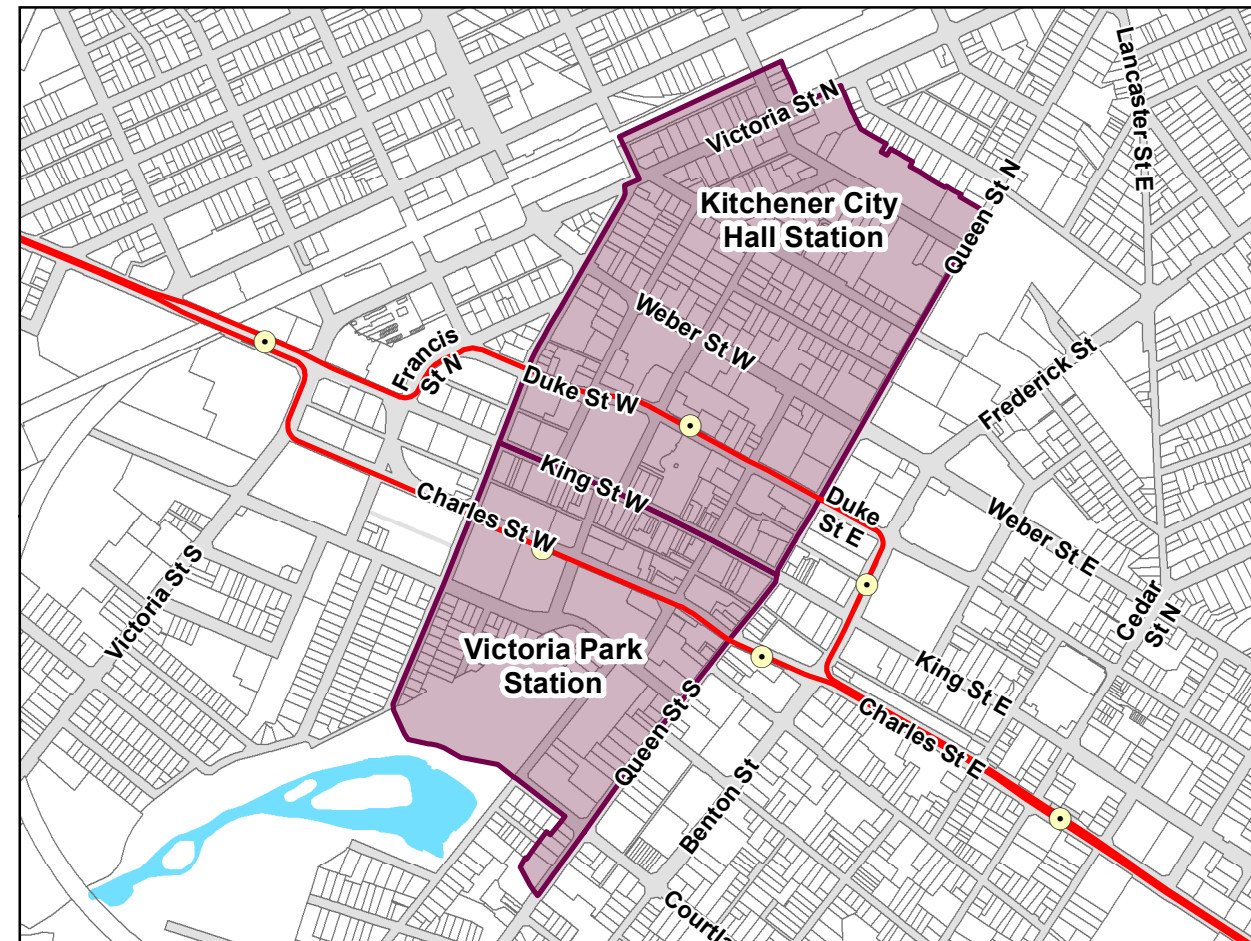
- Central
- Victoria Park and Kitchener City Hall
- Queen and Frederick
- Kitchener Market

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



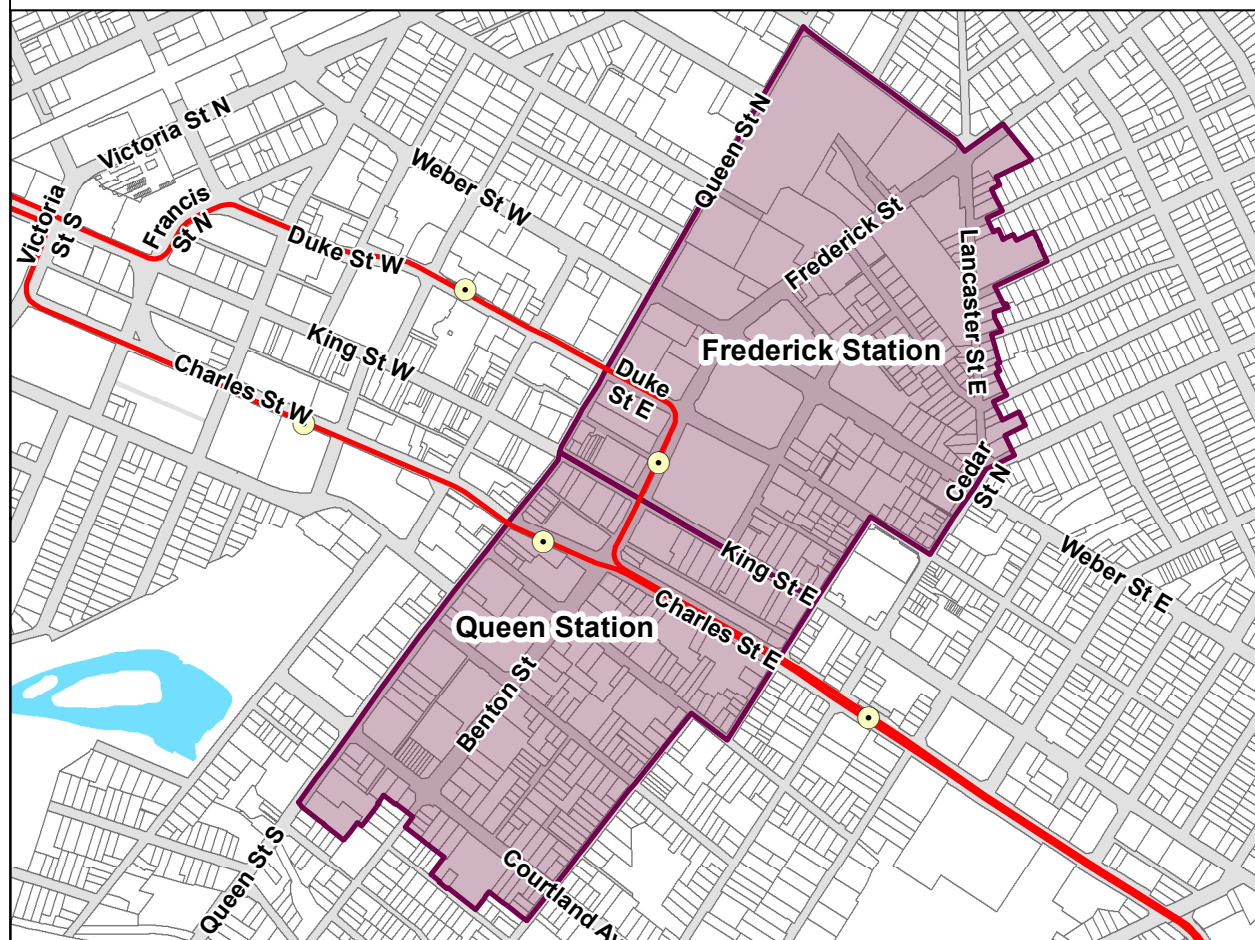
Central Station - 6a

0 50 100 200 300 Meters



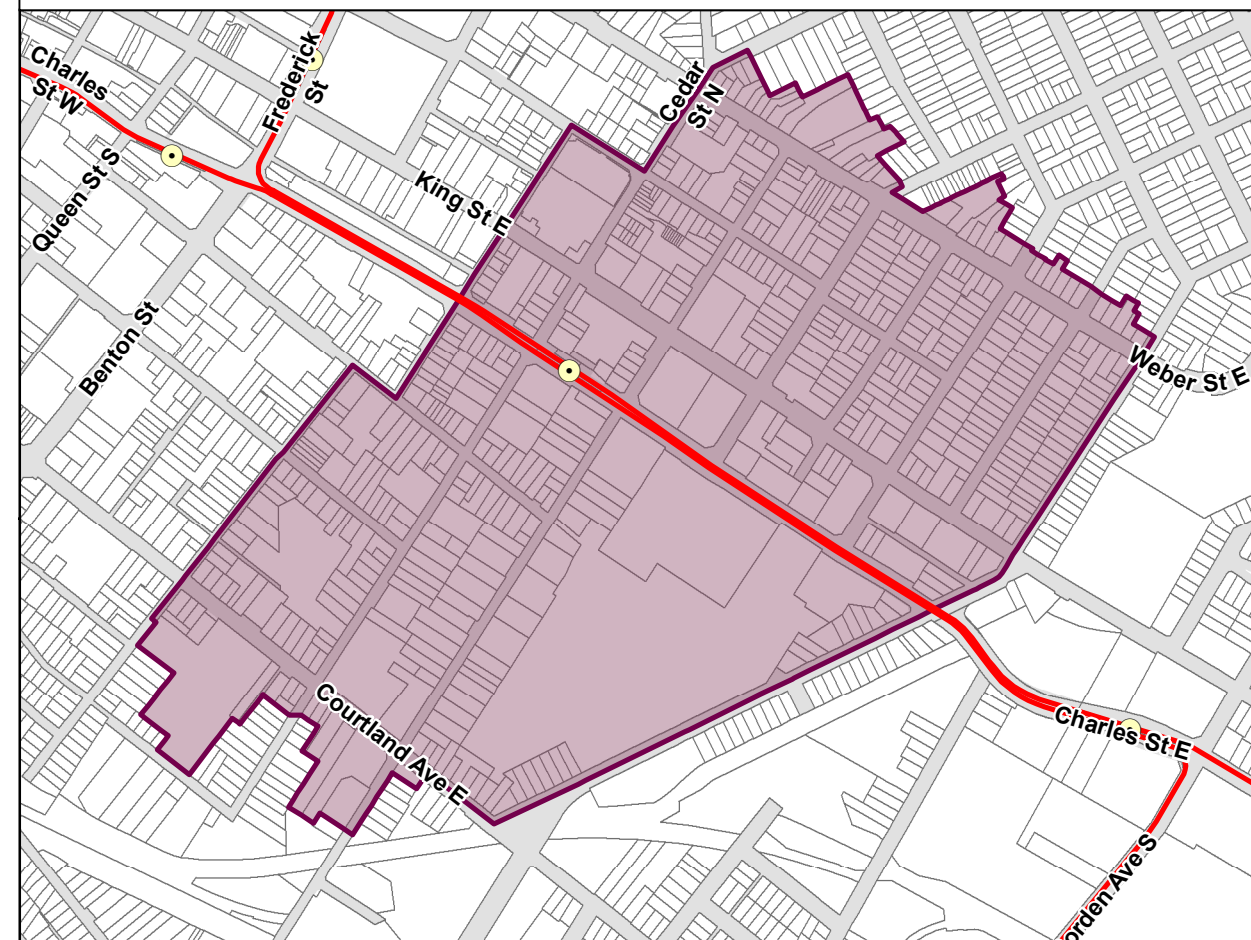
Victoria Park and Kitchener City Hall Station - 6b

0 55 110 220 330 Meters



Queen and Frederick Station - 6c

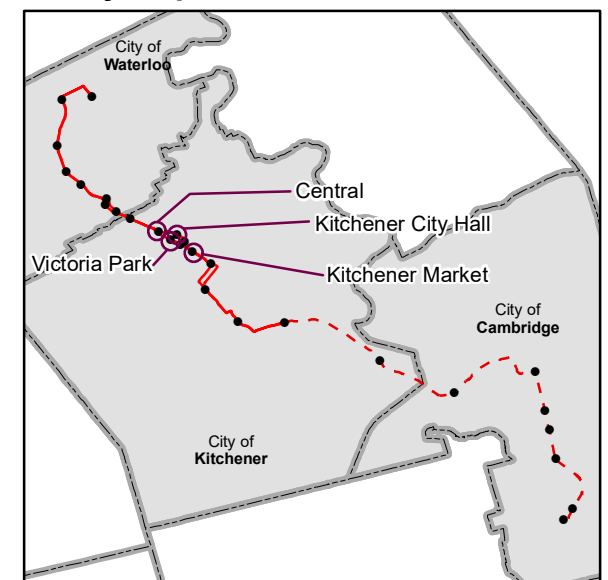
0 50 100 200 300 Meters

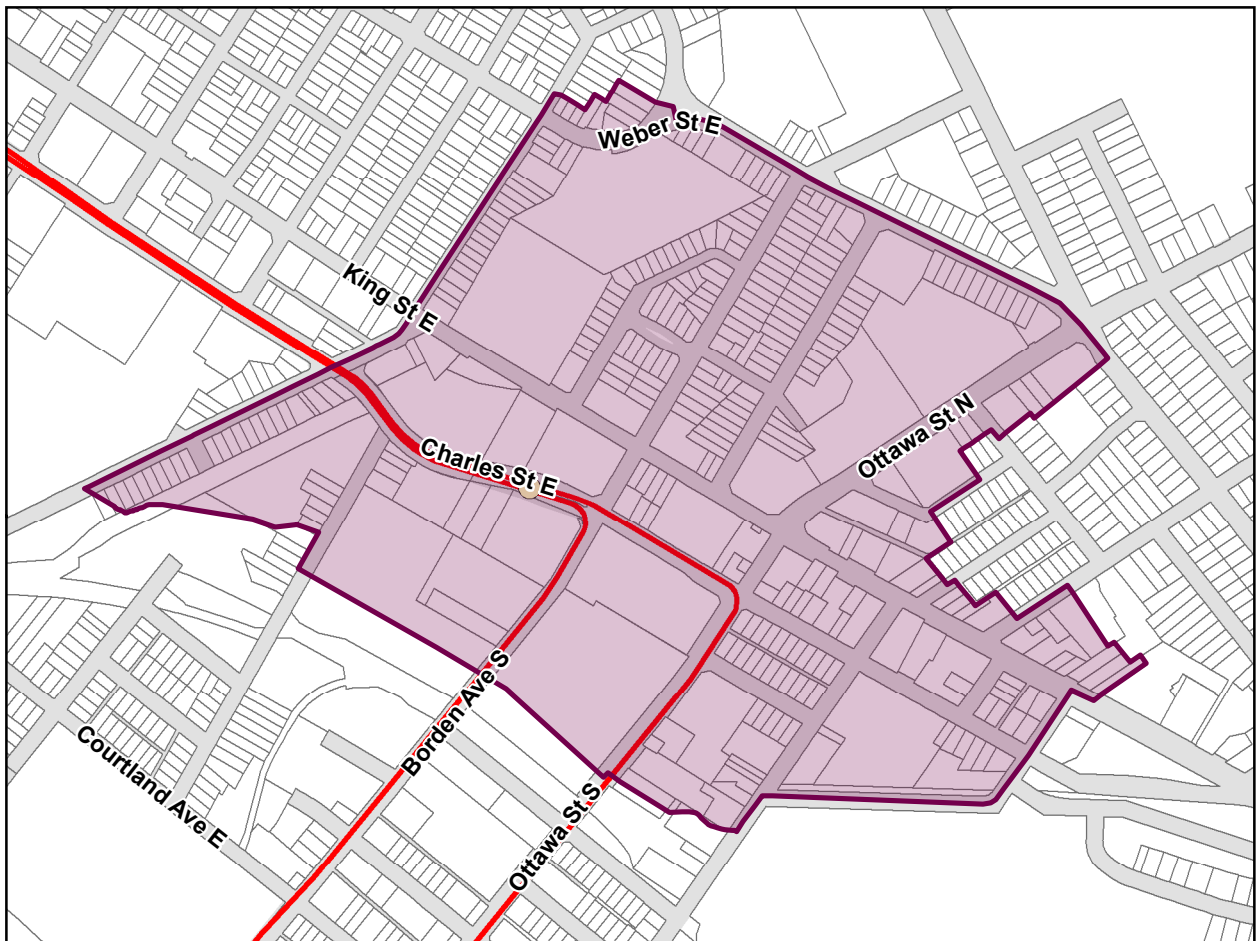


Kitchener Market Station - 6d

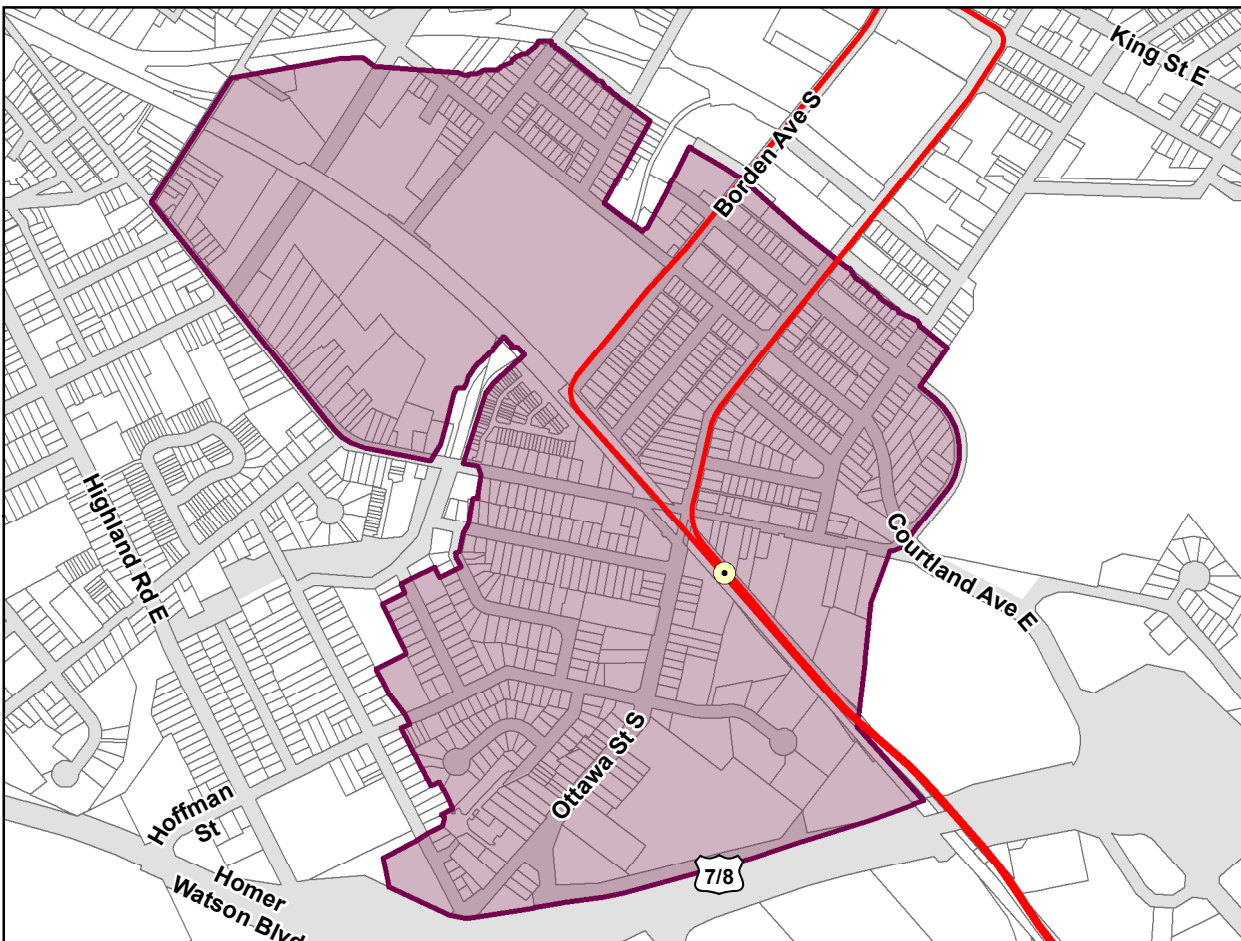
0 37.5 75 150 225 Meters

Key Map

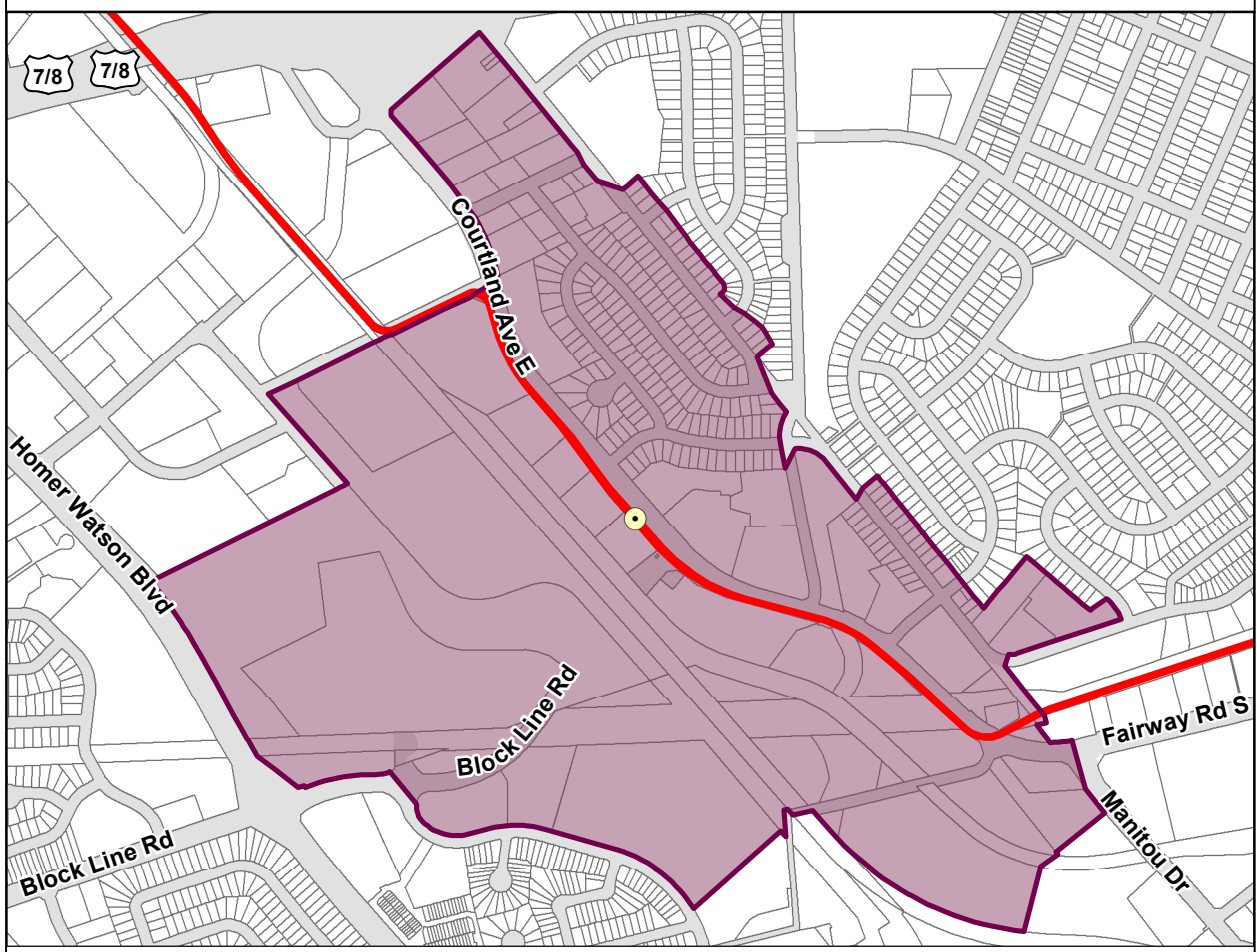
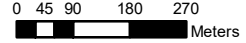




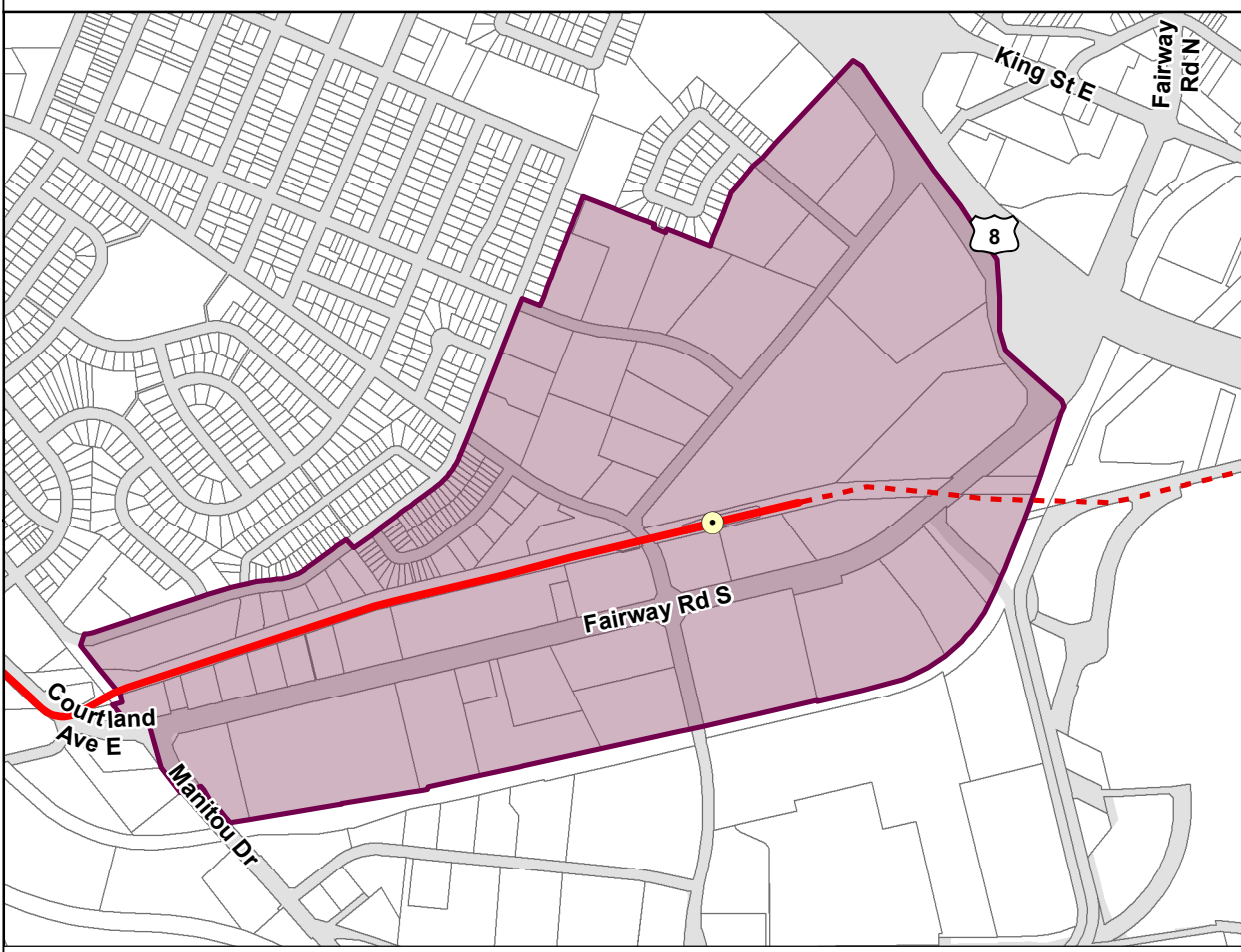
Borden Station - 7a



Mill Station - 7b



Blockline Station - 7c



Fairway Station - 7d

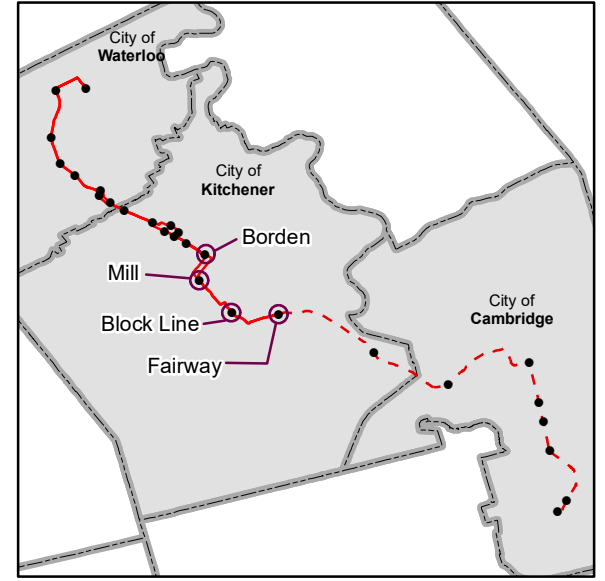


Figures 7a - 7d
Major Transit Station Areas

- Borden
- Mill
- Blockline
- Fairway

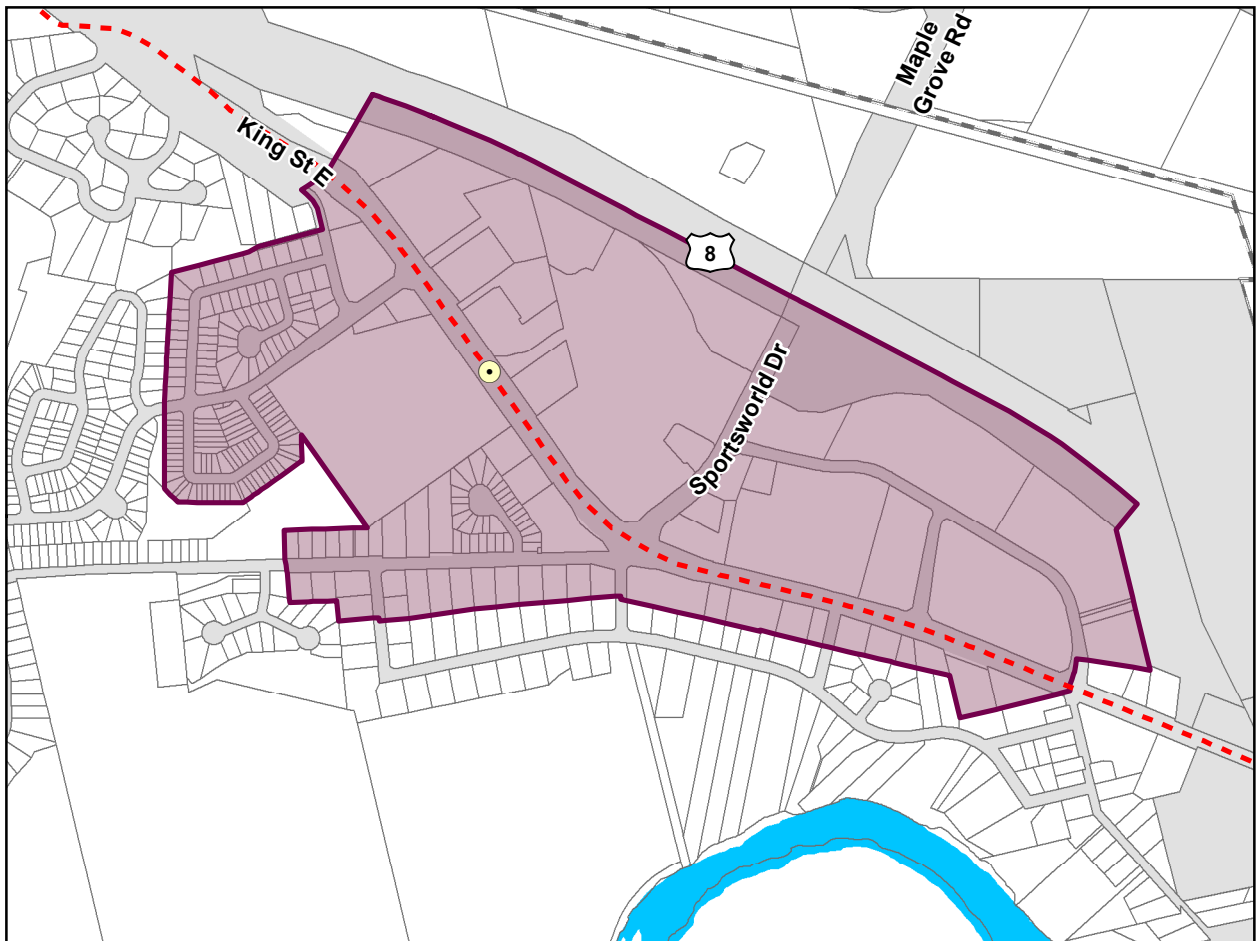
- Transit Stop
- Stage 1 ION LRT Route
- Planned Stage 2 ION LRT Route
- Major Transit Station Area

Key Map

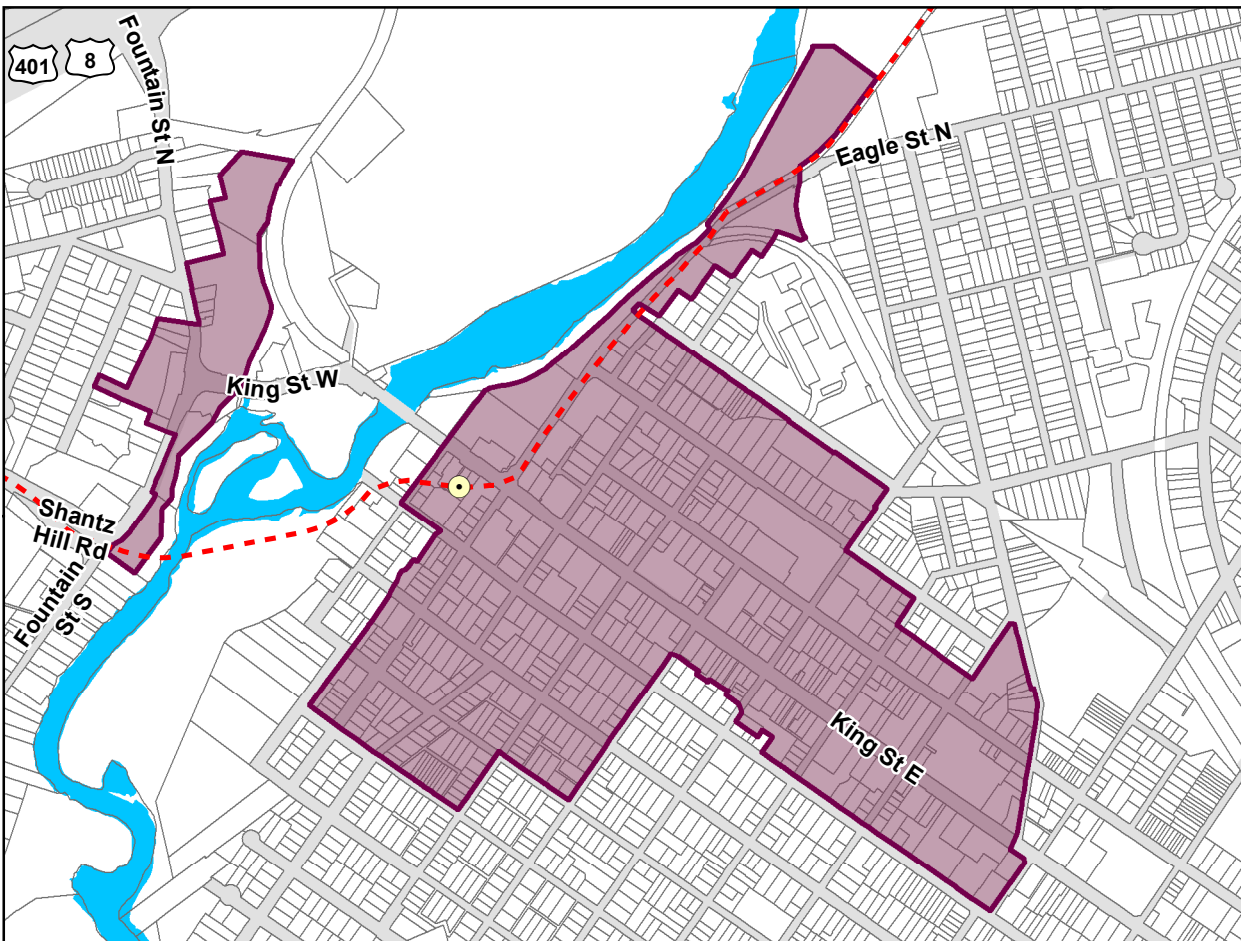
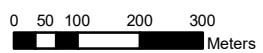


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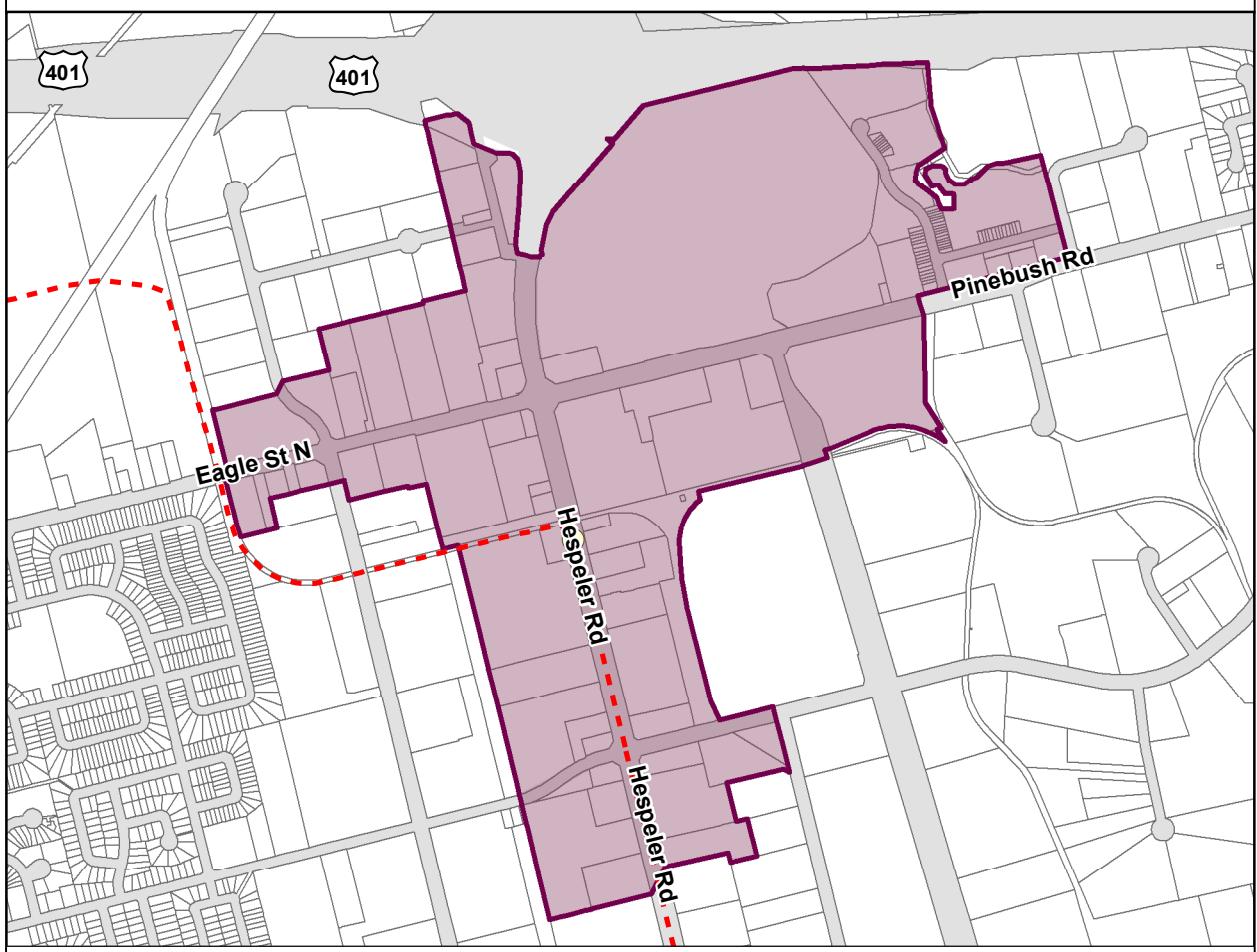
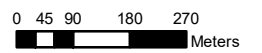




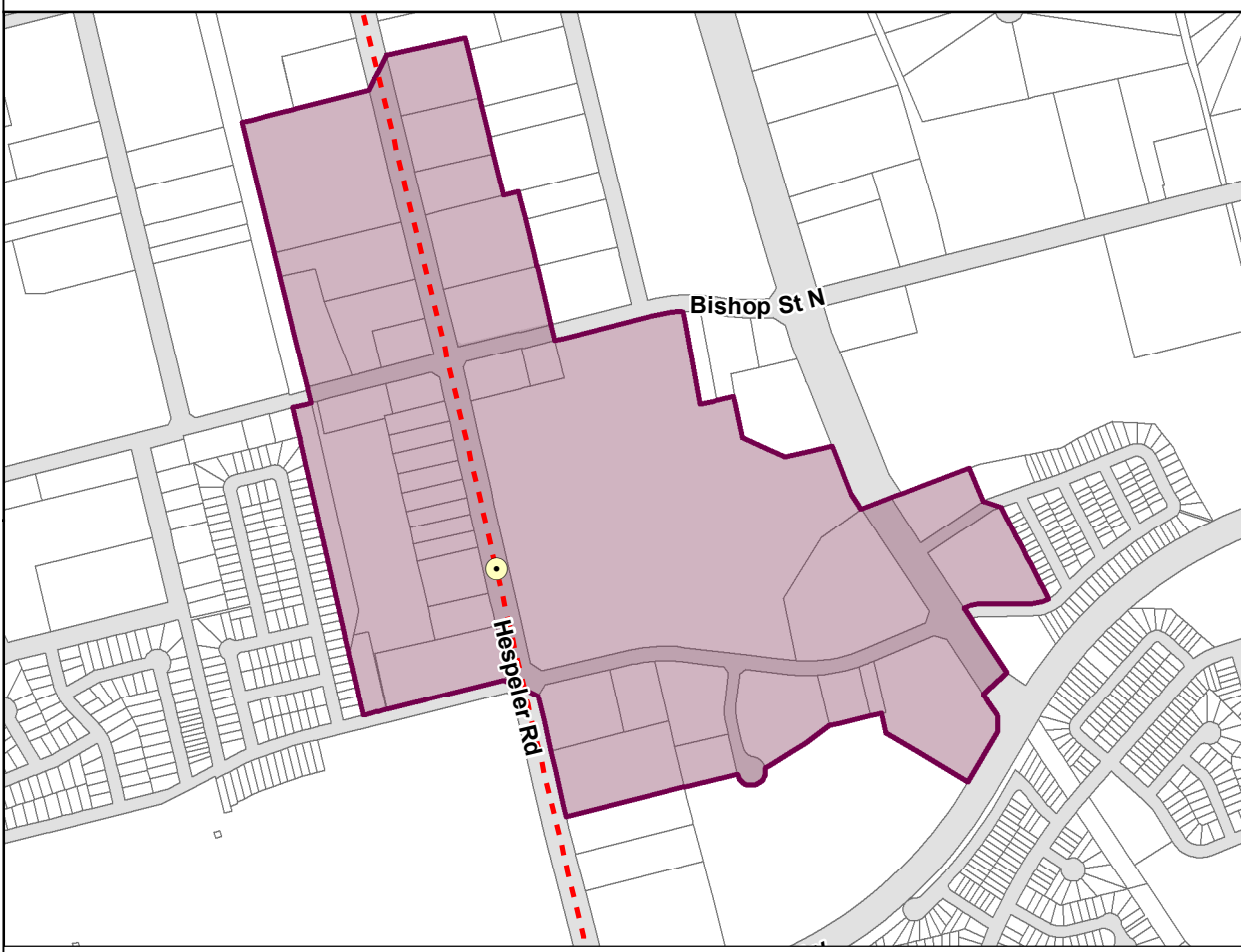
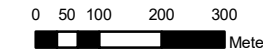
Sportsworld Station - 8a



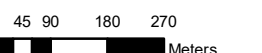
Preston Station - 8b



Pinebush Station - 8c



Cambridge Centre Mall Station - 8d

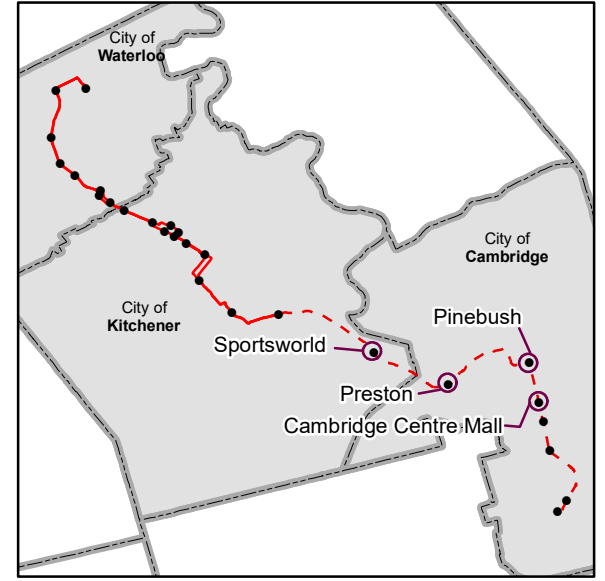


Figures 8a - 8d
Major Transit Station Areas

- Sportsworld
- Preston
- Pinebush
- Cambridge Centre Mall

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

Key Map



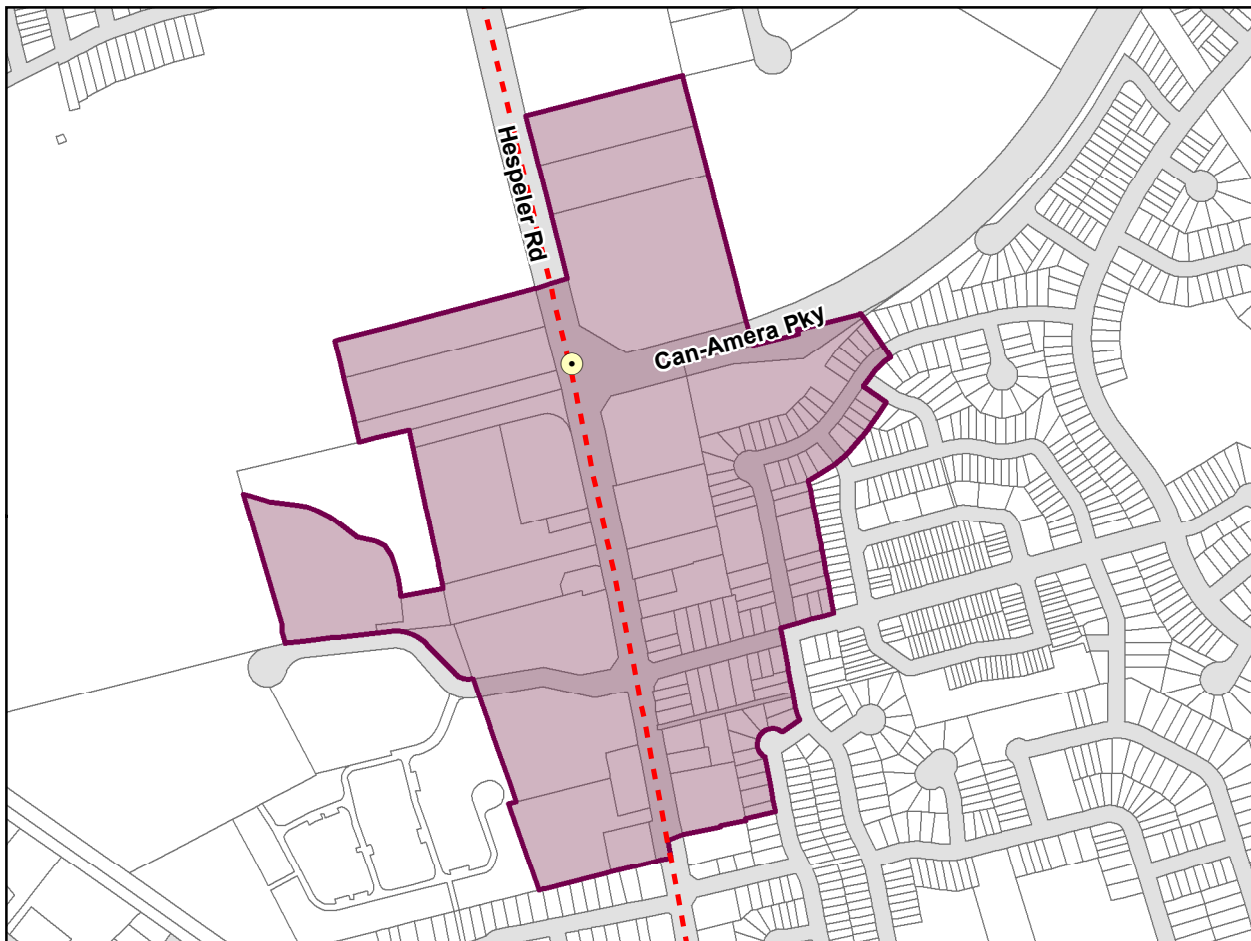
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Figures 9a - 9d Major Transit Station Areas

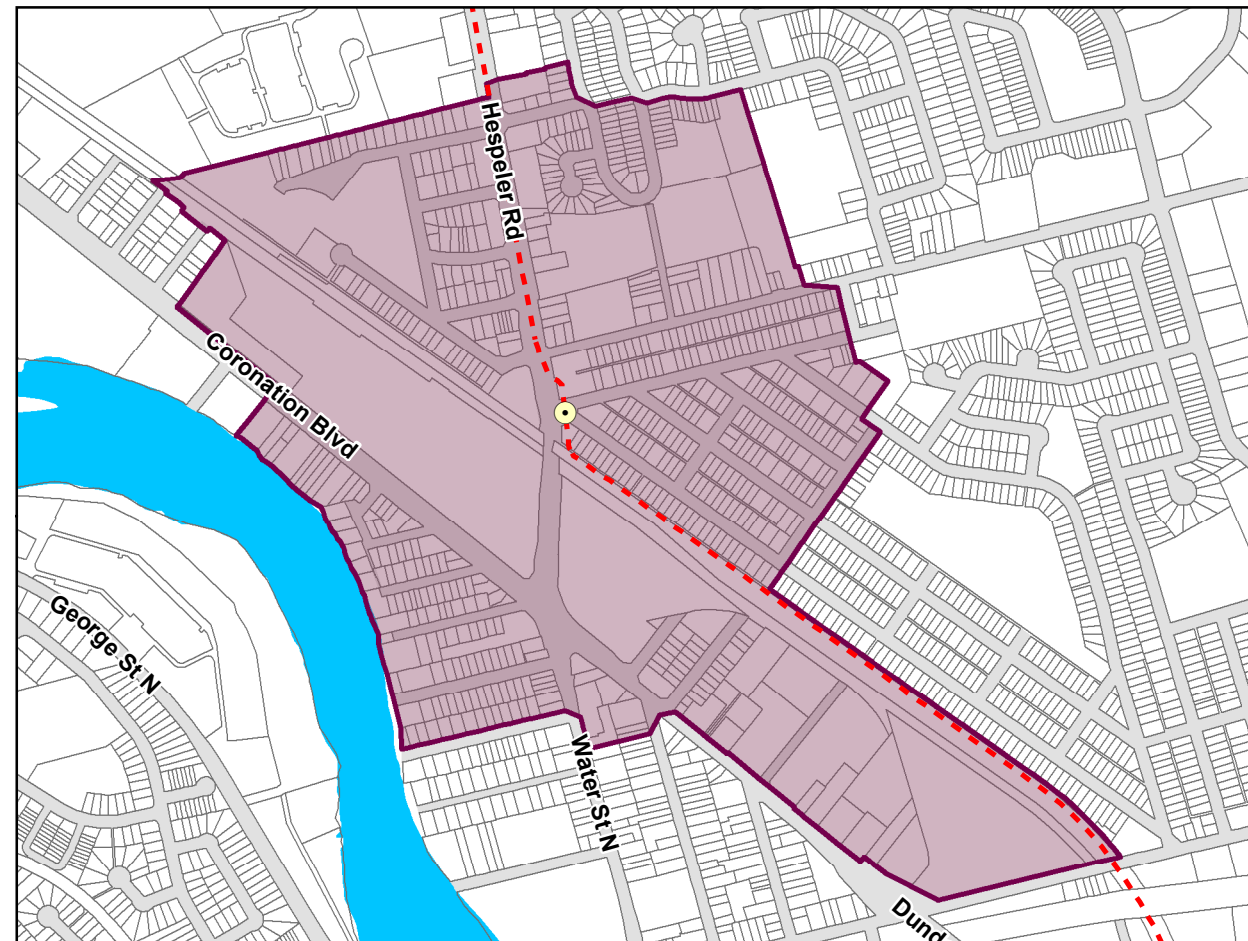
- Can-Amara
- Delta
- Main
- Downtown Cambridge

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



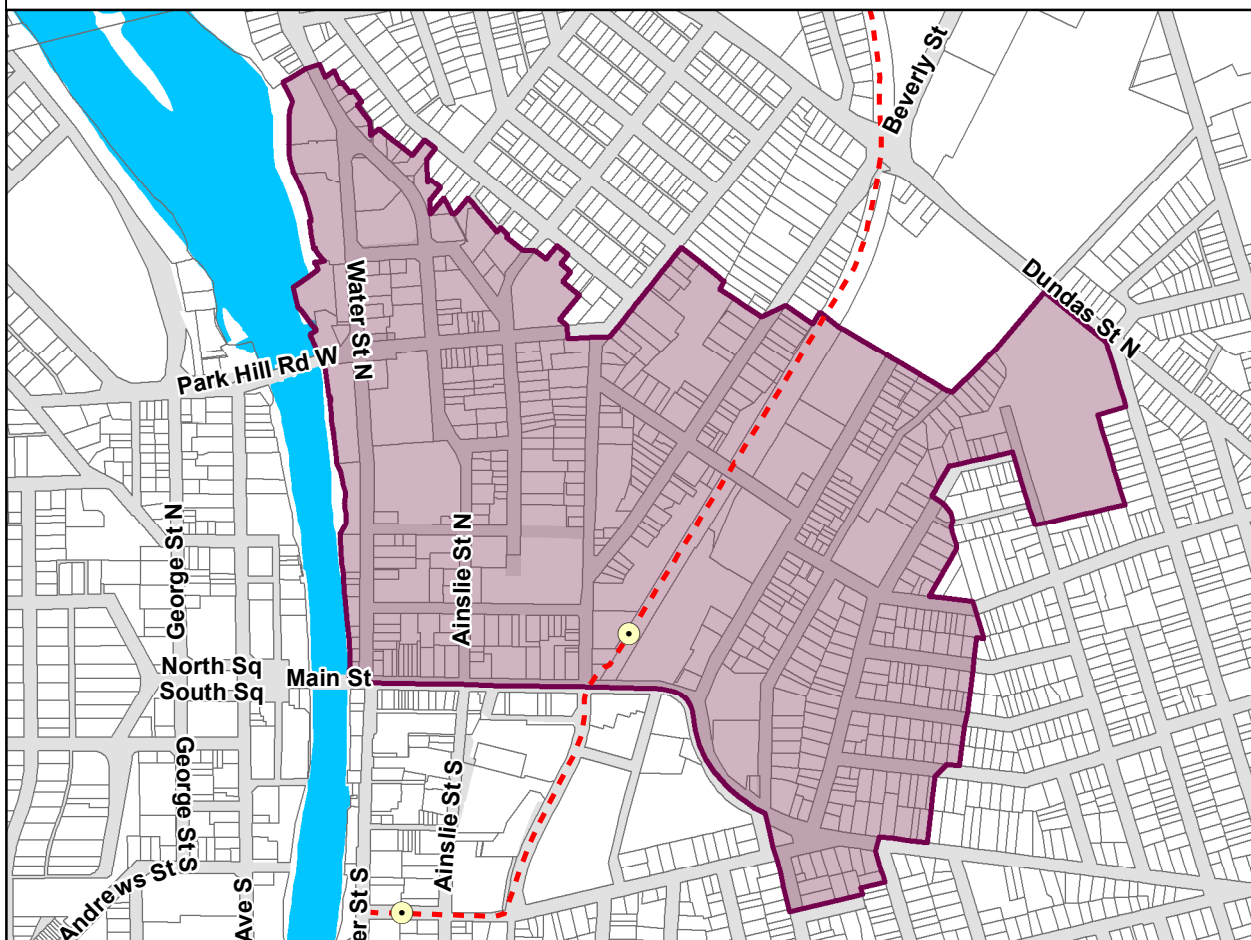
Can-Amara Station - 9a

0 50 100 200 300 Meters



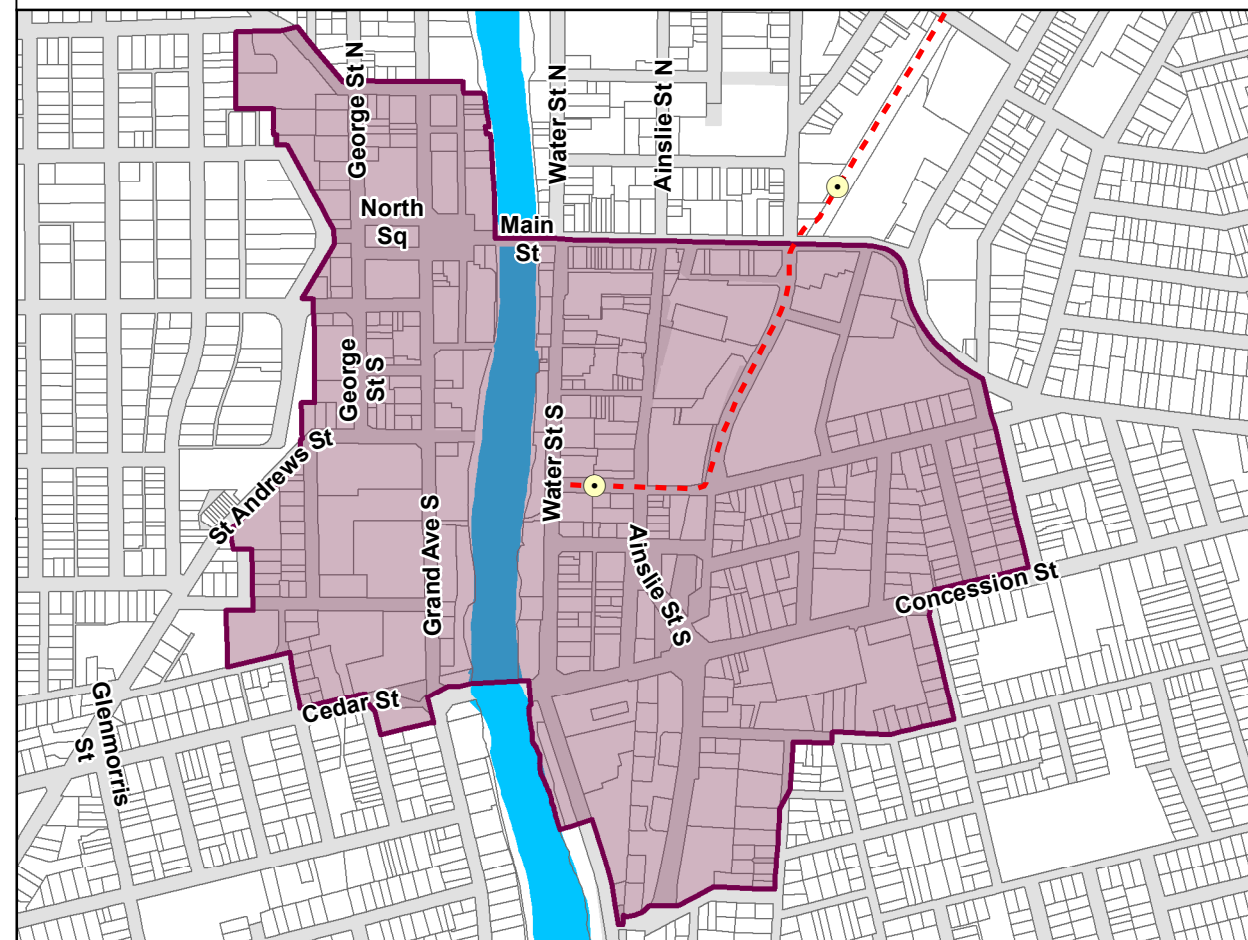
Delta Station - 9b

0 45 90 180 270 Meters



Main Station - 9c

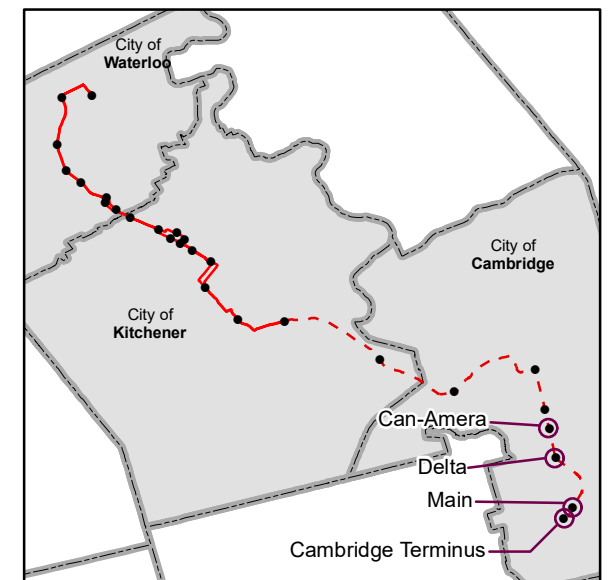
0 40 80 160 240 Meters



Downtown Cambridge Station - 9d

0 40 80 160 240 Meters

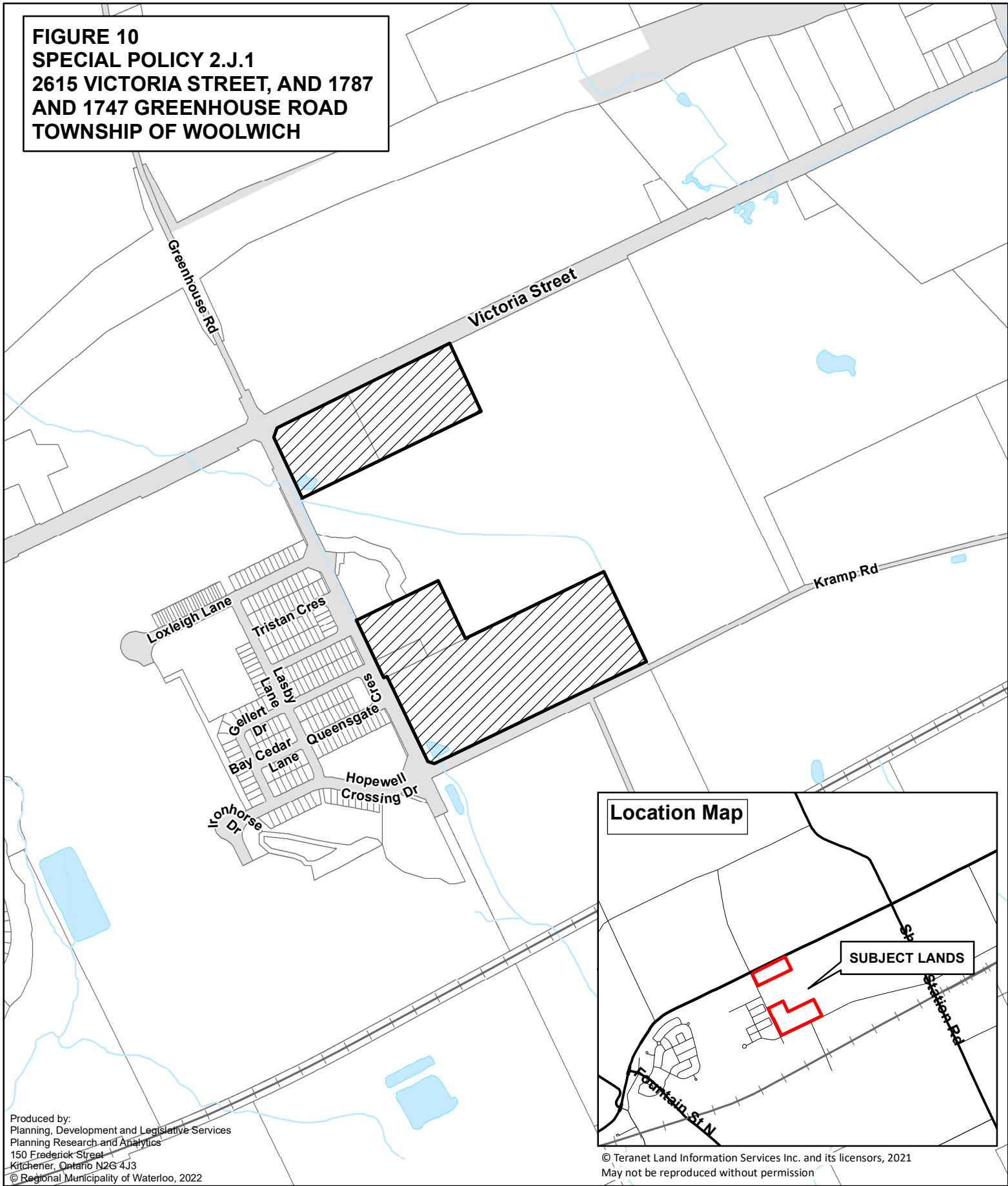
Key Map



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




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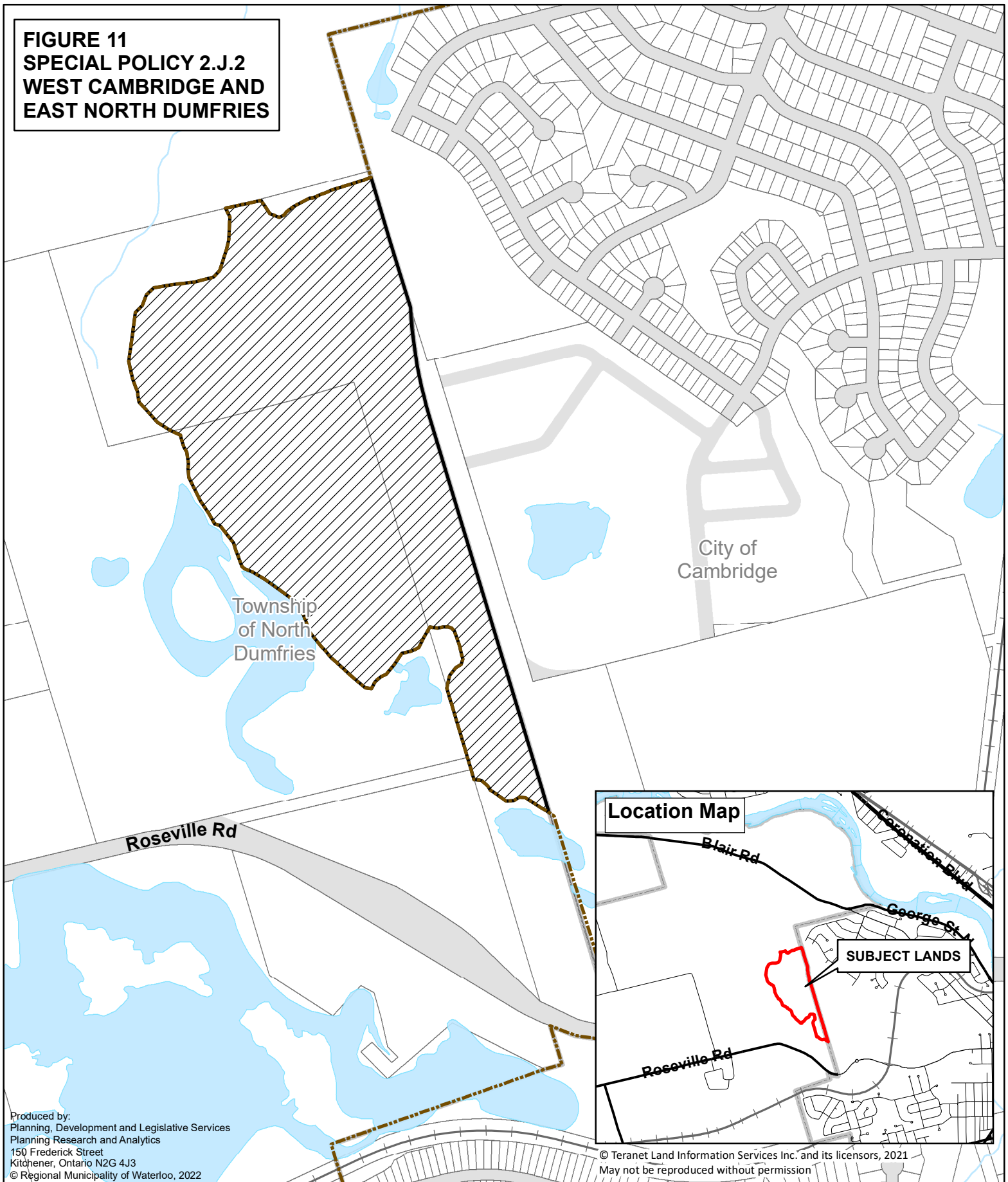
Legend

 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

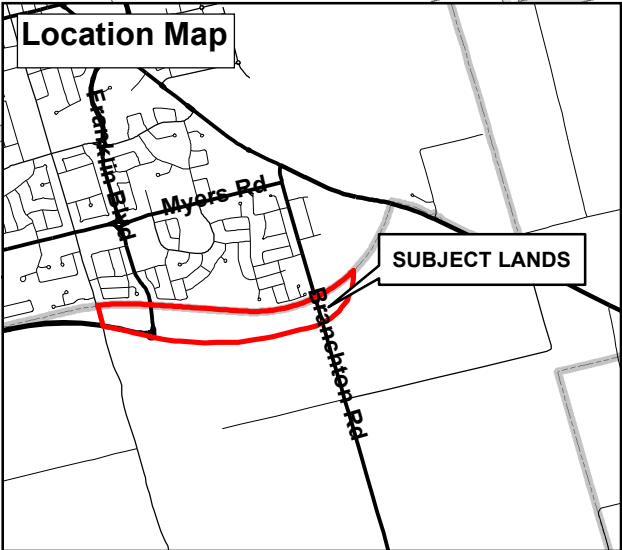
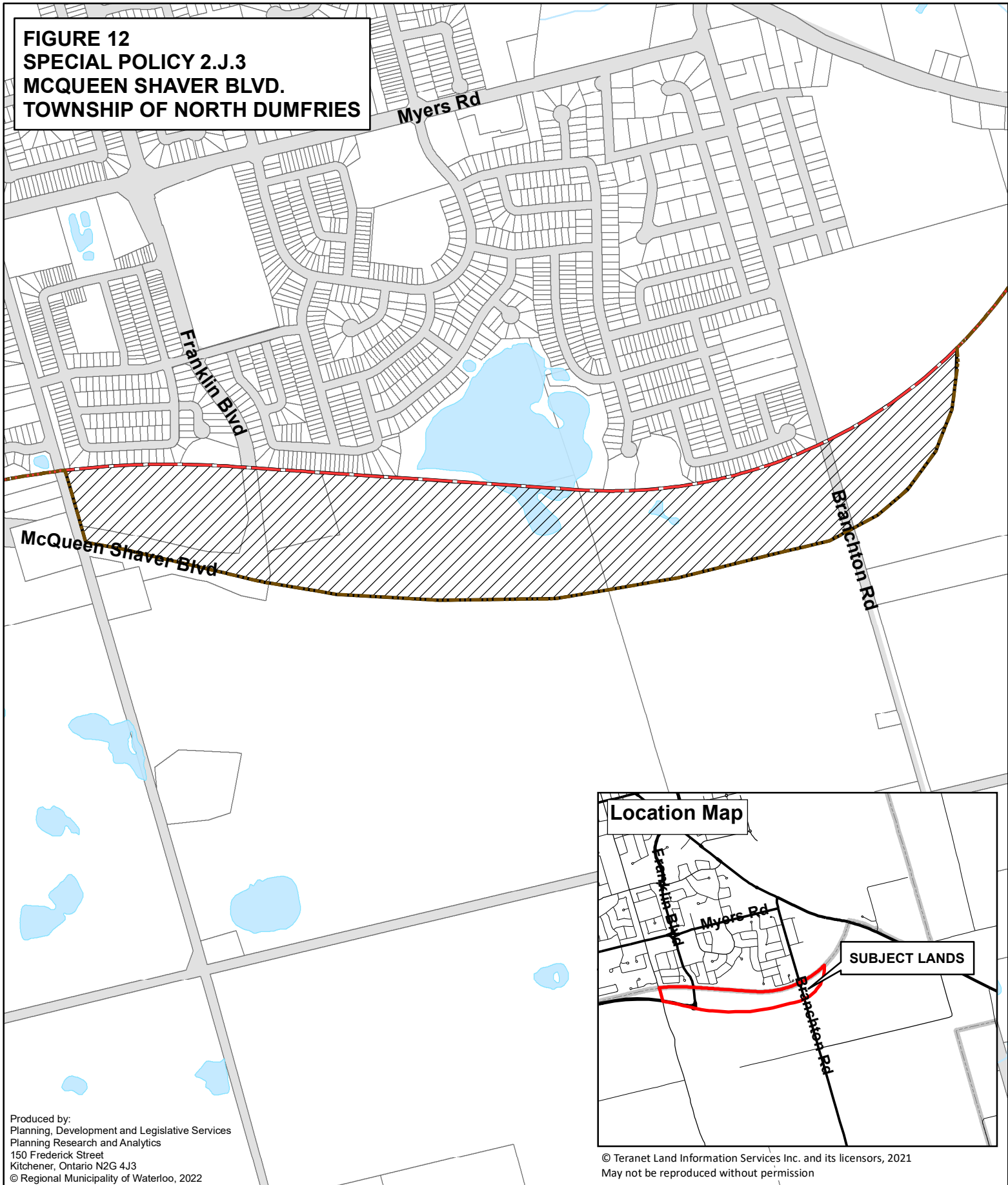


0 80 160 320
m



Region of Waterloo

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



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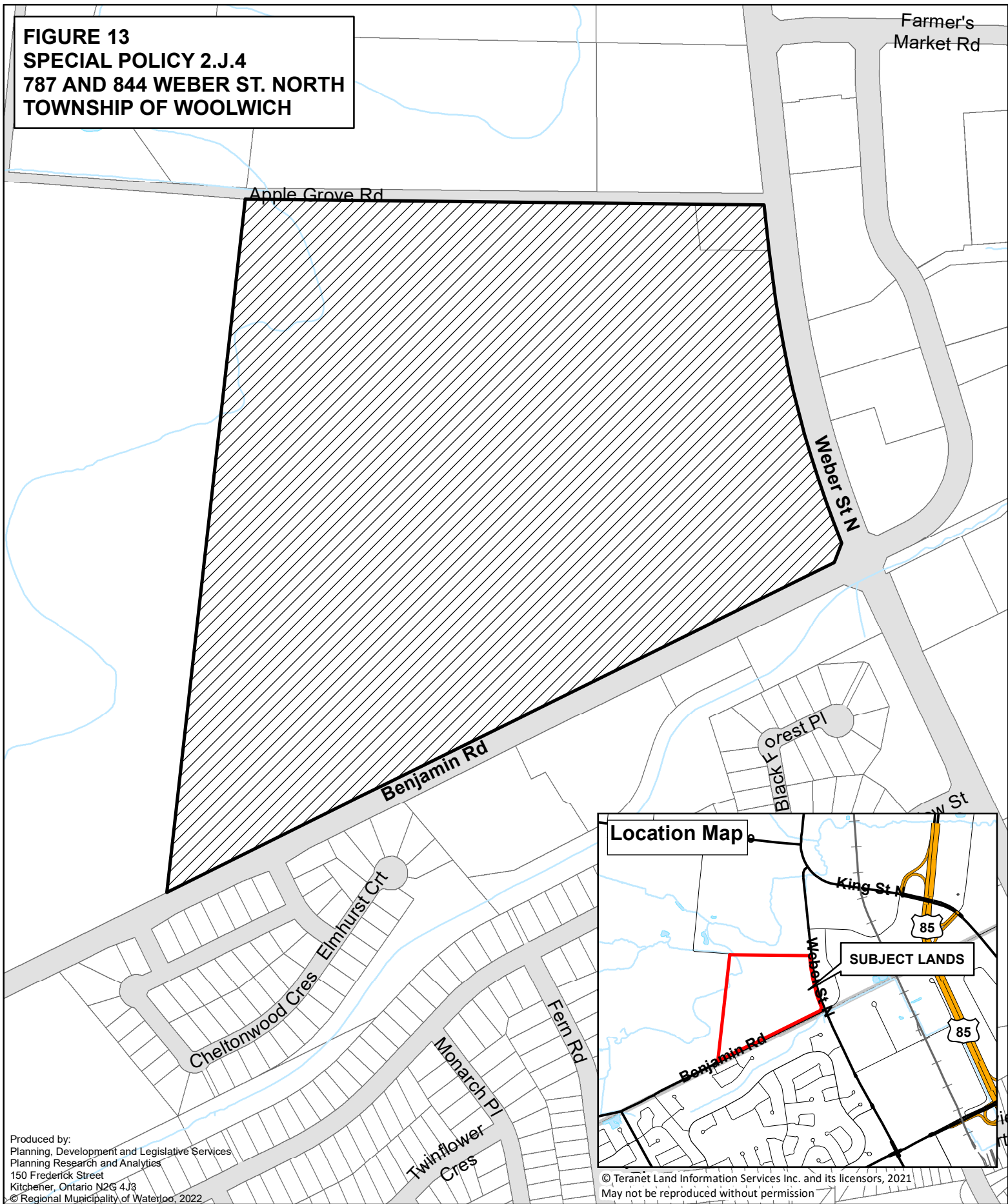
Region of Waterloo

Legend

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

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

 Lands Subject to Policy 2.J.4

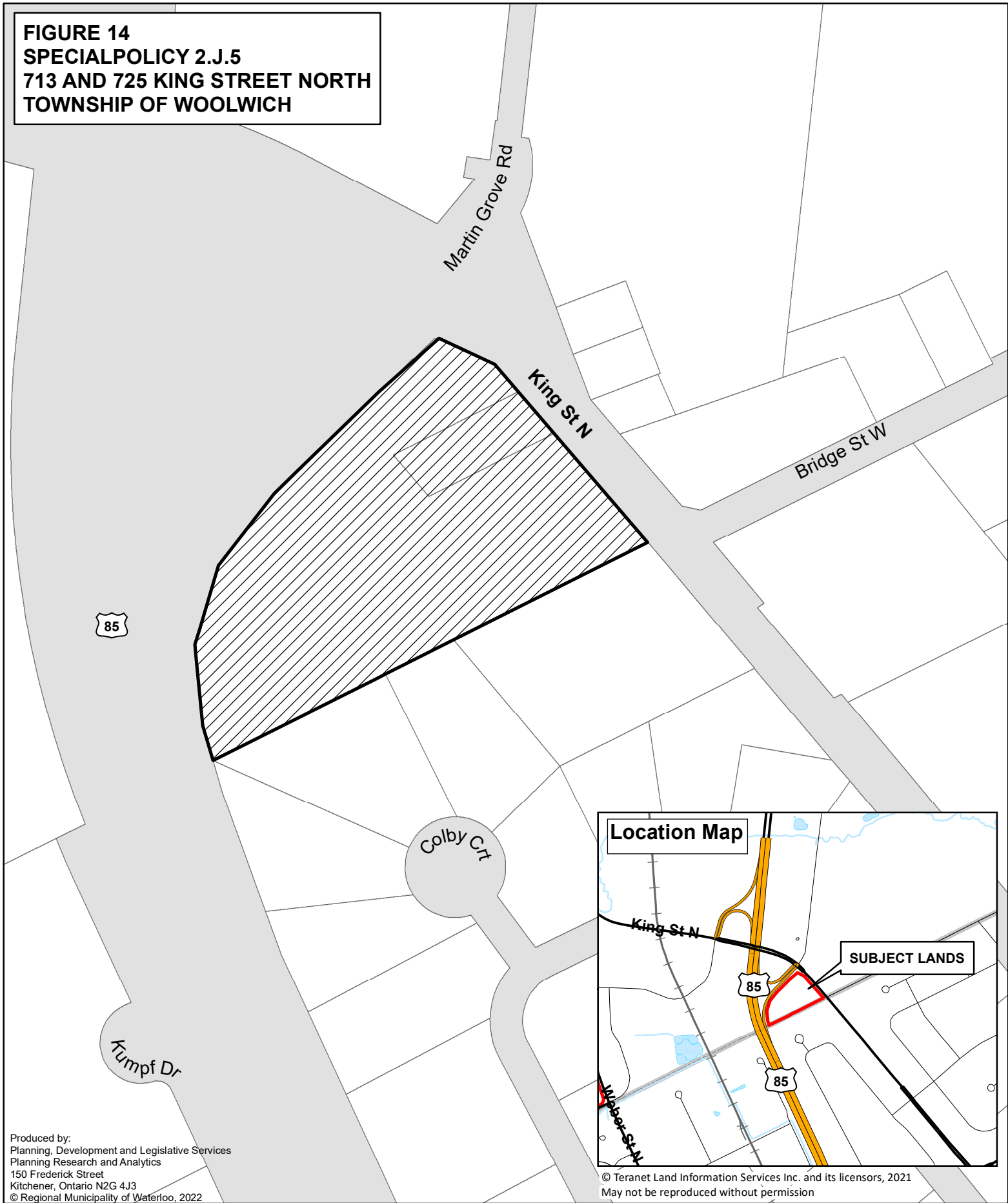


0 50 100 200
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Region of Waterloo

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



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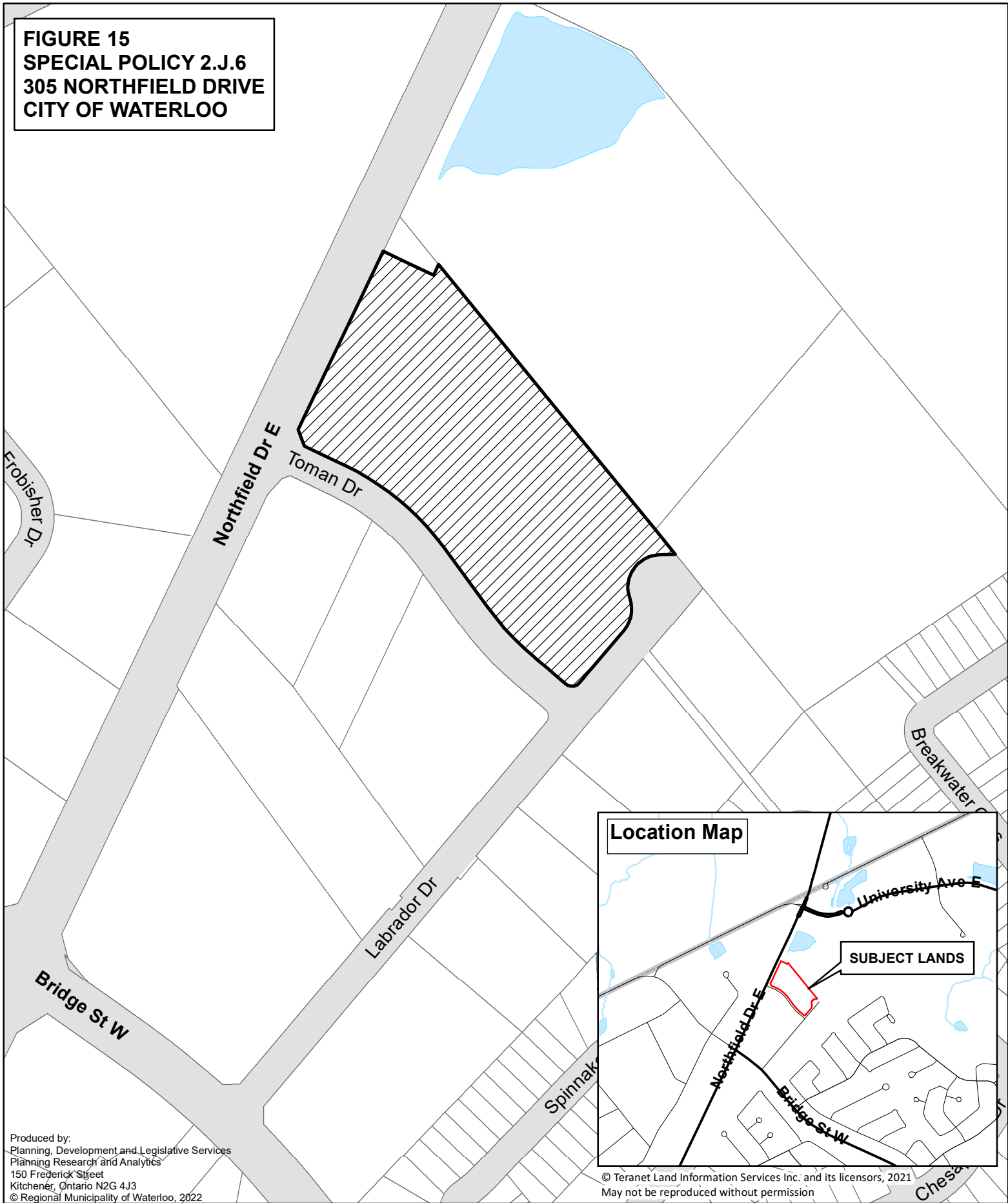
 Lands Subject to Policy 2.J.5



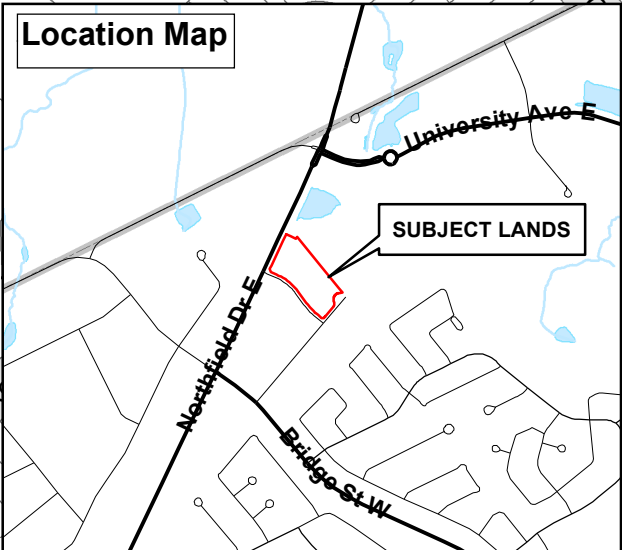
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FIGURE 15
SPECIAL POLICY 2.J.6
305 NORTHFIELD DRIVE
CITY OF WATERLOO




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 Lands Subject to Policy 2.J.6

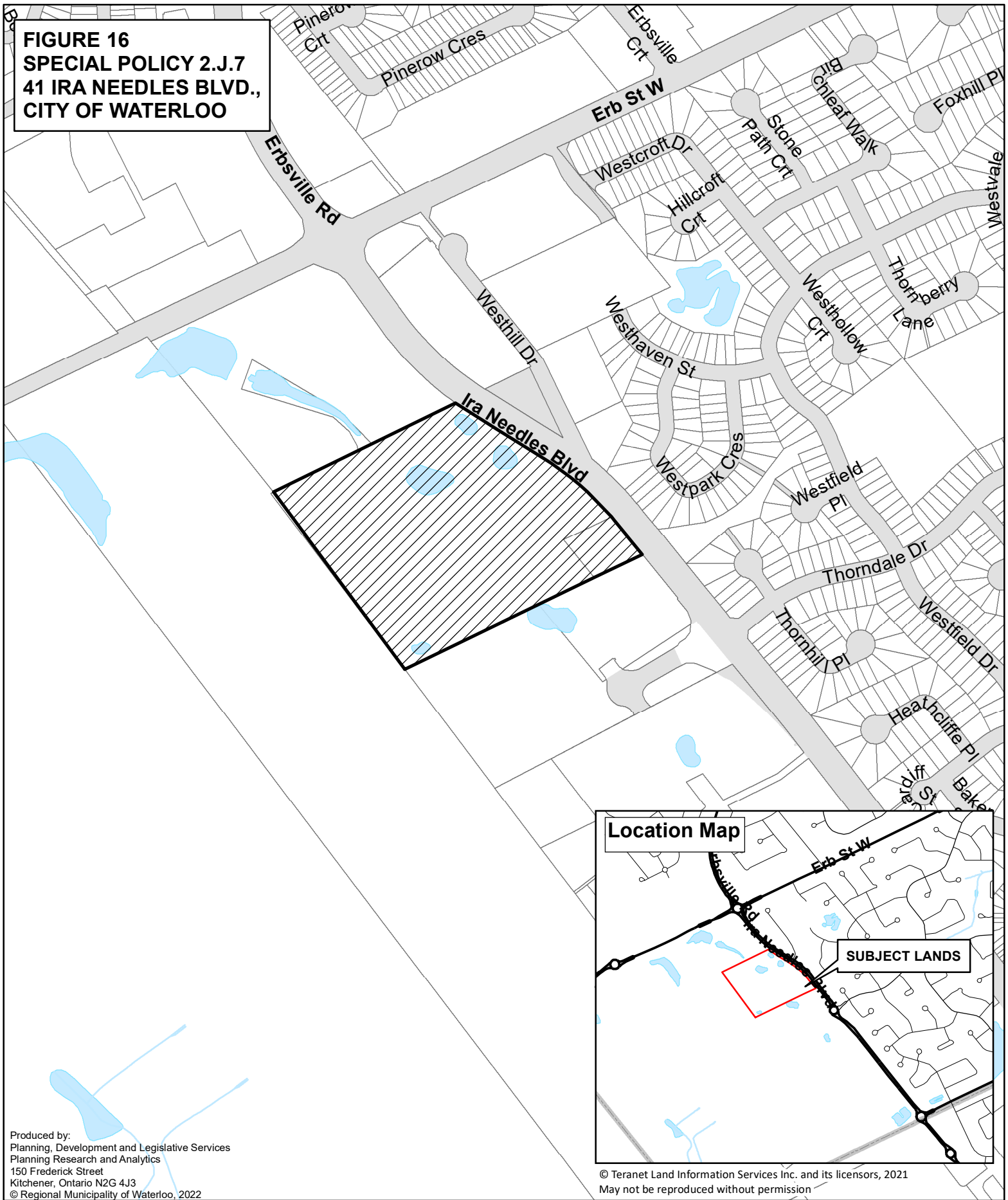


0 30 60 120
 m



Region of Waterloo


**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

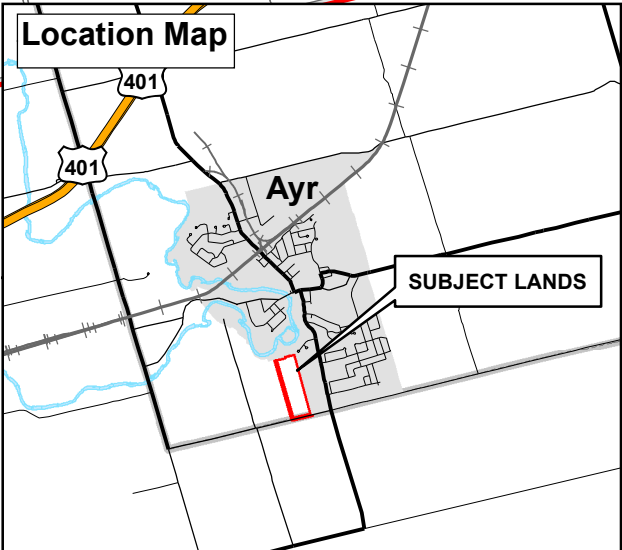
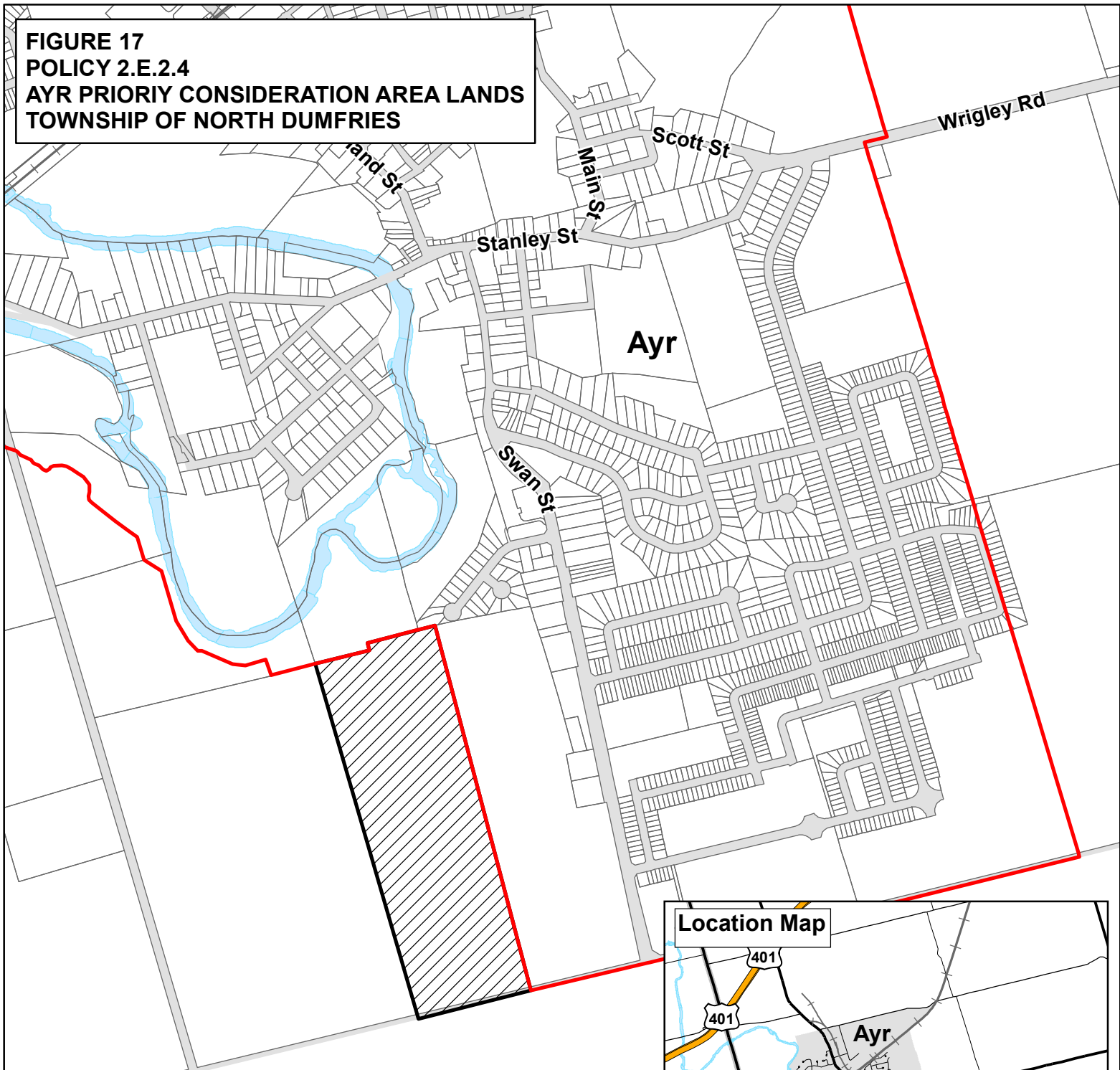


0 60 120 240
m



Region of Waterloo


**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


 0 120 240 480
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PART C – APPENDICES

**APPENDIX A: Engage and Response Summary for Proposed ROP
Amendment**

Appendix A: Engagement and Response Summary for the Regional Official Plan Amendment (Implementation of the Results of the Municipal Comprehensive Review in accordance with the Growth Plan for the Greater Golden Horseshoe, 2019)

Introduction

Purpose:

This document summarizes the results of the community engagement process completed for Phase 1 of the Regional Official Plan Review, with particular focus on work to develop and refine the proposed ROP amendment. It highlights the key comments received from the community along with staff's responses, organized into eight main themes:

- Land Needs Assessment
- Growth Management
- Climate Action
- Affordable and “Missing Middle” Housing
- Agriculture and Protection of Farmlands
- Mobility, Transit, and Infrastructure
- Natural Environment and Groundwater Resources
- Economic Development

Background on the Regional Official Plan Review and the First Regional Official Plan Amendment:

The Regional Official Plan (ROP) is a powerful planning tool that shapes and defines our community for future generations. It has guided decision making for profound transformation of this region, such as the addition of the ION light rail transit system, and the protection of agricultural lands and the natural environment.

Schedule 3 of the Growth Plan for the Greater Golden Horseshoe (Growth Plan) forecasts (Growth Plan) Waterloo Region to grow to 923,000 people and 470,000 jobs by 2051, representing about a 50 percent increase in population and approximately 55 percent in jobs from 2021. To accommodate this growth, the Region launched the ROP Review in August 2018 (see Report PDL-CPL-18-33) to update its planning framework for where and how we will grow, while achieving its vision for an equitable, thriving, and sustainable community.

The ROP Review is structured around two related amendments. The first amendment, which is the subject of this document, involved undertaking a municipal comprehensive review of the ROP to accommodate Waterloo Region's forecasted growth to 2051 in conformity with the Growth Plan. This work included completing a Land Needs Assessment (LNA) to determine how much land is needed to accommodate future population and employment growth. It also included an update of the policies in Chapter 1 (Introduction), Chapter 2 (Where and How to Grow), and the housing policies contained in Section 3.A of Chapter 3 (Liveability in Waterloo Region).

The second phase of the ROP Review, which will commence in the fall of 2022, will update the balance of the policies in the ROP, including: mobility, goods movement, and transportation; infrastructure; the natural heritage system; the agricultural system; source water protection; and mineral aggregate resources.

This document addresses two different parts of Phase 1 of the ROP Review. The first was the process to develop the draft amendment, released June 24, 2022 for public review. The second was the process to finalize the proposed amendment, which included public consultation and feedback on the draft amendment.

Part 1: Developing the Draft Amendment, September 2019 to June 24, 2022

Staff have been actively engaging the community since the project began in September 2019, and this engagement significantly shaped the development of the draft amendment that was released on June 24th, 2022. This included

targeted consultations with specific groups to gather focused input required to successfully update the ROP, as well as broad consultation with the general public.

A full list of meetings held with each of these groups is included in Appendix A.

Developing the Draft Amendment: Engaging with Indigenous Peoples

The Region recognizes its responsibility to engage with local First Nations and Métis 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. The ROP Review provided an opportunity to build stronger relationships with First Nations and Métis based on shared values of respect, trust, meaningful dialogue and cooperation. The Region is committed to improving processes for notification and ongoing engagement, and has included language in the proposed amendment to recognize the importance of reconciliation and building relationships with Indigenous peoples who have lived and are currently living in the region. Overall, 13 meetings were held with Indigenous peoples during the development of the draft amendment.

Six Nations of the Grand River:

Since the beginning of the ROP Review and prior to the release of the draft amendment, staff met with Six Nations of the Grand River 11 times. The meetings reviewed a variety of topics, including updates in the ROP Review process, opportunities for engagement, and relationship building. Six Nations of the Grand River emphasized the importance of the Grand River, biodiversity, sustainable development, and preserving natural and cultural heritage for future generations; and the need for a more holistic, systems level approach to managing the natural heritage system and planning in general in the region.

Mississaugas of the Credit:

Prior to the release of the draft amendment, staff met with the Mississaugas of the Credit three times regarding the ROP Review. Staff provided updates on the ROP Review process and received input on a variety of topics including the importance of water and groundwater, archaeological and environmental resources, and sustainable growth. The Region was also asked to plan for access for urban Indigenous peoples to support centres, places to connect with nature, and space for community and traditional uses.

Métis

Staff reached out to the Métis Nation of Ontario through the Grand River Métis Council, and a meeting was held after the release of the draft amendment, as described in Part 2 of this appendix.

Additional Notifications

Staff reached out to and notifications were sent to the Haudenosaunee Development Institute.

Developing the Draft Amendment: Engaging through Dedicated Committees and Working Groups

To ensure thorough, multi-level engagement on the substance of the amendment, three dedicated groups were formed as part of the ROP Review process.

Steering Committee:

A Steering Committee was established to provide high-level input, leadership and strategic direction. It has provided advice and direction to staff, and acted as “sounding board” throughout the process. Steering Committee members include Regional Chair Karen Redman, and Councillors Tom Galloway, Michael Harris, Helen Jowett, and Joe Nowak. The Committee also consists of Commissioners and Directors representing a wide range of regional programs and services. Prior to the release of the draft first amendment, there were 10 Steering Committee meetings.

Technical Advisory Committee:

A Technical Advisory Committee comprised of staff from various Regional departments provided input on technical tasks. The Committee provided expertise in:

- Transportation Planning
- Water and Wastewater Servicing
- Hydrogeology and Source Water Protection
- Affordable Housing
- Public Health
- Waterloo Region International Airport
- Economic Development
- Cultural Heritage
- Sustainability and Climate Change

Area Municipal Working Group:

The Area Municipal Working Group was created to facilitate feedback directly from planners and technical staff from the townships and cities, as well as the Grand River Conservation Authority, throughout the project. Leading up to the release of the draft amendment, there were 18 full meetings of the Area Municipal Working Group. Regional and area municipal staff also collaborated extensively beyond the working group, including meetings with Regional Staff and individual area municipalities, specific to each individual municipality's perspectives and needs.

Stakeholder Committee:

A Stakeholder Committee was formed to engage with 29 community leaders representing a range of community interests. The members of this Committee represented the agricultural sector, the development industry, the business community, the education sector including the Waterloo Region District School Board and the local post-secondary institutions, and a range of local environmental, climate action, and active transportation groups. Prior to the release of the draft amendment, the ROP Review team met with the Stakeholder Committee 13 times.

Provincial Staff:

Staff have held bi-weekly check-in meetings with Provincial staff throughout the process. These meetings provided an opportunity to discuss any key issues and to ensure the Region's process conformed with the Province's requirements on issues such as the Land Needs Assessment methodology.

Developing the Draft Amendment: Engaging the General Public

In addition to the committees and technical groups noted above, staff consulted with community members on a variety of topics leading up to the release of the draft amendment. The engagement strategy sought to reach as many residents as possible using a variety of tools and approaches. The overall goal was to connect with residents early and continuously throughout the project, and provide the necessary information to ensure that the draft amendment reflected critical input from the community. Over more than two years, engagements with community members have occurred through several different forums:

- More than 465,000 website visits on EngageWR
- 13 Surveys with more than 800 responses
- 8 public events with nearly 500 attendees
- Short videos

- Virtual research symposiums
- Multiple presentations to Council
- Social media
- Newspaper ads

This extensive level of engagement was accomplished while overcoming the challenges posed by COVID-19. Despite the physical distancing requirements, new technologies such as virtual meetings helped obtain feedback from residents who do not typically attend in-person meetings. Public participation in the process increased with the use of virtual meetings.

Further, staff have engaged with stakeholders and property owners who had site-specific requests, such as urban boundary expansion requests and employment conversion requests related to specific properties.

Prior to the release of the draft amendment, we received approximately 120 written submissions from community members on a wide range of topics. These submissions generally fall into eight main themes, and are summarized below.

Developing the Draft Amendment: Land Needs Assessment

Why It Matters:

A Land Needs Assessment (LNA) is a key component of the ROP Review. Based on Provincial requirements and methodology, the purpose of the assessment is to determine if any additional land is needed to accommodate the region's forecasted population and employment growth to 2051, as provided in the Provincial Growth Plan, and if so, how much.

The LNA process ensures that adequate lands are available to meet the Province's targets for growth in people and jobs, while also ensuring that communities are planned efficiently and protected from high future infrastructure and environmental costs resulting from excessive urban expansion.

What We Heard:

In November of 2021, Council directed staff to complete the LNA in accordance with Provincial requirements, and to undertake a thorough engagement process with the community and the area municipalities, prior to staff recommending a preferred growth scenario to Council. In accordance with Council's direction, staff released the draft LNA for public review and comment on April 12, 2022.

The draft LNA was based on three Growth Options for the Community Area and four for the Employment Areas, which served to illustrate different approaches to accommodating growth and the different kinds of choices that are necessary to realize the community vision. The growth options considered factors such as transportation and mobility planning, development financing, employment planning, infrastructure and servicing, protection and enhancement of agricultural lands, and a range of intensification and density targets. Community Area Option 1 reflected the minimum targets set out in the Provincial Growth Plan, which were well below what the Region is currently achieving, but provided a reference point for evaluating the other two growth options. Community Area Option 2 represented an ambitious but achievable set of targets that would require a modest urban expansion of 376 hectares of land for Community Area growth. Community Area Option 3 set out a DGA density target higher than Community Area Option 2, but which would not trigger any urban expansions for Community Area Growth.

This option addressed the spirit and intent of Council's direction on November 9, 2021 for staff to explore an option for growth that resulted in no urban area expansion, without creating excess lands in the region. All Employment Area Options assumed an average density on employment lands of 35 jobs per hectare. This density assumption is reflective of current and planned employment areas and provided the ability to plan for a range of employment areas throughout the Region. Employment Area Option 1A and 1B are associated with community area Option 1 which allocates a greater share of the additional employment lands to Woolwich due to the amount of community area lands required in Cambridge under Community Area Option 1. Option 1A assumes an intensification rate of 15%, consistent with historical intensification rates, while 1B assumes a higher intensification rate of 25%. Employment Area Option 2 are associated with Community Area Option 2 & 3 which allocates a greater share of additional employment lands to Cambridge where the demand is greatest. Option 2A assumes an intensification rate of 15% consistent with historical intensification rates, while Option 2B assumes a higher intensification rate of 25%.

With the release of the draft LNA, staff initiated a comprehensive community engagement strategy to obtain feedback on the draft LNA. In addition to discussions through the previously outlined working groups and steering committees, a number of consultations were held specific to the Lands Needs Assessment, particularly:

- *Virtual Public Open Houses:* Staff and the project consulting team held two virtual public open houses. The first was held on April 22 (from 2:00 p.m. to 3:30 p.m.) and the second on April 25 (from 7:00 p.m. to 9:00 p.m.). Both sessions had a combined attendance of over 100 people. The virtual open houses included a staff presentation

followed by a facilitated discussion in smaller break-out groups on three potential growth options (i.e. 1) Growth Plan Minimums; 2) Modest Community Area Expansion; and 3) No Urban Expansion of Community Areas).

- *All Councils Education Session:* The Region hosted an online education session for all Regional and area municipal Councils on April 29 (from 1:00 p.m. to 3:00 p.m.). The session provided Councillors the opportunity to learn and ask questions about the LNA and its associated growth options. The session also included a staff presentation on the three preliminary growth options, and an in-depth discussion of the current housing crisis led by Steve Pomeroy, a nationally recognized expert on housing. The session included a question-and-answer period and was live streamed on the Region's YouTube page.
- *Public Input Meeting:* A virtual public input meeting was held on May 18th from 3:00 p.m. to 6:00 p.m. The meeting included a brief staff presentation on each of the three growth options. Following the presentation, 25 delegations provided their input on the growth options and other topics.
- *EngageWR Survey:* The ROP Engage page included a short survey asking members of the public to share their opinion on the three growth options presented in the draft LNA. Staff received over 150 submissions specifically related to the LNA. . The survey included the following four questions:
 1. What growth option do you like best? Why?
 2. What growth option don't you like? Why?
 3. What growth option aligns best with Waterloo Region's community vision? Why?
 4. Are there any other items we should be taking into consideration when evaluating where, specifically, growth should occur? Why?

At the virtual open houses, common comments included:

- We need to better protect the region's natural heritage and agricultural systems;
- We need to think bolder and seek more ambitious intensification and density targets;
- We need to take stronger actions to mitigate and adapt to climate change;
- We need to increase the supply of affordable and "missing middle" housing;
- We need to select a growth option that has the least amount of financial impact on municipalities;
- We need to ensure the LNA is completed correctly to provide a sufficient supply of land to accommodate future growth;

- We need more time to review the draft LNA with key stakeholders to provide for a more equitable distribution of growth between the cities and the townships.

At the Public Input Meeting, many of the delegates expressed their broad support for a new “Option 4” submitted by a coalition community members dedicated to protecting farmland and the environment. This fourth option, which was a variation of Growth Option 3 in the draft Regional LNA, proposed a “no urban boundary expansion” for community area growth, with a 65 percent intensification rate and a density target of 60 people and jobs per hectare for new greenfield communities.

A summary of the community’s comments in support of Option 4 were:

- It would set an intensification rate and density targets more consistent with current trends that would better support future expansion of LRT;
- It would delay consideration of expansions for community area purposes until a better forecasting methodology is developed;
- It would serve as a low/no risk placeholder until the Region can evaluate land needs in a post pandemic world; and
- It would provide the opportunity for simple course corrections, if necessary, through future ROP Review processes.

In the EngageWR survey, most respondents supported Community Area Option 3 in the draft LNA, and the proposed new Option 4 noted above. In general, supporters of Options 3 and 4 believed the two options would:

- Have the smallest overall impact on the region’s agricultural land;
- Support the more efficient use of land and infrastructure;
- Foster the development of a more compact, transit-supportive built form.

A minority of survey respondents preferred Community Area Option 1 because it would:

- Best preserve the character of existing neighbourhoods from intensification;
- Support market demand for low density housing types; and
- Provide for a more equitable distribution of residential between the Region’s urban and rural municipalities.

A small minority of survey respondents preferred Community Area Option 2 because it would strike the balance of having a limited urban expansion while also providing for a range and mix of housing options.

Concerns were expressed by members of region's development and business community, through delegations at the Public Input Meeting. Most of these delegates expressed a range of differing opinions regarding the Region's draft LNA. Some delegates asserted the Region's draft LNA contained technical errors and did not comply with the LNA methodology issued by the Province. Some of the criticisms were that the Region's draft LNA:

- Applied a capacity approach and not the housing demand supply approach required by the Provincial LNA methodology;
- Overestimates the supply of vacant land needed to support residential growth, particularly in Designated Greenfield Areas;
- Underestimated the total household forecast to 2051, resulting in a shortfall of ground-related and "missing middle" housing and in even greater shift towards apartments;
- Proposed intensification and density targets that are unlikely to be realized in some area municipalities; and
- Presented no growth options that provide for an appropriate market-based supply of land to accommodate the region's growth to 2051.

What We Did:

Staff assessed the public feedback, the community-building objectives of each local area municipalities, the results of the technical background work, and the strategic priorities of Regional Council. Based on this review, and a further assessment of the total supply of greenfield land to support Community Area growth, staff then refined the technical inputs into the LNA, recommended a growth approach with a significantly reduced Community Area land need to 2051, compared to illustrative Option 2. Based on a further review of Employment Area intensification opportunities, staff recommended a growth approach for employment areas which assumes a greater share of forecasted employment growth will be accommodated through intensification.

The resulting recommended approach to growth put into numerical terms the best way to meet the community's vision, address the Region's strategic priorities, respond to public and area municipal feedback, and support key principles of growth, while also adhering to the prescribed steps of the LNA methodology and the accommodating the Growth Plan's forecasts to 2051. The recommended approach to growth did not represent a compromise between other possible options

for accommodating growth, and it did not make trade-offs between being an equitable, thriving, and sustainable community. It instead reflected a holistic approach that best achieves the Region's and the Province's growth management objectives over the next 30 years and beyond.

Staff met with members of the development community on several occasions to review their concerns regarding the LNA methodology.

In response to concerns that the LNA does not comply with the Province's methodology, the Region noted that staff and the project consulting team met with Provincial staff on several occasions to discuss the LNA approach and methodology. At each step in the process, Provincial staff confirmed that the Region's LNA methodology complies with the Provincial LNA methodology, and that it is in keeping with the policies of the Growth Plan. Additionally, the Region's lead consultant for the draft LNA, Watson & Associates Economists Ltd., has been directly involved in approximately half of the municipal comprehensive reviews currently underway in the Greater Golden Horseshoe. For all of these other municipalities, Watson has employed the exact same or similar approach to the LNA methodology used by the Region. In each of these other municipal projects, Provincial staff confirmed that Watson's approach is appropriate.

Expressing concern that the LNA overestimates the development potential of the Region's existing supply of DGA lands, developers proposed excluding local roadways, parks, lands designated for schools and stormwater management ponds in unbuilt vacant subdivisions from the calculation of community area land supply. The Region noted that the Provincial methodology provides a specific list of features which are required to be excluded from the land supply calculation, and the above-mentioned features are not a part of that list. Excluding those features from the Region's vacant land supply would arbitrarily under-represent the amount of available land within the Region's DGA and would not conform with the Provincial LNA methodology.

In response to concerns regarding the alignment of housing mix in the LNA with market demand, the Region noted that forecasted housing unit mix is based on current market conditions within Waterloo Region. This housing mix closely aligns with the housing mix reflected in the region's current inventory of lots in plans of subdivision (i.e., pending, draft approved and registered unbuilt units in plans). Therefore, the LNA's forecasted housing mix aligns with the housing demand the market is providing.

In response to concerns that that the LNA underestimates the total amount of housing required, The Regions assessment of total housing need follows the specific steps set out in the LNA methodology. The Regions calculations of housing need

to 2051 are consistent with the Province's methodology. The forecasted housing need would require the Region to build 4,000 housing units per year, an increase of 1,000 units from the Regions average historical development rates.

Concerns have been raised that the proposed intensification rate is too aggressive and would not be achievable over the forecast period. The concerns raised have not been supported with any substantive evidence which suggests the Region does not have sufficient land which could develop to greater uses and support an intensification rate of 61%. The Region has a significant capacity to support additional growth within the cities and township existing built up areas. Within the Cities, there are opportunities along the existing ION line in Kitchener and Waterloo with additional opportunities as ION stage 2 is developed. Townships have also requested additional intensification growth to support the development of complete communities, increase transit opportunities and provide a greater mix of housing options for residents in their communities.

In summary, the LNA correctly follows the prescribed steps in the Provincial methodology, is based on accurate and defensible data inputs, and appropriately estimates the region's future land and housing requirements to 2051.

Developing the Draft Amendment: Growth Management

Why it matters:

Waterloo Region is one of the fastest growing urban areas in the province, projected to grow to 923,000 people by 2051. As the region continues to grow and change, we must plan for growth in a way that supports economic prosperity, protects the environment and supports transformational climate action, and helps us achieve an inclusive, thriving, and sustainable community.

One of the key guiding principles for achieving this vision is better integrating land use and transportation planning decisions. 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.

Waterloo Region's diverse communities contain a broad range of parks, open spaces, and cultural heritage resources. These assets contribute to our sense of place, personal identity and overall quality of life.

What we heard:

We received nearly 30 written submissions from the public on the growth management theme, which encompasses a variety of topics and comments related to where and how our community will grow in the future. Many of these submissions called on the Region to better manage growth by supporting a more compact, efficient, and transit-supportive built form. This approach to growth makes better use of land and infrastructure, protects the environment, supports transit viable, and best supports climate action, the clean energy transition, and adaptation to the effects of a changing climate.

In general, several respondents expressed their support for the following:

- Maintaining the Countryside Line to protect the region's productive agricultural lands from urban development;
- Implementing higher intensification targets as a way to build more compact and walkable communities;
- Building complete communities, or "15-minute neighbourhoods" where residents can meet their daily needs for living within a short trip by walking, cycling, or rolling;
- Requiring transit-supportive development within Major Transit Station Areas (MTSAs) to increase mobility choices, support active transportation, and improve transit viability; and
- Integrating climate change considerations into planning and managing growth to reduce energy use, promote a culture of conservation, and reduce greenhouse gas emissions.

Respondents most commonly expressed their concerns regarding:

- The feasibility of achieving 15-minute neighbourhoods in areas zoned primarily for single-detached housing;
- The potential negative impacts increased levels of intensification would have on existing neighbourhoods, including within the townships, such as increased traffic, loss of neighbourhood character, and strain on local parks and other services;
- A perceived lack of transparency in the process for delineating Major Transit Station Area boundaries;
- The high rate of higher-density residential development occurring in the cities;
- The impact of new development on cultural heritage properties within intensification corridors and strategic growth areas; and
- The lack of new parks and public open spaces to support the fast pace of development occurring in existing urban areas.

What We Did:

To better manage growth, the draft amendment included policies to:

- Integrate land use planning with planning and investment in infrastructure and public service facilities;
- Allocate future population and employment growth to 2051 to each of the area municipalities;
- Establish 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;
- Set an ambitious but achievable region-wide intensification target that requires that a minimum of 61 percent of new residential development occur annually within existing Built-Up Area;
- Set a minimum density target of 59 people and jobs per hectare in designated greenfield areas;
- Support the development of 15-minute neighbourhoods across the region with convenient access to a broad mix of amenities;
- Prioritize *walking, cycling, and rolling*, and taking transit over automobile trips;
- Foster the development of high-quality urban form through site design and urban design standards that create an attractive and vibrant public realm; and
- Support sustainable growth and financial responsibility by phasing growth, infrastructure and other community services over time.

Developing the Draft Amendment: Climate Action

Why It Matters:

Climate change is a global problem with local causes and local solutions. Since the adoption of the 2015 ROP, 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 collaborative of the Region, the area municipalities, and local environmental non-profits; 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.

Energy from transportation accounts for nearly 50 percent of the community's total greenhouse gas emissions, and the energy needed for mobility is heavily influenced by community design. Given the alignment between the Region's greenhouse gas reduction target of 80 percent by 2050, and the need to plan for growth to 2051, the updated ROP provides a unique and timely opportunity to change how we grow and move, and better address climate change.

What We Heard:

Many residents and community groups noted the key role that land use planning plays in addressing climate change. The comments emphasized the need for the Region and its area municipalities to take more urgent action to address the climate emergency. This includes implementing green development standards, building more energy efficient buildings, and supporting a built form that prioritizes walking, cycling and rolling for day-to-day trips. Residents said these measures are necessary to transform our community to use less energy and use clean energy, reduce greenhouse gas emissions, and foster a more equitable, prosperous, resilient low-carbon community.

Many members of the community also expressed concern over the local impacts of a changing climate, including flooding, extreme weather events and increased climate variability. They called on the Region to be more proactive in adapting to climate change, such as conducting vulnerability assessments to identify risks and options for enhancing resilience.

Several residents indicated their broad support for the following:

- Advancing bolder, transformational changes to better address climate change;
- Requiring climate friendly development and green infrastructure, including facilities that support electric vehicles and charging stations, and mobility networks that prioritize walking, cycling and rolling over automobile travel;
- Supporting opportunities for renewable energy systems;
- Applying a climate change lens for evaluating policy and growth options;
- Implementing the TransformWR community climate action strategy; and
- Achieving our national and local climate action goals, including Regional Council's community greenhouse gas reduction target of 50 percent by the year 2030 and 80 percent by the year 2050.

Some residents expressed their concern regarding:

- The lack of progress in reducing auto dependency in Waterloo Region;
- The inability to move beyond business-as-usual development to better address climate change;

- The risks associated with climate change in Waterloo Region, which include increased severe weather events and flooding.

What We Did:

The draft amendment included several new policies to integrate climate change and energy considerations into planning and managing growth. Some of the key policies include:

- Implementing the concept of 15-minute neighbourhoods;
- Promoting an intensification-first approach to development and community-building;
- Prioritizing walking, cycling and rolling over automobile travel;
- Requiring area municipalities to create High Performance Development Standards to support net-zero operational carbon buildings;
- Requiring large-scale development proposals to submit Neighbourhood Energy Plans to reduce energy use and costs, as well as greenhouse gas emissions;
- Integrating green infrastructure and low impact development (e.g., new approaches to stormwater management); and
- Planning for more resilient communities and infrastructure that are adaptive to the impacts of a changing climate.

Developing the Draft Amendment: Affordable and “Missing Middle” Housing

Why It Matters:

Housing is a broad and complex topic that impacts all members of our community. Housing is a necessity of life and is an essential element to individual health and community vitality. The provision of a full and diverse range and mix of permanent housing that is safe, affordable, of adequate size and meets the accessibility requirements of all residents is a key element of building an inclusive, thriving and sustainable community.

What We Heard:

There was a significant amount of public interest in housing, particularly in terms affordability and “missing middle” housing. We received over 40 submissions on a wide range of housing issues. Several residents and stakeholders expressed concern regarding the current housing crisis, and the deteriorating levels of affordability of housing (for both rental and ownership) throughout the region. Many residents also highlighted the lack of diversity in the current housing stock in terms of location, size of units, and housing types.

Many community members submitted recommendations on how to address these challenges, such as: implementing the new Inclusionary Zoning provisions under the Planning Act; supporting the construction of “missing middle” housing in areas close to existing shops, parks, schools, local services and other amenities; and facilitating the addition of new housing units in existing neighbourhoods through secondary dwellings and gentle intensification.

Several residents also emphasized the need to plan for a wider range and mix of housing options to serve all sizes, incomes and ages of households. Some residents also expressed their concern regarding gentrification and the loss of existing affordable units due to rapid intensification.

There was broad support from the community for the following:

- Supporting affordable and missing middle housing, and gentle density, throughout the region;
- Enabling Inclusionary Zoning to require new developments to provide affordable housing; and,
- Increasing the supply of a full range and mix of housing types to accommodate to all sizes, incomes, and ages of households.

Some residents and stakeholders expressed concerns regarding:

- The limited supply of vacant land to accommodate ground-related housing in greenfield communities;
- The shortage of affordable and attainable housing (for both rental and ownership) due to rapidly increasing house prices and rent;
- The diminishing supply of resale housing caused by investor speculation in the housing market;
- The potential for Inclusionary Zoning policies to increase the cost of new development, which may be passed on to market-rate buyers through increased home prices;
- The inability of the Region’s housing policies to effectively address the housing affordability crisis; and,
- The loss of existing affordable housing units and gentrification due to the rapid redevelopment of some urban areas;

What We Did:

The Region is committed to working with all levels of government and the private, non-profit and co-operative housing sectors to increase the supply of housing, including affordable housing, throughout the region. Planning for affordable housing requires a variety of tools and strategies, and close collaboration with several community partners. This includes

collaboration with the region's home building industry, which plays an important role in meeting the demand for a range of rental and ownership housing.

Some stakeholders expressed concerns with the loss of affordable housing, and the associated displacement of residents, in areas experiencing rapid rates of intensification, particularly along the ION light rail transit corridor. The Region recognizes this issue and has taken steps to monitor it as part of its annual Central Transit Corridor monitoring program. Research to date along the CTC corridor has analyzed affordability and the growth in different forms of development. Our overall objective for development along the CTC corridor is to create 15-minute neighbourhoods with a full range of housing options, including affordable housing.

To address these housing challenges, the draft amendment included policies to:

- Ensure the region has an adequate supply of land to accommodate its anticipated household growth to 2051;
- Provide 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;
- Set an overall target of a minimum of 30 percent of new ownership and rental housing being affordable to low- and moderate-income households;
- Implement Inclusionary Zoning in Major Transit Station Areas located along the existing Stage 1 and proposed Stage 2 ION rapid transit system routes;
- Require a review of and regular updates to the Region's 10 Year Housing and Homelessness Plan;
- Permit missing middle housing" on a residential lot within the Urban Area and Township Urban Areas;
- Encourage the construction of new private rental housing supply
- Protect existing stock of rental housing from conversion to condominiums.
- Plan for the establishment of emergency shelters and other temporary accommodations for individuals and households across the region;
- Permit and facilitate special needs housing;
- Provide direction to the area municipalities to regulate the demolition of existing residential rental buildings with six or more units; and,
- Develop a protocol to give priority review to development applications proposing affordable housing.

Developing the Draft Amendment: Agriculture and Protection of Farmland

Why It Matters:

Waterloo Region has a long-standing tradition of protecting farmland and supporting its local agricultural sector, which is thriving and built on some of the best farmland in the province. Waterloo Region has some of Ontario's most important and productive farmland, which is a finite, non-renewable resource. Agriculture and the agri-food industry also forms an important part of the region's economy and provides many positive benefits. Each job in the agricultural sector supports several additional jobs in the wider regional economy. As providers of fresh, locally grown food, area farmers play an important role in the health and food security of the community. Local agriculture also supports sustainability by reducing reliance on foods transported long distances using considerable energy and fossil fuels.

What We Heard:

Many residents called on the Region to be bolder and implement stronger measures to protect farmland.

There was broad support from the community for the following:

- Maintaining the Countryside Line;
- Protecting farmland from urban development to ensure a vibrant agricultural economy and to secure a local food supply for future generations;
- Supporting a more compact, transit supportive built form to minimize growth pressures on farmland; and
- Maintaining farmlands to support the region's resilience and ability to adapt to climate change.

Some residents expressed concerns regarding:

- Permitting mineral aggregate operations on prime agricultural lands; and
- The encroachment of urban uses in the countryside, increasing the potential for land use conflicts with agricultural operations.

Additionally, as part of the ROP review process, residents, stakeholders, and area municipalities were given the opportunity to submit urban boundary expansion requests. Before the draft amendment was released, we received approximately 100 urban expansion requests covering an area of roughly 2,500 hectares. What We Did:

Waterloo Region's long-standing tradition of protecting farmland and supporting its local agricultural sector is evident in the Region's innovative growth management policies, which were all maintained and carried forward into the draft

amendment. These include the Countryside Line, the Protected Countryside, and Environmentally Sensitive Landscapes. These policies are also supported by the strengthening of policies to support the development of vibrant, compact, and energy efficient built form throughout the first amendment, such as policies to support the development of 15-minute neighbourhoods, where people can meet their daily needs through a short trip by walking, cycling, or rolling.

Requests for urban expansion were considered based on the staff recommended growth approach described in Report PDL-CPL-22-20. Appendix B contains a list of all requests received and indicates whether or not the request was recommended.

As part of phase two of the ROP Review, the Region will be advancing several new planning policies to support agriculture and better protect farmland, including:

- Implementing a new Agricultural System comprised of a productive agricultural land base and a new agri-food network;
- Updating the mapping in the ROP in keeping with the new agricultural land base mapping issued by the Ontario Ministry of Agriculture, Food and Rural Affairs;
- Encouraging the retention of existing lots of record in the countryside for agricultural uses; and
- Implementing agri-food strategies and other approaches to sustain and enhance the Agricultural System, including supporting access to healthy, local, and affordable food.

Developing the Draft Amendment: Mobility, Transit, and Infrastructure

Why It Matters:

Efficient and high-quality infrastructure for transportation and water and wastewater is a critical part of a well-connected, vibrant and functional community. The mobility system, in particular, significantly influences quality of life in the community, and is a significant part of efforts to build a more equitable, thriving, sustainable community.

What We Heard:

We received a number of comments and questions from the community related to transportation and other infrastructure. With regard to transportation infrastructure, several residents called on the Region to enhance its mobility network and transit system to increase travel choices and reduce auto-dependency.

With respect to other infrastructure, such as stormwater management facilities, and water and wastewater services, several submissions expressed the need for more green infrastructure and low impact design standards, including permeable pavers and rainwater cisterns to help minimize flooding and stormwater runoff. Other submissions emphasized the need to consider the financial feasibility of constructing new infrastructure through various costing models, and the need for municipalities to ensure that any new infrastructure to support growth is financially viable over its full life cycle.

Residents and stakeholders expressed broad support for the following:

- Implementing rainwater cisterns, permeable pavers, and other low impact design features in all new developments;
- Ensuring new infrastructure is cost-effective and financially viable through life-cycle costing models;
- Improving GO and intercity transit in Waterloo Region, including a future Breslau GO station and increased intercity transit to nearby communities such as Guelph and cities in the GTHA;
- Enhancing transit services to the townships and rural areas;
- Expanding the rapid transit network, including Stage 2 ION in Cambridge, and Stage 3 ION to the Region of Waterloo International Airport;
- Widening and/or building certain Regional roads; and
- Constructing new infrastructure to provide access to safe and comfortable active transportation, such as protected cycling lanes.

What We Did:

The draft amendment included a requirement for Regional infrastructure to be planned and managed in a manner that is financially viable over the life cycle of the asset. This requirement would be implemented in part through future infrastructure master plans, which would be updated in coordination with the ROP to ensure an integrated approach to managing urban development.

There are a number of initiatives that staff are working on to make mobility in the region more convenient, affordable, efficient, and sustainable. This includes policies in the draft amendment to support the transition to most trips being made by walking, cycling, and rolling, in alignment with the TransformWR community climate action strategy, as well as the identification of a new east/west Regional Intensification Corridor extending along Ottawa Street in the City of Kitchener to Fountain Street in the Township of Woolwich. In the future, this corridor has the potential to accommodate significant

growth that supports higher order transit (see Map 1 and 2 in the proposed ROP amendment). The second phase of the ROP Review will further address integrated mobility planning and infrastructure.

Staff also continue to work on Stage 2 ION and the continued expansion of transit service, while working with Metrolinx to provide increased GO Transit service frequencies and station locations to enhance intercity transportation to and from Waterloo Region.

Developing the Draft Amendment: Natural Environment and Groundwater Resources

Why It Matters:

One of the goals of the ROP is to protect the countryside from urbanization and inappropriate rural activities, while sustainably managing its natural resources for the needs of current and future generations. This includes protection of our natural heritage features and our groundwater recharge areas that are essential to our drinking water supply. As a growing region, we must plan for the availability of mineral aggregate resources needed to build our community, while also preventing or minimizing potential impacts on surface water and groundwater resources, and environmental features and ecological functions.

What We Heard:

Six Nations of the Grand River First Nation and Mississaugas of the Credit River First Nation provided substantial guidance on the importance of the Grand River, biodiversity, water and natural resources. In addition, numerous residents and stakeholders submitted comments and presented to Council regarding the need to protect the region's valuable natural environment and valuable water resources. Many submissions emphasized the importance of these areas and resources in maintaining the long-term quality of life, economic prosperity, and environmental integrity of the region. These areas also provide essential ecosystem services, including and related to water storage and filtration, cleaner air and habitats, carbon storage, and adaptation and resilience to climate change. Residents commented that unmanaged growth could degrade these natural assets, and that we must do more to protect them for future generations.

We also received comments suggesting that we use more native plant species in new developments, and that we give more consideration to addressing air pollution. There was also significant public support for implementing stronger source water protection policies, including reducing the use of winter road salt, and prohibiting new mineral aggregate operations in sensitive groundwater recharge areas.

First Nations and residents expressed broad support for the following:

- Prioritizing the protection of water resources and local biodiversity;
- Creating new urban greenspaces, natural areas, and hiking/recreational trails;
- Planting more native plant species in new developments;
- Acknowledging the cultural value and importance of humans' connection to the land; and
- Better protecting the region's natural heritage features, including the Environmentally Sensitive Landscapes.

First Nations, in particular, identified that:

- Humans are part of nature: We need to provide space and resources to maintain and enhance healthy, connected, and accessible natural areas. This is important for everyone's health and wellbeing, but is particularly critical for local Indigenous people.
- Water is essential for life. The Grand River should be cared for, protected, and restored/naturalized. The water system, including groundwater, needs to be able to support the health of the Grand River watershed as well as the level of planned growth over the long-term.
- Biodiversity should be protected and nurtured. We have a local responsibility to steward the lands and waters that sustain us, and to contribute to national and international biodiversity commitments. Wetlands are especially important.

Some residents raised concerns regarding the following:

- The impacts of urban development and mineral aggregate operations on ground water recharge areas;
- The types of development occurring adjacent to forested areas;
- The lack of composting and recycling in some multi-residential buildings; and
- Noise and air pollution from roadways.

What We Did:

The draft amendment recognized the Grand River, local landscapes, water and natural features that have and continue to sustain past, current and future populations; the importance and vulnerability of groundwater; and maintain the Region's existing strong policies for the protection of our environmental features and groundwater recharge areas. Some examples of these policies include the Countryside Line, the Protected Countryside, and the Regional Recharge Area. These policies work to protect our groundwater supply and natural heritage from urban development. The chapters in the ROP

specifically related to the Region's Greenlands network, countryside, source water protection, and mineral aggregates will be updated in second phase of the ROP Review, commencing in the fall of 2022.

Greenspace policies will be updated as part of a future amendment, and will be reviewed with respect to how they can improve humans' relationship with nature, including: opportunities to connect with nature; facilitating Indigenous traditional uses; and creating more naturalized spaces.

The updates to natural heritage policies undertaken in a future amendment will consider opportunities to positively impact biodiversity, including: total coverage of protected area; connectivity of natural areas; protection of areas of a significant physical scale; and protection of significant species and habitats.

While the draft amendment acknowledged and prioritized the value and importance of protecting water, and specifically the Grand River, future amendments will consider: options to further identify rivers, lakes and other surface features as significant environmental features; developing a systems-approach to natural heritage conservation; and support for re-naturalization of the river shoreline.

Developing the Draft Amendment: Economic Development

Why It Matters:

The Province of Ontario's Growth Plan for the Greater Golden Horseshoe forecasts Waterloo Region's employment growth for the next 30 years. One of the goals of the ROP is to support the strategic development of this forecasted employment growth.

What We Heard:

We received a number of comments related to the Region's draft employment policies, as well as other general comments related to employment and economic development in the Region.

Residents expressed broad support for the following:

- Creating more compact, higher density, and transit supportive employment areas;
- Making better use of existing employment areas by intensifying underutilized spaces; and
- Locating employment areas close to where people live to support shorter commuting distances.

Some residents raised concerns regarding the following:

- Accessing natural amenities and greenspace within and near employment areas;
- The lack of public transit service to existing employment areas; and
- The availability of industrial land for companies to locate or expand within the Region.

What We Did:

To support the strategic development of forecasted employment growth, the draft amendment included the following objectives:

- Providing 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.
- Promoting intensification and increased densities in both new and existing employment areas to facilitate compact urban form and to support complete communities.
- Provide Regional employment areas near existing or planned major goods movement facilities and corridors to promote the efficient movement of goods and to reduce energy needs and associated greenhouse gas emissions.

Additionally, in response to public feedback, the recommended approach to growth used an ambitious intensification target for employment areas of 25%, which would allow for more development on already developed, but underutilized employment sites such as parking lots.

Overall, considerable community feedback was incorporated in the draft amendment released in June, as outlined above.

Part 2: Finalizing the Proposed Amendment, June 25- August 4, 2022

Finalizing the Proposed Amendment: Engaging the General Public, Stakeholder Committees, and Working Groups

Since the release of the draft amendment on June 24, 2022, extensive engagement has occurred with the general public, and dedicated committees and working groups.

Specifically, engagement of the general public was conducted:

- Open Houses
 - July 6, 2022, 6:00-7:30 pm – Virtual Open House
 - July 13, 2022, 2:00-4:00 pm and 6:00-8:00 pm – In-Person Open House, Wilmot Recreation Complex
 - July 14, 2022, 6:00-7:30 pm – Virtual Open House
 - July 19, 2022, 2:00-4:00 pm and 6:00-8:00 pm – In-Person Open House, 150 Frederick Street, Kitchener
- Virtual Statutory Public Meeting, July 27, 2022, 3:00 pm
- Comments by email (50 received)

The following meetings were held following the release of the draft amendment:

Category	Group or Individual	Date
Working Groups and Stakeholder Committees	Stakeholder Committee	June 27, 2022 July 20, 2022
	Area Municipal Working Group	July 5, 2022
	Technical Team	July 14, 2022
	LNA Meeting with Métis Council of Ontario	June 27, 2022
	Six Nations of the Grand River	June 28, 2022
	Mississaugas of the Credit First Nation	July 5, 2022
Other Area Municipal Meetings	Planning Heads and CAOs	June 28, 2022 July 14, 2022
	Planning Heads	July 15, 2022
	City of Cambridge	July 20, 2022 July 22, 2022 July 26, 2022
	City of Kitchener	July 15, 2022 July 18, 2022 (Council) August 3, 2022
	City of Waterloo	August 3, 2022
	Township of North Dumfries	July 20, 2022
	Township of Wellesley	July 20, 2022 July 21, 2022

		July 22, 2022 August 3, 2022
	Township of Wilmot	August 2, 2022
	Township of Woolwich	August 2, 2022
Meetings with Developers and Expansion Proponents	Caroline Baker	July 12, 2022
	Schlegel Urban Developments	July 15, 2022
	Dryden Smith and Head	July 19, 2022
	MHBC	July 21, 2022
	Stovel and Associates (Green Horizons)	July 21, 2022
	Intermarket	July 21, 2022
	Polocorp (with Woolwich staff)	July 25, 2022
	Branthaven	July 26, 2022
Other	Media Briefing	June 28, 2022
	Meeting with Mike Doherty	July 6, 2022
	Ministry of Municipal Affairs and Housing	July 21, 2022
	Jess Dixon, MPP for Kitchener South Hespeler	July 25, 2022
	Canadian Mortgage and Housing Corporation	August 2, 2022

Finalizing the Proposed Amendment: What We Heard and High-Level Response

The following tables outline the feedback received following the release of the draft amendment, as well as a response from staff.

Comments that were made by more than 5 times are shaded in yellow and accompanied by a star(*)

Finalizing the Proposed Amendment: Feedback on the Land Needs Assessment

Theme	Feedback	High-Level Response
Recommended approach to growth	General support for the recommended approach to growth	The recommended approach to growth, along with the proposed

	Support for proposed housing mix	housing mix, has been maintained in the proposed amendment. The required expansion also remains the same as outlined in Report PDL-CPL-22-20 in June.
	Support for community expansion amount and/or for the extent to which the amendment limits greenfield expansion [multiple comments]	
farmland loss	Request for less or zero farmland loss [multiple comments]	The Region is required to follow Provincial methodology for its land budget and to plan to accommodate the population identified by the Province. The proposed amendment takes an intensification first approach, focusing growth within the Regions existing built up area, specifically around transit. A small amount of additional land need was identified in order to accommodate the forecasted population to 2051.
Housing undersupply due to inadequate land	Concern that Canada has the lowest number of homes per capita in the G7, and that this is not compensated for by its larger average households because household formation depends on the availability of housing	The Region is required to follow the steps set out in the LNA methodology which does not account for housing comparisons among G7 Nations. The assessment of homes per capita does not adjust any demographic factors which influence housing needs such as the age structure of a population. Waterloo Region is significantly younger on average than every G7 nation. Younger families with children occupy a single home with 3-4 individuals. Older populations

		have a higher prevalence of seniors who occupy housing with 1-2 people per household. This results in a higher number of homes needed.
Housing undersupply due to inadequate land	Concern that the minimum Provincial growth targets were used for the LNA, rather than a higher number, and that the Province's numbers are outdated or incorrect and this will make housing unaffordable	Under the Growth Plan for the Greater Golden Horseshoe, the Region is required to plan to accommodate the forecast people and jobs identified by the Province. These planning targets help to ensure that any expansion is needed and expansion occurs efficiently, and avoids significant costs for municipalities associated with inefficient infrastructure. The forecasts provided by the Province require the Region to plan for an annual population growth which is 25% higher than historical growth rates.
	Concern that increasing the provincial population projection would not be in line with Provincial guidelines for land needs assessment, and that there is already the required flexibility to ensure adequate lands are available for housing	
housing mix	Concern about availability of custom homes, and want larger building lots to accommodate single family homes	The recommended approach to growth builds into the inventory a greater range and mix of housing forms, in order to accommodate people at all life stages and at a broader range of price points.
	Concern that the proposed housing mix will not meet future market demand	

methodology	Concern that the Region's approach does not conform to the Provincial methodology and 944 hectares of expansion is needed for community uses	<p>The Regional LNA follows the prescribed steps in the Provincial methodology, and forecasts total housing need to 2051 consistent with the Provincial methodology, using housing propensity data to inform the total housing need over the forecast period. This includes using the Province's requirements for what to include within the Community Area, which includes not only residential lands, but those that can accommodate schools, including post-secondary institutions such as Conestoga College, some office uses, and retail/commercial areas. Excluding land uses which are not a part of the Province's list of takes out from our analysis would result in our LNA not conforming with the Provincial methodology.</p> <p>While different ministries of the Province use different population forecasts for different purposes, the LNA uses the Provincial forecast identified by the Province for this purpose. The Growth Plan technical report provides conceptual figures which could be used but notes that individual municipalities can complete their own assessment utilizing specific</p>
	Concern that the Land Needs Assessment underestimates land need to 2051 and doesn't conform to Provincial methodology [multiple comments]	
	Concern regarding the numbers used by the Province compared to what the Region is presenting	

		data that reflects their municipalities, which is what every municipality within the GGH has done.
global context	Concern regarding global overpopulation	While the required methodology from the Province focuses on people and jobs to be accommodated within Waterloo Region, the Provincial approach does include consideration of migration to Ontario.

Finalizing the Proposed Amendment: Feedback on Growth Management

Theme	Feedback	High-Level Response
overall approach	General Support for the draft amendment [multiple comments]*	The approach outlined in the draft amendment has been maintained in the proposed amendment. Key policy changes to the to the amendment are summarized in Attachment F to Report PDL-CPL-22-24
	Support for draft amendment because of bold vision [multiple comments]	
	General support for the approach	
	No comments or concerns at this time	
Countryside Line and Protected Countryside	Support for maintaining the Countryside Line [multiple comments]	The proposed amendment maintains the Countryside Line, as well as the Protected Countryside. The proposed amendment includes an adjustment to the location of the Countryside Line in the Town of Wellesley, which will result in more lands being protected
	Support for the Protected Countryside designation	
15-minute neighbourhoods	Support for 15-minute neighbourhoods [multiple comments]*	Policies related to 15-minute neighbourhoods have been

	Support for 15-minute neighbourhoods because they lower the cost of living	maintained through the process to finalize the proposed amendment.
	Support for inclusion of rural communities in 15-minute neighbourhoods	
intensification	Support for "Intensification First" [multiple comments]*	This approach from the draft amendment has been retained in the proposed amendment.
	Concern that adequate green space will not be provided in neighbourhoods growing through intensification	Policy 2.C.2.2 (j) provides direction to ensure the development of a high quality urban form through site design and urban design standards that create and attractive and vibrant public realm, including parks, open spaces and other green spaces. We will reviewing ways to improve and increase the amount of green spaces in the region's urban areas as part of phase two of the ROP review.
public understanding	Need more public awareness and communications, even for municipal councillors and staff	The Region has undertaken quite lengthy and extensive engagement virtually and online, and has been working with a range of community organizations and stakeholders to build support and understanding around the proposed approach to growth and the benefits of more inclusive and complete communities. Community members have seen growth and development in the
	Need for a public education strategy as ambitious as the plan, to help people understand why their cities will change	

		<p>Region evolve over the past several years, and while there is a perpetual challenge with encouraging public engagement, we have had great conversations with participants in recent meetings and engagement sessions. These conversations will continue, and we will work with local communities to support broader awareness and understanding of the proposed policies and what they mean in terms of meeting our goals, now and into the future.</p> <p>Amendment of the Regional Official Plan is only one step in building an equitable, thriving, and sustainable Waterloo Region. This work will proceed through the second phase of the ROP Review, as well as through other projects and initiatives related to issues such as transportation and climate change.</p>
housing mix	Concern that higher-density, family-sized units are unaffordable, and more low-density, ground-oriented homes are needed	The proposed amendment provides for a mix of housing forms to accommodate growth to the year 2051, along with high-level policies that can help facilitate achievement of this mix.
housing mix	Concern that the plan is not ready and not balanced to meet the needs of future residents	

missing middle location	Concern that missing middle housing is more achievable in designated greenfield areas than through intensification	The proposed amendment includes policies a series of policies to provide for full range and mix of housing across the region. One of the challenges relating to missing middle housing relates to existing zoning regulations that prohibit a wider range of housing forms in existing neighbourhoods. The proposed amendment seeks to alleviate this problem by permitting missing middle housing in all residential areas.
density targets in the built-up area	Interest in whether there are targets for density in existing low density neighbourhoods, or whether this is limited to major transit station areas and new subdivisions	Density targets have only been calculated for the Regions Urban Growth Centers, Major Transit Station Areas and Designated Greenfield Lands.
housing turnover	Interest in creatively using single detached homes when existing owners move out, for co-housing/home share/retrofit apartments	The ROP provides direction on the range and mix of housing throughout the region. Specifics regarding how to creatively use single detached homes is typically addressed at the area municipal level. It is assumed that over the forecast, a number of homes occupied by seniors will turn over and be occupied by new occupants either.
specific amenities	Concern for how the approach to growth addresses a proposed health centre campus and replacement for the Kitchener Auditorium	The Regional Official Plan outlines high-level land uses. Within the proposed amendment, a health centre would be a use that would be included within community area. The Region continues to work with

		community partners on the siting of major community amenities, to support integration into region-wide and Region-owned infrastructure, such as the mobility system.
timing and implementation of the amendment	Request to continue with the amendment and not defer due to recent discussions at an area municipal council	The proposed amendment will be presented to Council for its consideration in mid-August of 2022.
	Interest in how and when new policy requirements will be transitioned to apply to development applications that have already been submitted	Once an amendment is approved by the Minister, each area municipality will need to update their respective official plans and zoning by-laws to conform to the updated ROP. Some of this policy work will likely take at least a year to implement, and some of it may take a few years to fully implement. As a general rule, any development applications in progress will be reviewed in the context of the policies in effect at the time.
Major Transit Station Areas	Request to refine the Central MTSA boundary	A full list of individual responses to site-specific requests is included in Appendix B.
	Request to have properties located at 97 Kent Avenue and 60 Ottawa St. S. included within the Borden Major Transit Station Area	
Specific area: North Dumfries	Concern regarding North Dumfries employment areas creating demand to further convert prime agricultural lands	Based on the results of the Regional Land Needs Assessment, the Township of North Dumfries requires additional employment land to support its forecasted job growth to 2051. The

		<p>proposed amendment will address this land through a series of strategically located expansion areas along the Northumberland Corridor and the Highway 401/Regional Road 97 Employment Area. The recommended expansions areas represent logical connecting to the existing employment uses in these two areas. Any future development in these expansion areas must prevent or mitigate any potential agricultural impacts.</p>
Specific Area: Southwest Kitchener	Request to see more clear and deep protection for the Countryside Line and Regional Recharge Area in Southwest Kitchener.	The Land Needs Assessment did not identify a need for further expansion in Kitchener as part of the amendment.
	Request for expansion lands to be located in Kitchener	54% of vacant designated greenfield area located within Waterloo Region is located within the City of Kitchener.
	Concern that Southwest Kitchener would be the best location for 15-minute neighbourhoods, and additional lands have not been allocated there	The Cities are in a strong position to create energy efficient 15-minute neighbourhoods by building on their existing population, employment, amenities, and larger land bases that are already able to accommodate a significant amount of forecasted growth.
	Request for expansion in Southwest Kitchener	
	Support for keeping the Southwest Kitchener Policy Area rural/prime agricultural	
	Request for 165 and 208 Bloomingdale Rd to be included in	

Inclusion request and concerns about inclusion requests	the Urban Area or Settlement Area for Community Area.	<p>A full list of individual responses to site-specific requests is included in Appendix B.</p> <p>The expansion areas identified in the proposed amendment were identified based on the priorities listed in Report PDL-CPL-22-20, to ensure alignment with the community's priorities in building an equitable, thriving, and sustainable community.</p>
	Request to reconsider 2117 Lonsdale Road, included as employment lands	
	Request to reconfigure urban boundary at 51-55 Hawkesville Road	
	Concerns related to recommended employment area expansions in Cambridge and Woolwich	
	Questions regarding the timing of servicing to lands that are located on Middle Block Rd. and designated Prestige Industrial in the City of Cambridge Official Plan	
	Request to include Lion's Mane Ministry at 1700 Kramp Road within the urban area	
	Request for a conversion of employment lands at 388 Phillip Street and 413 Albert Street within the MTSA to allow a mix of urban uses	
	Request to include the rest of Stremma lands in Baden within the urban area	
	Request to include BSF 2 lands in expansion	

	Request to include the owner's property at 55 Spring Street in St. Jacobs within the urban area	
	Support for including Infrastructure Ontario Lands in North Cambridge in the urban area for employment	
	Further justification to include request S-9, lands located at 271 Reidel Drive in the Urban Area, and a request that the Grambian lands remain under the "Rural" designation through the second phase of the ROP Review	
	Additional justification for request S-6 for lands located at 2118 New Dundee Road to be included in the urban area.	
	Additional justification for request S-33 located at 2450 Victoria Street North.	
	Further justification for request S-14	
	Support for recommended Employment Area (EA 15) with regard to request S-52.	
	Support for recommended Employment Area (EA 15) with regard to request S-53.	
	Further justification for S-7 and S-9. Additional input on LNA.	
	Further justification for S-7.	

	Additional justification for request S-45.	
	Additional justification for request S-55.	
	Question regarding Maryhill Rural Settlement Area Boundary, specifically with regard to lands located at 44 St Charles Street.	
	Concern that developer requests are similar to requests made in 2009 regarding the existing ROP	
	Concern that calls for further greenfield expansions are based on specific business interests	
	Support for focusing on community needs rather than financial profits	
	Support for the amendment and request that community interests not be sacrificed to developer interests [multiple comments]	

Finalizing the Proposed Amendment: Feedback on Climate Action

Theme	Feedback	High-Level Response
support for integration of climate change	Support for the draft amendment in order to address climate change and/or implement the TransformWR community climate action strategy [multiple comments]*	The integration of climate change in the draft amendment has been maintained in the proposed amendment.
	Support for focus on climate change [multiple comments]	

climate growth approach	Support for the draft amendment because of better alignment with Option 4 for climate change reasons [multiple comments]	This approach has been maintained in the proposed amendment.
climate growth approach	Support for draft amendment because of limited urban expansion, to enable carbon sequestration and resiliency to the effects of a changing climate	This approach has been maintained in the proposed amendment.
community partnerships	Request for developers to join in a partnership with community members to address climate change	The Region collaborates with community partners, including businesses and developers
equity and climate justice	Supportive of responding to climate change in a safe, healthy, inclusive way and/or through a social justice lens [multiple comments]	In alignment with the TransformWR community climate action strategy, the proposed amendment focuses on building an equitable, prosperous, resilient low-carbon community. The proposed amendment recognizes does not make trade-offs between being an equitable, thriving, and sustainable community, and that these objectives must be achieved together. On affordability, in particular, planning for the energy transition will be an important part of securing affordability in the community, as prices for energy and particular fossil fuels continue to rise.
	Concern that sustainability is expensive and may conflict with affordability	

Green Development Standards	Support for tiered approach to implement climate change mitigation technologies	Policies requiring area municipalities to apply tiered High Performance Building Standards (formerly described as Green Development Standards in the draft amendment) are retained, with minor refinements, in the proposed amendment.
issues for further policy development	Request for policy changes to minimize embodied carbon through stronger measures to adaptively reuse heritage structures	While the proposed amendment covers growth-related components of the Regional Official Plan Review, additional policy areas, including those relating to cultural heritage resources, will be considered in the second phase of the review. These comments will be considered during the second phase. They can also inform other policies and work outside of the Regional Official Plan, which is only one of the tools available to support achieving the community's vision.
	Request for more focus on Green Development Standards, aggregates, and/or transit in future work [multiple comments]	

Finalizing the Proposed Amendment: Feedback on Affordable and “Missing Middle” Housing

Theme	Feedback	High-Level Response
support for draft policies	General support for the draft housing policies [multiple comments]	The draft housing policies have been retained in the proposed amendment, with refinements to support the achievement of <i>net-zero operational carbon</i> performance for all newly built housing, including affordable housing.

tools	General concern for housing affordability and interest in tools to ensure it is built	<p>A significant part of our housing inventory is not affordable to about 70% of our population. Though the Region has limited planning tools to require the provision of affordable housing, we are trying to create a wider mix and range of housing that is more intrinsically affordable. Policies in the proposed amendment to support housing affordability include policies related to missing-middle housing, inclusionary zoning, and the conversion of rental units to condos.</p> <p>The current proposed Amendment has a number of policies that speak to emergency shelter and housing for people experiencing homelessness, but we recognize that this is a complex issue requiring multiple ways to tackle housing insecurity and take an equity-focused approach to address disparity in housing access. The Region is continuing the conversation with community members and organizations on the ground, and will be bringing forward additional policies through forthcoming amendments that will follow later in 2022 and early 2023.</p>
	Concern that policies won't be implemented due to structural or political barriers	
	Concern for families unable to find affordable housing, and requests for more policies to promote larger family units in higher density housing forms, requirements for a certain percentage of affordable housing, etc.	

inclusionary zoning	Support for implementing inclusionary zoning everywhere	Inclusionary zoning is a new tool in the Planning Act. The proposed amendment would designate each Major Transit Station Area as a Protected Major Transit Station Areas, so they could become eligible for the inclusionary zoning provisions under the Planning Act. The implementation of inclusionary zoning would be carried out by the area municipalities.
	Concern that building 30% affordable housing will make projects less profitable and discourage more housing	The ROP provides general direction on range and mix of housing, and addresses the Province's direction on the provision of affordable housing.
	Concern that there will be neighbourhood resistance to inclusionary zoning	The full implementation of inclusionary zoning will occur at the area municipal level, so cities and townships will lead engagement of their communities on potential implementation.
missing middle	Support for missing middle and housing affordability policies [multiple comments]	Given the current state of the housing market, we think there is a lot of incentive to build new missing middle housing in this marketplace. Missing middle policies in the proposed amendment aim to make it easier to build gentle density across the
	Interest in allowing four storeys with four units on properties accommodating one unit	

	<p>Concern that low-rise residential zoning in low-rise residential areas is exclusionary and limits the provision of housing</p> <p>Concern that public opposition decreases the amount of housing being built in specific proposals</p> <p>Concern about pushback from developers and single family homeowners who don't want duplexes etc. built in existing single family home neighbourhoods.</p> <p>Interest in ways to incentivize higher density in lower density areas</p>	<p>Region, particularly where we have the opportunity to add housing in areas that are already well-supported by transit and with strong access to amenities. The amendment provides direction to the area municipalities to update their official plans and zoning by-laws permit missing middle housing on a residential lot. The ability to accommodate more density at a smaller scale, in a way that contributes to the existing neighbourhood, is critical for increasing the supply and affordability of housing.</p>
condominiums	<p>Interest in breakdown of rental units vs. condos</p>	<p>While the Regional Official Plan does not dictate the ownership model of new housing, the Region does monitor and play an approval role in the creation of new condominiums.</p>
relationship between land supply and housing affordability	<p>Concern that Ontario will need to build 2.6 million homes by 2030 to make housing affordable</p> <p>Concern that opening significant new lands for urban development will not increase housing supply or affordability</p>	<p>There has been considerable discussion on the relationship between land supply and housing affordability. The Regions approach to growth follows the specific steps set out in the LNA methodology to ensure adequate land has been allocated to accommodate the forecasted</p>

	<p>Concern that land developers and investors have an economic incentive to limit the amount of housing they supply to maintain high prices</p>	<p>population to 2051. The Region already has 2,750 ha of available land for residential development. The ROP is a guiding land use planning document, which ensures a range and mix of housing options can be provided to meet the needs of the community.</p>
	<p>Concern about renoviction, where property upgrades are used to get rid of tenants and increase rents</p>	<p>The proposed ROP amendment contains policies to help protect the supply of rental housing from conversions to condominiums, which may help alleviate some of the factors leading to “renovictions”. Part of the solution to this issue involves strengthening the Province’s existing legislation regarding rental housing.</p>

affordable housing definition	Interest in the definition of "affordable" housing [multiple comments]	There is a full continuum of housing needs, and affordability means different things to different people. We use the Provincial definition of affordable housing. In the case of ownership housing, it is the least expensive of housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households or housing for which the purchase price is at least 10% below the average price of a resale unit in the Regional market area. We calculate what that threshold is for each development based on income levels and market rates at that time.
	Support for definition of affordable housing that includes income, not just market average	We recognize and agree that determining affordability levels on the basis of average market rates is a challenge. This challenge stems in part from the policy direction outlined in the Provincial Policy Statement.
implementation and enforcement	Concern regarding implementation and that proposed policies and design standards will not be enforced or implemented	The proposed amendment seeks to strengthen the Region's planning framework and provide clearer direction to build 15-minute neighbourhoods. Providing clearer policy direction will help alleviate

		issues related to enforcement and implementation.
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Finalizing the Proposed Amendment: Feedback on Agriculture and Protection of Farmlands

Theme	Feedback	High-Level Response
farmland loss	Support for minimizing farmland loss	Recognizing the importance of farmland, the proposed amendment reflects the lowest feasible expansion for community area under Provincial requirements, and also uses an ambitious intensification target for employment areas, to minimize expansion and the loss of farmland.
	Support for recommended option and/or amendment due to less expansion over farmland [multiple comments]	
	Support for amendment because of non-renewable farmland resources	
food security	Support for the protection of agricultural land for its contribution to global food security	Policies to maintain farmland and support the agricultural industry and local food security are maintained in the proposed amendment. New policies in Chapter 2 requiring the development of 15-minute neighbourhoods also help to strengthen the region's food system by supporting greater access to local, healthy and affordable food, and by providing good access to local grocery stores and community gardens.
	Support for the protection of agricultural land and long-term local food supply resiliency [multiple comments]*	

prioritization of farmland	Concern that farmland in the townships is more important than in Southwest Kitchener where there are no viable family farms, and should be preserved	The recommended expansion areas have been identified in alignment with Provincial policy guiding expansions.
agricultural practices	Suggestions for farming approaches that improve productivity, biodiversity, carbon storage, and flood management	While the Regional Official Plan only provides high-level policy guidance on land use planning within the region, the Region continues to engage with community partners on environmental opportunities and priorities, including with the agricultural industry.

Finalizing the Proposed Amendment: Feedback on Mobility, Transit, and Infrastructure

Theme	Feedback	High-Level Response
wastewater	Interest in details of sanitary sewer infrastructure and capacity in Breslau, and the schedule of future road widenings and expansions	Wastewater and transportation infrastructure provided by the Region is guided by its master plans. The Regional Transportation Master Plan will be updated soon, and public engagement will occur as part of that process. More information on sanitary sewer capacity in Breslau can be found by contacting the Township of Woolwich.
cost	Interest in whether property taxes from new development will fully cover the lifecycle of infrastructure required to support them	A Growth Options Infrastructure Review and Class D Cost Estimates brief as well as a Fiscal Considerations memo has been prepared and were attached to PDL-CPL-22-21. PDL-CPL-22-24 provides

		a summary of the financial implications.
Transit Oriented Development	Support for Transit Oriented Development	Transit Oriented Development policies in the draft amendment have been maintained in the proposed amendment.
overcoming car dependency	Support for neighbourhood amenities to allow living without a car	<p>The proposed Amendment lays the groundwork for how existing residential communities can be 'retrofitted' to support easier access to services and retail stores to meet residents' daily needs, which will need to be further detailed through planning at the local level in each of the Townships and Cities in the Region. This would be a gradual process, and could be achieved through Secondary Plans and other local planning processes to create the right conditions to encourage and support a range of uses in existing residential neighbourhoods.</p> <p>As outlined in the TransformWR community climate action strategy, to meet the community's goals for climate change and energy perspective as well as in terms of equity and liveability, we need to get</p>
	Concerns that inadequate frequency of transit will continue car dependence	
	Concern that 15-minute neighbourhoods definition is not clear that it is intended to reduce car dependency, and that these neighbourhoods will continue to be scaled to the car	
	Interest in tools to reduce traffic and encourage active transportation and transit, including separated cycling infrastructure and tools to discourage theft, and consideration of car-free downtown streets	
	Support for diverse mobility solutions that meet the needs of all residents	

	<p>Concern about implementation of 15-minute neighbourhoods and tools available to ensure communities are walkable [multiple comments]</p>	<p>to a place where most of our trips are taken using active transportation (walking, cycling, and rolling). There is a lot more work coming to transportation infrastructure as the Region gears up to revise the Transportation Master Plan, which will consider these issues in greater detail including specific routes and transportation corridors. We are thinking about how to make it as easy and appealing as possible for people of all ages and abilities to walk, cycle, or roll as a key part of their mobility, and to live robust lives without needing multiple vehicles per household.</p> <p>The Region as well as all local governments in the region have been working on improving active transportation networks and connections, and will continue to prioritize a reduction in car dependency and provide support to increase transit ridership but also consider all the different ways people could and want to move in our local communities.</p>
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parking	Concern that the amendment does not adequately address the need to reduce parking and convert existing parking into more efficient land uses	While there are some policies related to parking reduction in the proposed amendment, parking will be one element that area municipalities will address through their Official Plans, in order to meet the objectives highlighted in the Regional Official Plan.
infrastructure for walking, cycling, and rolling (active transportation)	General support for protected bike lanes, more comprehensive connections to ION stations, and more transit with dedicated rights of way	While there are many policies pertaining to these areas in the proposed amendment, more complete consideration of these areas will be covered in the mobility and infrastructure policies that are being reviewed as part of the second phase of the Regional Official Plan Review, as well as the upcoming review of the Regional Transportation Master Plan.
transit service	Support for Stage 2 and Stage 3 ION [multiple comments, some with routing suggestions]	Transit supportive policies, including policies related to future ION stages, are included in the proposed amendment. Transit service will be an important policy area for the upcoming review of the Regional Transportation Master Plan, as well.
	Interest in a park and ride at the North end of the ION line	
	Request to create an integrated regional transit system that connects with Guelph and Brantford	

Finalizing the Proposed Amendment: Feedback on Natural Environment and Groundwater Resources

Theme	Feedback	High-Level Response
Indigenous	Concern for attention to Indigenous concerns, such as funding for education, permanent structures, and monuments	The amendment includes a land acknowledgement, and speaks to the Region's commitment to relationship building, engagement and reconciliation. Language has also been included that acknowledges Aboriginal and treaty rights, Indigenous peoples unique relationship with the land, the value of indigenous perspective, and unique role in growth and development of the region.
groundwater	General concern for improved groundwater stewardship	Policies protecting groundwater are continued in the proposed amendment. More detailed consideration of water provision is expected to be included in the second phase of the ROP Review.
Environmentally Sensitive Landscapes	Support for Environmentally Sensitive Landscapes	Policies protecting Environmentally Sensitive Landscapes have not been altered as part of the proposed amendment.
remediation	Interest in mitigation plans and policies for when lands with trees, ecosystems, and habitat have been disturbed	Current ROP policies require the conservation of natural heritage resources through avoidance and mitigation measures. The updates to

	Concern for how the impact of new development be managed, in terms of net gain vs. net loss of trees and natural spaces	natural heritage policies undertaken in a future amendment will consider opportunities to conserve natural heritage resources at a system-wide level.
advocacy priorities	Concern for whether the Region will take a holistic approach to environmental stewardship and consider which types of projects it advocates for, such as highways vs. transit or more environmental protection	The amendment's intensification first approach prioritizes compact and efficient development, which also minimizes potential impacts from urban expansion.
general policy interest	Interest in the kinds of environmental policies included in the draft amendment	A variety of environmental policies are addressed in the proposed amendment, as outlined in Part 1 of this document.
areas for further policy development	Concern that there is not enough attention to the conservation of forests, wetlands, and ecological services in the amendment	The Regional Official Plan provides high-level direction on land use across the region, and guides the development of area municipal plans. Opportunities for additional high-level direction on environmental policy areas will arise as part of the second phase of the ROP Review. Beyond the ROP, the Region continues to work with diverse community partners to advance the health of ecosystems and our natural environment.
	Request to use an ecosystem approach	
	Request for policies to protect birch and/or pollinators	
	Support for landscaping using pollinator gardens, less cement, etc.	

	Request for moratorium on new golf courses to keep existing natural areas for people and wildlife [multiple comments]	
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Finalizing the Proposed Amendment: Feedback on Economic Development

Theme	Feedback	High-Level Response
employment lands in 15-minute neighbourhoods	Interest in how employment land fits into 15-minute neighbourhoods, given heavier industrial use	There are different types of employment. While there is industry and factory-related employment, there is also a variety of community-related employment which can include shops, schools, and other jobs that serve the local community, as well as office-located jobs. We think there are opportunities for a better balance of people living and working in one area.
planning for employment lands	Support for densification of existing employment lands	The proposed amendment promotes intensification of employment areas.
	Request to be bolder with employment lands	
rural employment lands	Request for more clear policies restricting servicing in rural employment area and ensuring they support rural settlement areas	The Region will be reviewing its policies related to rural employment areas as part of phase two of the ROP review. This work will be done in conjunction with the review of the Region's agricultural policies contained in Chapter of the ROP. A key objective will be to continue supporting the vitality of rural

		settlement areas in each of the Region's four townships.
site-specific employment lands	Desire to confirm that that the residential enclave NW of Fountain and Allendale will not be Urban Employment Area and PSEZ	A full list of individual responses to site-specific requests and questions is included in Appendix B.
	Request for information on the status of the request for Employment Area conversion of 200 Holiday Inn Drive	

Conclusion

The Region sincerely appreciates all of the sustained engagement from the community, as well as stakeholders, throughout the process to arrive at the proposed amendment. Further engagement will occur throughout the process of the second ROP amendment throughout the fall of 2022 and winter of 2023.

List of Appendices

[Appendix A: List of meetings](#)

[Appendix B: Responses to Site Specific Comments](#)

Appendix A – List of Meetings

Date	Group/Event/Agency/Area Municipality
31-Oct-2018	City of Cambridge Staff
14-Jan-2019	PDLS Management Forum Workshop
15-Jan-2019	Ministry of Municipal Affairs and Housing
21-Feb-2019	Meeting with Housing Staff
26-Feb-2019	ROPR and Subwatershed Planning
15-May-2019	ROPR with SMT
22-May-2019	Meeting with Branthaven Homes
04-Jun-2019	Meeting with Ministry of Municipal Affairs and Housing re: Rural Settlements
12-Jun-2019	Area Municipal Working Group
27-Jun-2019	City of Kitchener Staff - MTSA's and Neighbourhood Planning Review
18-Jul-2019	Ministry of Municipal Affairs and Housing
25-Jul-2019	City of Waterloo Staff - MTSA's
18-Sep-2019	Special Council meeting to initiate the ROP Review
09-Oct-2019	Meeting with Councillor Harris re: ROPR
10-Oct-2019	Meeting with Prica Global Enterprises
24-Oct-2019	City of Kitchener Staff - MTSA Workshop
15-Nov-2019	ROPR Presentation to IBI Group
29-Oct-2019	Joint Area Municipal Working Group/Technical Committee
18-Nov-2019	Kitchener Public Open House
26-Nov-2019	Meeting with Six Nations of the Grand River
27-Nov-2019	Cambridge Public Open House
28-Nov-2019	Wilmot Public Open House
03-Dec-2019	City of Cambridge Staff - MTSA Workshop
04-Dec-2019	Woolwich Public Open House
16-Dec-2019	Six Nations of the Grand River and Regional Official Plan Review
05-Jan-2020	North Dumfries Mayor's Levee
08-Jan-2020	City of Waterloo Staff
14-Jan-2020	City of Kitchener Staff
23-Jan-2020	Stakeholder Committee
08-Feb-2020	Housing Workshop with the Area Municipalities
13-Feb-2020	HPAC meeting - presentation
18-Feb-2020	ATAC meeting - presentation
24-Feb-2020	MTSA meeting with Kitchener, Cambridge and Waterloo
25-Feb-2020	Neighbourhood Planning Association Presentation
05-Mar-2020	Meeting with Lion's Mane Development
06-Mar-2020	Meet with Jean Haalboom re: heritage
12-Mar-2020	ROPR Presentation to MHBC
28-Apr-2020	Area Municipal Working Group Meeting

30-Apr-2020	ROPR with SGL Consulting, and IBI Group
12-May-2020	Meeting with the Citizens for Safe Groundwater
28-May-2020	Technical Team Meeting
09-Jun-2020	Stakeholder Committee Meeting
15-Jun-2020	Steering Committee Meeting
24-Jun-2020	Meeting re: 1700 Kramp Road with Robert Walters
25-Jun-2020	Ask-a-Planner Webinar
13-Jul-2020	KW Real Estate Board
16-Jul-2020	Area Municipal Working Group Meeting re: Climate Change
06-Aug-2020	Meeting with PVDG
18-Aug-2020	University of Waterloo Virtual Research Symposium
25-Aug-2020	Area Municipal Working Group Meeting re: Climate Change
01-Sep-2020	Meeting with Mississaugas of the Credit First Nation
11-Sep-2020	Meeting with the Waterloo Region District School Board
16-Sep-2020	Meeting and Presentation with Six Nations of the Grand River
17-Sep-2020	ROP Review Update Meeting with Six Nations of the Grand River
01-Dec-2020	Steering Committee Meeting
02-Dec-2020	Stakeholder Committee Meeting
03-Dec-2020	Technical Team Meeting
08-Jan-2021	Employment Conversion Cambridge Meeting
11-Jan-2021	Employment Conversion Waterloo Meeting
13-Jan-2021	Employment Conversion North Dumfries Meeting
13-Jan-2021	Employment Conversion Wellesley Meeting
14-Jan-2021	Employment Conversion Woolwich Meeting
15-Jan-2021	Employment Conversion Kitchener Meeting
15-Jan-2021	Employment Conversion Wilmot Meeting
20-Jan-2021	City of Kitchener Staff - MTSAs
21-Jan-2021	Meeting with Wellesley Staff
21-Jan-2021	Meeting with Paul Britton (MHBC)
23-Jan-2021	Stakeholder Committee Meeting
01-Feb-2021	Employment Conversion Proponent Meeting (Cam-15)
01-Feb-2021	Employment Conversion Proponent Meeting (Wat-3)
01-Feb-2021	Employment Conversion Proponent Meeting (Cam-9)
02-Feb-2021	Employment Conversion Proponent Meeting (Kit-1)
02-Feb-2021	Employment Conversion Proponent Meeting (Cam-5)
03-Feb-2021	Employment Conversion Proponent Meeting (Wat-6)
03-Feb-2021	Employment Conversion Proponent Meeting (Cam-13)
03-Feb-2021	Employment Conversion Proponent Meeting (NDu-1)
04-Feb-2021	Meeting With MHBC (Activa) - SKPA
04-Feb-2021	Employment Conversion Cambridge Meeting
05-Feb-2021	Employment Conversion Proponent Meeting (Wil-3)
05-Feb-2021	Employment Conversion Waterloo Meeting
07-Feb-2021	Area Municipal Working Group Housing Workshop

09-Feb-2021	Employment Conversion Proponent Meeting (Wat-13)
10-Feb-2021	Samantha Lernout
10-Feb-2021	Meeting with Six Nations of the Grand River
11-Feb-2021	Employment Conversion Proponent Meeting (Wat-12)
11-Feb-2021	Area Municipal Working Group and Technical Team Meeting
12-Feb-2021	Employment Conversion Proponent Meeting (Wat-11)
12-Feb-2021	Employment Conversion Proponent Meeting (Wat-9)
16-Feb-2021	Meeting with University of Waterloo - Employment Area
18-Feb-2021	Active Transportation Advisory Committee meeting
18-Feb-2021	Employment Conversion Proponent Meeting (Wat-4)
19-Feb-2021	Employment Conversion Proponent Meeting (Cam-8)
22-Feb-2021	Stakeholder Committee Meeting
23-Feb-2021	Steering Committee Meeting
26-Feb-2021	Meeting with Woolwich Staff - Employment Area
03-Mar-2021	Employment Conversion Proponent Meeting (Cam-8)
16-Mar-2021	Active Transportation Advisory Committee - Climate Change Presentation
30-Mar-2021	Meeting with Kitchener Staff - Employment Area
06-Apr-2021	Cambridge Council Employment Workshop
06-Apr-2021	Technical Team Meeting
08-Apr-2021	Area Municipal Working Group Meeting
13-Apr-2021	Cambridge Council ROP Education Session
15-Apr-2021	Meeting with IBI Group - Employment Area
19-Apr-2021	Meeting With MHBC - MTSA Request
20-Apr-2021	Committee of the Whole - Draft MTSA and Regional Employment Area
27-Apr-2021	Steering Committee Meeting
28-Apr-2021	Stakeholder Committee Meeting
29-Apr-2021	Meeting with City of Kitchener Staff - MTSA
12-May-2021	Employment Conversion Meeting City of Waterloo Staff
17-May-2021	Meeting with Grambian - SKPA
31-May-2021	Meeting with Stantec - STROH
04-Jun-2021	Meeting with Kitchener Wilmot Hydro, Waterloo North Hydro, and Kitchener Utilities
10-Jun-2021	Committee of the Whole - Growth Scenarios Evaluation Criteria
16-Jun-2021	Employment Conversion Proponent
24-Jun-2021	Ask-a-Planner Webinar
24-Jun-2021	Regional Official Plan Review Update with Six Nations of the Grand River
24-Jun-2021	City of Kitchener Staff - Urban Boundary Expansion Requests
28-Jun-2021	Township of North Dumfries Staff Regional OP Update / Land Budget
30-Jun-2021	Employment Conversion Proponent
09-Aug-2021	Regional Official Plan Review Update with Regional Chair

12-Aug-2021	Employment Conversion Proponent
17-Aug-2021	Meeting with YIMBY - Growth Scenarios
18-Aug-2021	Employment Conversion Proponent
31-Aug-2021	Area Municipal Working Group Meeting
09-Sep-2021	Meeting with Wilmot Staff - Settlement Expansion Request
14-Sep-2021	Meeting with Kitchener Staff
14-Sep-2021	Meeting with Kitchener Staff and Activa - SKPA
20-Sep-2021	Meeting with Children's Planning Table - Planning for Children in the ROP
21-Sep-2021	Meeting with Ministry of Municipal Affairs and Housing
22-Sep-2021	Meeting with Kitchener Economic Development Advisory Committee
24-Sep-2021	Meeting with Woolwich Staff - Employment Area
27-Sep-2021	Meeting with Waterloo Staff
30-Sep-2021	Meeting with Waterloo Region District School Board
05-Oct-2021	Regional Official Plan Review Update Meeting with Six Nations of the Grand River
12-Oct-2021	Employment Conversion Proponent - MHBC
14-Oct-2021	Area Municipal Working Group Meeting
15-Oct-2021	Technical Team Meeting
18-Oct-2021	Steering Committee Meeting
18-Oct-2021	Regional Official Plan Review Update Meeting with Mississaugas of the Credit First Nation
19-Oct-2021	Meeting with Cachet Developments
19-Oct-2021	Employment Conversion Proponent
20-Oct-2021	Meeting with Grand River Conservation Authority
21-Oct-2021	Meeting with Woolwich Staff and Polocorp
22-Oct-2021	Stakeholder Committee Meeting
25-Oct-2021	ROPR Growth Scenarios Follow-up - Wilmot Staff
26-Oct-2021	ROPR Growth Scenarios Follow-up - Woolwich Staff
27-Oct-2021	Meeting with Kitchener, Cambridge and Waterloo Staff - MTSA and REA
28-Oct-2021	ROPR Growth Scenarios Follow-up - Wellesley
28-Oct-2021	ROPR Growth Scenarios Follow-up - Kitchener
01-Nov-2021	ROPR Growth Scenarios Follow-up - North Dumfries
03-Nov-2021	ROPR Growth Scenarios Follow-up - Cambridge
04-Nov-2021	ROPR Growth Scenarios Follow-up - Waterloo
08-Nov-2021	Regional Official Plan Review Update Meeting with Six Nations of the Grand River
09-Nov-2021	Committee of the Whole - Preferred Growth Scenario
15-Nov-2021	ROPR Biweekly - Wilmot
16-Nov-2021	ROPR Biweekly - Woolwich
16-Nov-2021	ROPR Biweekly - Wellesley
17-Nov-2021	ROPR Biweekly - Kitchener
18-Nov-2021	ROPR Biweekly - Cambridge

18-Nov-2021	ROPR Biweekly - Waterloo
24-Nov-2021	Meeting with MHBC - Paul Britton
29-Nov-2021	Steering Committee Meeting
29-Nov-2021	ROPR Biweekly - Wilmot
30-Nov-2021	ROPR Biweekly - Woolwich
30-Nov-2021	ROPR Biweekly - Wellesley
01-Dec-2021	ROPR Biweekly - Kitchener
02-Dec-2021	ROPR Biweekly - Cambridge
02-Dec-2021	ROPR Biweekly - Waterloo
14-Dec-2021	ROPR Biweekly - Woolwich
15-Dec-2021	Committee of the Whole - Revised Growth Scenario
12-Jan-2022	Area Municipal Working Group Meeting
25-Jan-2022	Meeting with the Ministry of Municipal Affairs and Housing
25-Jan-2022	Meeting with the Kitchener Waterloo Association of Realtors
01-Feb-2022	Area Municipal Working Group Meeting
10-Feb-2022	Meeting with the Ministry of Municipal Affairs and Housing
14-Feb-2022	North Dumfries Staff - Vision and Opportunities in the ROP
14-Feb-2022	Meeting with City of Kitchener Staff - ROP Review and Zoning By-law
14-Feb-2022	Technical Team Meeting
15-Feb-2022	Steering Committee Meeting
15-Feb-2022	Active Transportation Advisory Committee meeting
17-Feb-2022	Meeting with Area Municipal Economic Development Offices
22-Feb-2022	Meeting with the Ministry of Municipal Affairs and Housing
23-Feb-2022	Meeting with MHBC - Paul Britton
28-Feb-2022	Meeting with Woolwich Staff - Vision and Opportunities in the ROP
01-Mar-2022	Area Municipal Working Group Meeting
07-Mar-2022	Meeting with Wellesley Staff - Vision and Opportunities in the ROP
08-Mar-2022	Meeting with the Ministry of Municipal Affairs and Housing
10-Mar-2022	Meeting with MHBC - Paul Britton
10-Mar-2022	Meeting with Waterloo Staff - vision and opportunities in the ROP
11-Mar-2022	Meeting with Wilmot Staff - Vision and Opportunities in the ROP
11-Mar-2022	Steering Committee Meeting
21-Mar-2022	Meeting with Cambridge Staff - vision and opportunities in the ROP
22-Mar-2022	Meeting with the Ministry of Municipal Affairs and Housing
28-Mar-2022	Stakeholder Committee Meeting
29-Mar-2022	North Dumfries Staff - Vision and Opportunities in the ROP
29-Mar-2022	LNA Results Presentation - Woolwich
30-Mar-2022	LNA Results Presentation - Kitchener
31-Mar-2022	LNA Results Presentation - Wilmont
31-Mar-2022	Steering Committee Meeting
01-Apr-2022	LNA Results Presentation - Wilmont
04-Apr-2022	LNA Results Presentation - Cambridge

05-Apr-2022	Area Municipal Working Group Meeting
05-Apr-2022	Meeting with the Ministry of Municipal Affairs and Housing
06-Apr-2022	LNA Results Presentation - North Dumfries
06-Apr-2022	LNA Results Presentation - Waterloo
06-Apr-2022	LNA Results Presentation - Wellesley
12-Apr-2022	Committee of the Whole - Draft Growth Options
20-Apr-2022	Meeting with the Waterloo Region Homebuilders Association
20-Apr-2022	LNA Follow Up - North Dumfries
21-Apr-2022	LNA Follow Up - Wilmot
22-Apr-2022	LNA Follow Up - Wilmot
22-Apr-2022	Stakeholder Committee Meeting
22-Apr-2022	LNA Virtual Public Engagement Session 1
25-Apr-2022	LNA Virtual Public Engagement Session 2
26-Apr-2022	Steering Committee Meeting
26-Apr-2022	LNA Follow Up - Kitchener
27-Apr-2022	LNA Follow Up - Waterloo
27-Apr-2022	LNA Follow Up - Woolwich
29-Apr-2022	LNA All Council Meeting
03-May-2022	Meeting with the Ministry of Municipal Affairs and Housing
03-May-2022	LNA Follow Up - Cambridge
05-May-2022	LNA Follow Up - Woolwich
05-May-2022	LNA Follow Up - Wellesley
05-May-2022	Meeting with the Kitchener Waterloo Real Estate Association
05-May-2022	Meeting with the Grand River Conservation Authority - LNA Growth Options
10-May-2022	LNA Follow Up - Woolwich
10-May-2022	LNA Follow Up - Cambridge
12-May-2022	LNA Follow Up - Kitchener
16-May-2022	LNA Follow Up - North Dumfries
17-May-2022	Meeting with the Ministry of Municipal Affairs and Housing
17-May-2022	Area Municipal Working Group Meeting
17-May-2022	Stakeholder Committee Meeting
17-May-2022	Meeting with MHBC - Paul Britton
24-May-2022	Wellesley Council Meeting on the Growth Options
24-May-2022	Cambridge Council Information Session on the Growth Options
27-May-2022	Meeting with WRYIMBY - LNA Growth Options
30-May-2022	Meeting with the Mississaugas of the Credit First Nation
30-May-2022	Kitchener Council Meeting on the Growth Options
30-May-2022	Wilmot Council Meeting on the Growth Options
31-May-2022	Steering Committee Meeting
31-May-2022	Meeting with Community Members that Submitted Option 4
01-Jun-2022	LNA Meeting with MHBC, Altus, and Activa
01-Jun-2022	Draft ROP policies with Township Planners

02-Jun-2022	Planning Heads and CAO's Meeting - LNA
03-Jun-2022	LNA Meeting with Schlegel, MGP, IBI
03-Jun-2022	Meeting with Kitchener Residents and Councillor Marsh – MTSA's
06-Jun-2022	ROP Update with Six Nations of the Grand River
06-Jun-2022	Stakeholder Committee Meeting
06-Jun-2022	Woolwich Council Meeting on the Growth Options
07-Jun-2022	Wellesley Council Meeting on the Growth Options
10-Jun-2022	LNA Meeting with Schlegel, MGP, IBI
13-Jun-2022	LNA Follow Up - Kitchener
13-Jun-2022	LNA Follow Up - North Dumfries
13-Jun-2022	LNA Follow Up - Woolwich
13-Jun-2022	LNA Follow Up - Wellesley
13-Jun-2022	LNA Follow Up - Wilmot
13-Jun-2022	Waterloo Council Meeting on the Growth Options
14-Jun-2022	LNA Follow Up - Cambridge
14-Jun-2022	LNA Follow Up - Woolwich
14-Jun-2022	LNA Follow Up – North Dumfries
17-Jun-2022	LNA Follow Up - Wellesley
17-Jun-2022	LNA Follow Up - Wilmot
21-Jun-2022	LNA Follow Up – North Dumfries
21-Jun-2022	LNA Follow Up - Wellesley
22-Jun-2022	LNA Follow Up - Wellesley
23-Jun-2022	LNA Follow Up - Wellesley
27-Jun-2022	LNA Meeting with Metis Council of Ontario
27-Jun-2022	ROPR Stakeholder Committee Meeting
28-Jun-2022	Planning Heads and CAO's meeting
28-Jun-2022	ROP Media Briefing
28-Jun-2022	Meeting with Six Nations of the Grand River
29-Jun-2022	Planning and Works Public Input - Regional Official Plan and Special Council
05-Jul-2022	Meeting with the Mississaugas of the Credit First Nation
05-Jul-2022	Area Municipal Working Group Meeting
06-Jul-2022	Meeting with Mike Doherty
06-Jul-2022	ROP Virtual Public Open House
12-Jul-2022	Urban Expansion Meeting - Caroline Baker
13-Jul-2022	ROP Open House - Wilmot Recreation Centre
13-Jul-2022	ROP Open House - Wilmot Recreation Centre
14-Jul-2022	Meeting with Schlegel Urban Developments
14-Jul-2022	ROP Virtual Public Open House
14-Jul-2022	Planning Heads and CAO's meeting
14-Jul-2022	Technical Team Meeting
15-Jul-2022	City of Kitchener Staff
15-Jul-2022	Planning Heads Meeting

18-Jul-2022	City of Kitchener Council Meeting - Recommended Approach to Growth
19-Jul-2022	Public Open House (in-person) - 150 Frederick
19-Jul-2022	Meeting with Dryden Smith and Head (urban expansion proponent)
20-Jul-2022	Stakeholder Committee Meeting
20-Jul-2022	Meeting with North Dumfries
20-Jul-2022	Meeting with Wellesley
20-Jul-2022	Meeting with Cambridge
21-Jul-2022	Meeting with MHBC
21-Jul-2022	Meeting with Stovel and Associates (Green Horizons)
21-Jul-2022	Meeting with the Ministry of Municipal Affairs and Housing
21-Jul-2022	Meeting with Intermarket
21-Jul-2022	Meeting with Wellesley
22-Jul-2022	Meeting with Wellesley
22-Jul-2022	Meeting with Cambridge
25-Jul-2022	Meeting with Jess Dixon - MPP - Kitchener South Hespeler
25-Jul-2022	Meeting with Polocorp and Woolwich Staff
26-Jul-2022	Meeting with Cambridge
26-Jul-2022	Meeting with Branthaven - Urban Expansion
27-Jul-2022	ROP Amendment Statutory Public Meeting
02-Aug-2022	Meeting with Canadian Mortgage and Housing Corporation (CMHC)
02-Aug-2022	Meeting with Woolwich
02-Aug-2022	Meeting with Wilmot
03-Aug-2022	Meeting with Kitchener
03-Aug-2022	Meeting with Cambridge
03-Aug-2022	Meeting with Waterloo
03-Aug-2022	Meeting with Wellesley

Appendix B: Responses to Site Specific Comments

Settlement Area Boundary Expansion Requests

Ref #	Date	Name and Organization	Municipality	Comment Summary	Staff Response
S-1	2019-11-29	Joseph Puopolo Resident/Owner	Cambridge	Request for 850 Riverbank Dr. to be included in the Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-2	2021-08-26	Trevor Hawkins MHBC	Cambridge	Request for 250 Allendale Rd to be included in the Urban Area for Community Area.	The request is recommended to be included in the Urban Area for Community Area. These lands remain subject to the ROPA 2 appeal.
S-3	2021-08-26	Trevor Hawkins MHBC	Cambridge	Request for 245 Riverbank Dr. to be included in the Urban Area for Community Area.	The request is recommended to be included in the Urban Area for Community Area. These lands remain subject to the ROPA 2 appeal.
S-4	2021-08-27	Brandon Flewwelling GSP	Cambridge	Request for 3.2 ha at the Northwest corner of Hespeler Rd and Maple Grove Rd to be included in the Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-5		Roger Roedding	Cambridge	Request for 0 Old Mill Rd to be included in the Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.

S-6	2019-09-13	Colin Chung Glen Schnarr and Associates (Branthaven Homes)	Kitchener	Request for 2118 New Dundee Rd to be included in the Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-7	2021-07-19	Paul Britton MHBC (Activa)	Kitchener	Request for Activa's Holdings in Southwest Kitchener to be included in the Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-8	2019-09-18	Vaughn Bender Schlegel Urban Developments	Kitchener	Request for Schlegel Urban Developments Holdings on New Dundee Rd in Southwest Kitchener to be included in the Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-9	2021-07-29	Jonathan Rodger Zelinka Priamo LTD (Grambian Investments)	Kitchener	Request for 82.5 ha located at 271 Reidel Dr. in Southwest Kitchener to be included in the Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-10	2020-09-09	Paul Lowes SGL (Mattamy Homes)	Kitchener	Request for Mattamy Homes lands south of Bleams Road and west of Fischer-Hallman Road just south of the urban boundary to be included in the Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-11	2019-09-18	Vaughn Bender Schlegel Urban Developments	Kitchener	Request for Schlegel Urban Developments Holdings at 236 Gehl PI to be included in the Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-12	2021-05-12	Paul Puopolo Polocorp (Silvestri)	Township of North Dumfries	Request for Silvestri Investments Limited Holdings located at Branchton Rd. and north of the	These lands are subject to policy 2.B.3 k and policy 2.D.32 of the ROP and Special Policy

		Investments Limited)		South Boundary Road to be included in the Township Urban Area for Community Area.	Area 2.1.4.1 of the Township of North Dumfries Official Plan and are recommended to be included in the Urban Area for Community Area.
S-13	2021-06-07	Brandon Flewwelling, GSP (Activa)	Township of North Dumfries	Request for Activa's Holdings located at 1470 Dundas St to be included in the Township Urban Area for Community Area	These lands are subject to policy 2.B.3 k and policy 2.D.32 of the ROP and Special Policy Area 2.1.4.1 of the Township of North Dumfries Official Plan and are recommended to be included in the Urban Area for Community Area.
S-14	2020-11-17	Douglas W. Stewart IBI (Ballantyne)	Township of North Dumfries	Request for land located at the Northwest corner of Swan St and Brant Waterloo Rd to be included in the Township Urban Area for Community Area.	A portion of the lands (19 hectares) located on the easterly side of the property, adjacent to the existing urban area are recommended to be included in the Urban Area for Community Area.
S-15	2020-11-17	Douglas W. Stewart IBI (Rick Elliot)	Township of North Dumfries	Request for land located at the Northeast corner of Nith Rd and Brant Waterloo Rd to be included in the Township Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-16	2019-11-26	Paul Puopolo Polocorp (Breslau Properties)	Township of Woolwich	Request to add two parcels, one is located on the east side of Fountain Street, south of the CN rail tracks, the other is on the western side of	The lands on the east side of Fountain Street, south of the CN rail tracks are recommended to be included in

				Fountain Street, south of the future Ottawa Street extension and east of a Provincially Significant Wetland. These lands have been requested for Community Area by Polocorp (Breslau Properties). The same lands have been requested by the Township of Woolwich.	the Urban Area for Community Area. The lands on the west side of Fountain Street, south of the future Ottawa Street extension are recommended to be included in the Urban Area for Employment Area.
S-17	2020-10-23	Hardy Bromberg	Township of North Dumfries	Request for land located at 2772 Greenfield Rd to be included in the Township Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-18	2021-06-22	Paul Puopolo (Polocorp)	Township of North Dumfries	Request for land located at 1678 and 1688 Morrison Rd to be included in the Township Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-19	2021-08-26	Brandon Flewwelling (GSP)	Township of North Dumfries	Request for land located at Lot 2, Concession 9, EGR, (HWY 24) to be included in the Township Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-20	2019-07-19	Township of Wellesley	Township of Wellesley	Resolution from Wellesley Council (OPA - 01-17 – Rationalization - Resolution No. 109) regarding the rationalization of the lands from Rural Settlement areas as part of the MCR.	The request is recommended to be included in the Urban Area for Community Area.
S-21	2021-06-01	Greg Romanick Stantec	Township of Wellesley	Request for 5.86 Ha of land located on the North Side of Gerber Rd to be included in the Township Urban Area for Community Area.	The request is recommended to be included in the Urban Area for Community Area.

S-22	2021-01-20	Steve Wever GSP	Township of Wellesley	Request for lands located at 1309 Greenwood Hill Rd to be included in the Township Urban Area for Community Area.	The request is recommended to be included in the Urban Area for Community Area.
S-23	2021/05/16	Matthew Warzecha (Polocorp)	Township of Woolwich	Request for lands located at 51 Hawkesville Rd. St. Jacobs to be included in the Township Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-24	2019-07-19	Township of Wellesley	Township of Wellesley	Request for lands located at the northeast corner of Gerber Rd and Greenwood Hill Rd to be included in the Township Urban Area for Community Area.	A portion (6.1 ha) of the requested lands are recommended to be included in the Urban Area for Community Area.
S-25	2021-03-29	Paul Britton MHBC	Township of Wilmot	Request for lands located at 1056, 1149 Snyder's Rd and 1455 Nafziger Rd. Wilmot to be included in the Township Urban Area for Community Area.	A portion of the requested lands located at 1149 Snyder's Rd W south of Sir Adam Beck Public School and west of the Baden Township Urban Area are recommended to be included in the Urban Area for Community Area.
S-26	2021-08-28	Paul Britton MHBC	Township of Wilmot	Further justification for the request (S-25) for lands located at 1149 Snyder's Rd and 1455 Nafziger Rd. Wilmot to be included in the Township Urban Area for Community Area.	See response to S-25
S-27	2021-08-06	Sheila Wiebe	Township of Wilmot	Request for lands located at 1056 Snyder's Rd Wilmot to be included in the Township Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.

S-28	2021-03-10	David Falleta Bousfields (Cachet Development Partners Inc.)	Township of Wilmot	Request for lands located at 1265 and 1299 Waterloo St Wilmot to be included in the Township Urban Area for Community Area. Request for the portion of the lands located south of the Ivan Gingerich drain to be included in the Township Urban Area for Employment Area.	A portion of the requested lands for Community Area north of the Ivan Gingerich drain is recommended to be included in the Urban Area for Community Area. The lands located south of the Ivan Gingerich drain are recommended to be added to the Urban Area for Employment Area.
S-29	2020-10-20	Carol Wiebe MHBC (Carey Homes)	Township of Wilmot	Request for lands located at 1145 Christner Rd Wilmot to be included in the Township Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-30	2021-06-21	John Lowater	Township of Wilmot	Request for lands located at 1291 Christner Rd Wilmot to be included in the Township Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-31	2020-09-02	Hugh Handy GSP	Township of Woolwich	Request for lands located on the East side of St. Jacobs north of Hawkesville Rd. to be included in the Township Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-32	2020-01-27	Don Kenesky	Township of Woolwich	Request for 5.9 hectares located at 55 Spring Street to be included in the Township Urban Area for Community Area.	5.9 hectares of these lands have been recommended to be added to the Urban Area for Employment Area.
S-33	2021-06-08	Megan Gereghty	Township of Woolwich	Request for 17.06 hectare parcel of land north of Highway 7/Victoria Street North, west of Greenhouse	The request is not recommended to be included in the Urban Area.

		GSP (Thomasfield Homes)		Road to be included in the Urban Area for Community Area.	
S-34	2021-06-08	Robert Walters Weston Consulting (Lions Mane Ministry)	Township of Woolwich	Request for 13.7 Ha located at 1700 Kramp Rd to be included in the Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-35	2021-04-16	Paul Grespan McCarter Grespan Lawyers	Township of Woolwich	Request for the lands that are bounded by the future Ottawa Street to the north, the Grand river to the west and the Built-Up Area to the east to be included in the Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-36	2021-07-12	Liviu Cananau BLG	Township of Woolwich	Request for the lands located at 1085 Wurster Place to be included in the Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-37	2021-07-09	Megan Geregthy GSP (Thomasfield Homes and Fieldgate Developments)	Township of Woolwich	Request for two parcels of land totaling 12.1 hectares North of the intersection of Highway 7/Victoria Street North and Fountain Street North to be included in the Urban Area for Community Area.	These lands have been recommended to be added to the Urban Area for Community Area.
S-38	2022-02-02	Rick and Nancy Pereira	Township of Woolwich	Request for 12 Ha of land located on Kramp Rd (Tract German Company PT LOT 105) to be included in the Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-39	2021-08-09	Sam Head Dryden Smith and Head	Township of Woolwich	Request that lands located at 13 and 14 Kraft Dr be redesigned to a use other than Prime Agricultural.	This request will be considered through the second amendment of the ROP review process.

S-40	2018-10-09	Sam Head Dryden Smith and Head	Township of Woolwich	Request for 165 and 208 Bloomingdale Rd to be included in the Urban Area or Settlement Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-41			Township of Woolwich	Request for 55 acres located at 1020 old Scout place, St. Jacobs be included in the Township Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-42	2021-06-08	Brandon Flewwelling GSP	Cambridge	Request for land located at 4650 Fountain Street North be included in the Urban Area for Employment Area. The lands south of Fairway road have been requested for Community Area.	The lands on the north side of Fairway Road have been recommended to be added to the Urban Area for Employment Area. The lands on the south side of Fairway road remain subject to the ROPA 2 appeal.
S-43	2021-06-22	Dan Currie MHBC	Cambridge	Request for land located at the southeast corner of Kossuth Road and Fountain Street North be included in the Urban Area for Employment Area .	These lands have been recommended to be added to the Urban Area for Employment Area.
S-44	2022-01-19	Peter Smith Bousfields	Cambridge	Request for land located at 0-355 Chilligo Road and 0 Fisher Mills Road to be included in the Urban Area for Employment Area.	The request is not recommended to be included in the Urban Area for Employment Area.
S-45	2021-08-25	Brandon Flewwelling GSP	Township of North Dumfries	Request to add 41.6 ha of land located along Northumberland Street / Cedar Creek Road west of the existing Highway 401/97 Employment Area to the Urban Area for Employment Area.	The request is not recommended to be included in the Urban Area.

S-46	2020-12-28	Township of North Dumfries	Township of North Dumfries	Request to include land located at 2407 Cedar Creek Rd in the HWY 401 and Regional Rd 97 Employment Area.	These lands have been recommended to be added to the Urban Area for Employment Area.
S-47	2020-12-28	Township of North Dumfries	Township of North Dumfries	Request to include 20.8 Ha of land located at 1128 Rife Rd in the HWY 401 and Regional Rd 97 Employment Area.	The request is not recommended to be included in the Urban Area.
S-48	2021-08-27	Steven Jefferson K. Smart Associates Limited	Township of North Dumfries	Request to include land located at 1580 Edworthy Sideroad, in the Urban Area for Employment Area.	Rural settlement expansion requests will be reviewed in the second phase of the ROP Review process.
S-49		Township of North Dumfries	Township of North Dumfries	Request to include 38.4 Ha of land located South of HWY 401 and East of Reidsville Rd in the Urban Area for Employment Area.	The request is not recommended to be included in the Urban Area.
S-50		Township of North Dumfries	Township of North Dumfries	Request to include 29.6 Ha of land located Cedar Creek Road – East of CP Rail Corridor in the Urban Area for Employment Area.	The request is not recommended to be included in the Urban Area.
S-51		Township of North Dumfries	Township of North Dumfries	Request to include land located along the Northumberland Corridor North of Ayr, in the Urban Area for Employment Area. The township has also requested to add the Greenfield Mill property to the Greenfield Settlement area.	A portion of the lands along the Northumberland Corridor have been recommended to be added to the Urban Area for Employment Area. The Greenfield Mill property will be considered through the second phase of the ROP Review process.

S-52	2020-10-30	Douglas W. Stewart IBI (Ballantyne)	Township of North Dumfries	Request to include 2 parcels of land located adjacent to the Ayr Turf & Trac Ltd. Dealership, and Alps Rd South of HWY 401 in the Urban Area for Employment Area.	These lands have been recommended to be added to the Urban Area for Employment Area
S-53	2020-10-30	Douglas W. Stewart IBI (Rick Elliot)	Township of North Dumfries	Request to include 9 Ha of land located at 1203 Northumberland St, in the Urban Area for Employment Area.	These lands have been recommended to be added to the Urban Area for Employment Area
S-54	2021-06-22	Paul Puopolo Polocorp	Township of North Dumfries	Request to add the southern portion of the lands located at 1678 and 1688 Morrison Rd to the Urban Area for Employment Area.	The request is not recommended to be included in the Urban Area.
S-55	2021-08-27	Brandon Flewwelling GSP (Freure Homes / Tampa Hall Limited)	Township of North Dumfries	Request to add the land located at the southwest corner of Greenfield Rd and Northumberland St to the Township Urban Area for Community Area.	The request is not recommended to be included in the Urban Area.
S-56	2020-05-20	Township of Wellesley	Township of Wellesley	Request to include land in Linwood to the Rural Settlement Area for Employment use.	Rural settlement expansion requests will be reviewed in the second phase of the ROP Review process.
S-57	2019-04-04	Andrew Head Dryden Smith and Head	Township of Wellesley	Request to add lands located in Hawkesville to the Rural Settlement Area for Employment use.	Rural settlement expansion requests will be reviewed in the second phase of the ROP Review process.
S-58	2020-05-20	Township of Wellesley	Township of Wellesley	Request to add lands on the West side of the Village of Wellesley to the Township Urban Area for Employment Area.	These lands are not recommended to be included in the Urban Area for Employment Area. These lands will be will

					be reviewed for rural employment uses in the second phase of the ROP Review process.
S-59	2020-12-27	Township of Wilmot	Township of Wilmot	Request to consider the lands located between New Hamburg and Baden south of the rail line for long term employment reserve.	The request is not recommended to be included in the Urban Area.
S-60	2021-04-13	Township of Woolwich	Township of Woolwich	<p>Request to add various parcels for Community Area and Employment Area located near Elmira and Breslau to the Urban Area.</p> <p>Breslau:</p> <p>Request to add the lands located south of the CN rail line, east of Fountain St.</p> <p>Request to add lands on the west side of Fountain St, south of the future Ottawa St extension for Employment Area.</p> <p>Elmira:</p> <p>Request to add lands on the east side of Elmira, south of Church St. E for Employment Area</p> <p>Request to add the lands on the west side of Elmira between the existing Township Urban Area and the Countryside Line for Community Area.</p>	<p>The lands located on the west side of Fountain Street are recommended to be added to the Urban Area for Employment Area.</p> <p>A portion of the lands located on the east side of Fountain Street, south of the CN rail line are recommended to be added to the Urban Area for Community Area.</p> <p>A portion of the lands on the east side of Elmira are recommended to be added to the Urban Area for Employment Area.</p> <p>A portion of the lands on the south west side of Elmira are recommended to be included in the Urban Area as Community Area.</p>

S-61	2021-08-30	Rob Stovel Green Horizons	Township of Woolwich	Request to add lands located at 1292 Shantz Station Rd to the Urban Area for Employment Area.	The request is not recommended to be included in the Urban Area.
S-62	2021-12-22	Rob Stovel Green Horizons	Township of Woolwich	Request to add several properties located near the Waterloo Region International Airport to be included in the Urban Area for Employment Area. (1502 Kramp Rd, 1770-1772 Shantz Station Rd, TRACT GERMAN COMPANY PT LOT 103 RP58R 2532 PT 3, TRACT GERMAN COMPANY PT LOT 87 RP58R1556 PT 2, 1625 Kossuth Rd, TRACT GERMAN COMPANY PT LOT 88 RP58R13391 PTS 1 TO 4 TOG WITH SUBJ TO ROW, 1229 Shantz Station Rd, and 3515 Speedsville Rd Cambridge.	The request is not recommended to be included in the Urban Area.
S-63	2018-10-09	Sam Head Dryden Smith and Head	Township of Woolwich	Request to include land located at 285 Woolwich St to be included in the Urban Area for Employment Area.	These lands have been recommended to be added to the Urban Area for Employment Area.
S-64	2019-07-02	Sam Head Dryden Smith and Head	Township of Woolwich	Further justification for request S-63 to include land located at 285 Woolwich St in the Urban Area for Employment Area.	See response to S-63.
S-65	2019-08-12	Sam Head Dryden Smith and Head	Township of Woolwich	Request to include land located at 5185 Fountain St to be in the Urban Area for Employment Area.	These lands have been recommended to be added to the Urban Area for Employment Area.

S-66	2019-10-16	Sam Head Dryden Smith and Head (House of Walker)	Township of Woolwich	Request to add 2177 Lonsdale Rd to the Urban Area for Employment Area.	The request is not recommended to be included in the Urban Area.
S-67	2021-05-26	Greg McNally	Township of Woolwich	Request to add 1976/2000 Shantz Station Rd to the Urban Area for Employment Area.	The request is not recommended to be included in the Urban Area.
S-68	2021-06-22	Dan Currie MHBC (Amjen Financial)	Township of Woolwich	Request to add land located at 4827-4835 Fountain Street North to the Urban Area for Employment Area.	These lands have been recommended to be added to the Urban Area for Employment Area.
S-69	2021-06-22	Dan Currie MHBC	Township of Woolwich	Request to add lands located at 4795-4815 Fountain Street North to the Urban Area for Employment Area.	These lands have been recommended to be added to the Urban Area for Employment Area.
S-70	2021-08-25	Rob Stovel (Green Horizons)	Township of Woolwich	Request to add lands located at 1625 Kossuth Rd to the Urban Area for Employment Area.	The request is not recommended to be included in the Urban Area.
S-71	2021-08-25	Rob Stovel (Green Horizons)	Township of Woolwich	Request to add lands located at Tract German Company PT Lot 87 RP58R1556 PT 2 on Shantz Station Rd to the Urban Area for Employment Area.	The request is not recommended to be included in the Urban Area.
S-72	2020-11-10	Peter Smith Bousfields (Cook Lands Group)	Township of Woolwich	Request to add properties located at 985-999 Bridge Street West and 730 King Street North to the Urban Area for Employment Area.	The request is not recommended to be included in the Urban Area.

S-73	2021-08-27	Ronald Martin Marhome Farms	Township of Woolwich	Request to add a portion of 790 King St North that extends from King St North to Martins Creek to the Urban Area for Employment Area.	The request is not recommended to be included in the Urban Area.
S-74	2020-05-12	Sam Head	Cambridge	Request to add lands located at 2450 Kossuth Rd to the Urban Area.	The request is not recommended to be included in the Urban Area for Employment Area.
S-75	2021-08-17	Michelle Adams	Cambridge	Request to add 233 acres of land located at 3185 Speedsville Rd to the Urban Area.	The request is not recommended to be included in the Urban Area for Employment Area.
S-76	2021-08-24	Ronald Martin Martins Historical Place	Woolwich	Request to add 1057 Bridge St to the Urban Area.	The request is not recommended to be included in the Urban Area.

Rural Settlement Expansion Requests

Ref #	Date	Name and Organization	Municipality	Comment Summary	Staff Response
S-145	2019-11-04	Andy Macdonald	Township of North Dumfries	Request for land located at 1410 Wrigley Rd to be included in the Wrigley Rural Settlement Area.	Rural settlement expansion requests will be reviewed in the second phase of the ROP Review process.
S-146	2019-09-20	Todd Cressman	Township of Wellesley	Request for lands located at 4200 Manser Rd to be included in the Linwood Rural Settlement Area.	Rural settlement expansion requests will be reviewed in the

					second phase of the ROP Review process.
S-147	2019-07-19	Township of Wellesley	Township of Wellesley	Request for lands located south of Wallenstein on Herrgott Rd to be included in the Wallenstein Rural Settlement Area.	Rural settlement expansion requests will be reviewed in the second phase of the ROP Review process.
S-148	2021-08-24	Andrew Head Dryden Smith and Head	Township of Wilmot	Request for lands located at 1862 Erbs Rd Wilmot to be included in the St. Agatha Rural Settlement Area.	Rural settlement expansion requests will be reviewed in the second phase of the ROP Review process.
S-149	2020-01-02	Sam Head Dryden Smith and Head (Westgate Farms)	Township of Woolwich	Request for lands located at 6430 Line 86, West Montrose, to be included in the Rural Settlement Area for residential purposes.	Rural settlement expansion requests will be reviewed in the second phase of the ROP Review process.
S-150	2019-11-12	Sam Head Dryden Smith and Head	Township of Woolwich	Request for lands located at 5009 Crowsfoot Rd, to be included in the Crowsfoot Corner Rural Settlement Area.	Rural settlement expansion requests will be reviewed in the second phase of the ROP Review process.
S-151	2019-09-12	Sasa Fillipovic Sunset Hills Estates	Township of Woolwich	Request for lands located on the West side of Maryhill, to be included in the Maryhill Rural Settlement Area for residential purposes.	Rural settlement expansion requests will be reviewed in the second phase of the ROP Review process.
S-152	2020-08-16	Megan Gereghy GSP	Township of Woolwich	Request for 7.8 Ha of land located North of Saint Charles Street in the town of Maryhill to be included in the Maryhill Rural Settlement Area for residential purposes.	Rural settlement expansion requests will be reviewed in the second phase of the ROP Review process.

S-153	2021-06-14	Dave Arjune	Township of Woolwich	Request for 8.0 Ha of land located at 1236 Sawmill Road to be included in the Crowsfoot Rural Settlement Area for residential purposes.	Rural settlement expansion requests will be reviewed in the second phase of the ROP Review process.
S-154	2022-02-11	Dieter and Rosalind Kays	Township of Wellesley	Request to add 1.9 ha of land to the Bamberg settlement area for residential purposes.	Rural settlement expansion requests will be reviewed in the second phase of the ROP Review process.
S-155	2021-11-29	Township of Wellesley	Township of Wellesley	Request for minor rounding out of rural settlement areas within the Township of Wellesley.	Rural settlement expansion requests will be reviewed in the second phase of the ROP Review process.

Employment Area Conversion Requests:

Ref #	Date	Name and Organization	Municipality	Comment Summary	Staff Response
S-168		Richard Domes Gagnon Walker Domes (Sunbridge GP Ltd.)	Cambridge	Employment conversion request for lands located at 200 Holiday Inn Drive.	Regional staff and City of Cambridge staff support the proposed conversion. See Figure 1 of report PDL-CPL-22-24 for more detail on the location request.

Other Requests and Additional Justification

Ref #	Date	Name and Organization	Municipality	Comment Summary	Staff Response
S-130	2021-03-23	Prem Deep	Cambridge	Question related to servicing a specific parcel within the City of Cambridge.	Seek comments from City of Cambridge Staff on site specific servicing information.
S-131	2021-03-18	Nancy Wheeler	North Dumfries	Request for updates/timelines and feedback on any changes in Rural lands outside of the town of Ayr.	Requests related to Rural matters will be reviewed in the second phase of the ROP Review process in 2023.
S-132	2021-03-06	Tom	Woolwich	Request to sever a lot outside of the Countryside line in Woolwich, adjacent to the Bridgeport area of Kitchener.	Requests related to Rural matters will be reviewed in the second phase of the ROP Review process in 2023.
S-133	2020-12-15	Nicolette van Oyen MHBC (Vive Developments)	Kitchener	Request to include lands on King Street East, Kitchener within the proposed Intensification Corridor.	The Regional Intensification Corridor follows the route of the established ION LRT route as well as an additional corridor along Ottawa Street. Area municipalities will be delineating local intensification corridors in their Official Plans.
S-134	2022-05-16	Douglas Stewart IBI (Elliot)		Additional correspondence for submission S-15.	Refer to S-15 for staff response.
S-135	2022-05-16	Douglas Stewart IBI		Additional correspondence for submission S-53.	Refer to S-53 for staff response.

		(Dan Ayr Driving Range)			
S-136	2022-05-16	Douglas Stewart IBI Group (Ballantyne)		Additional correspondence for submission S-14.	Refer to S-14 for staff response.
S-137	2022-05-16	Douglas Stewart IBI Group (1054455 ONTARIO LTD. AND TERRY BALLANTYNE)		Additional correspondence for submission S-52.	Refer to S-52 for staff response.
S-138	2022-05-16	Matthew Warzecha Polocorp		Additional correspondence for submission S-23.	Refer to S-23 for staff response.
S-139	2022-05-16	Matthew Warzecha Polocorp (Breslau Properties)		Additional correspondence for submission S-73.	Refer to S-73 for staff response.
S-140	2022-05-16	Matthew Warzecha Polocorp (Madison Group)		Additional correspondence for submission S-73.	Refer to S-73 for staff response.
S-141	2022-05-16	Matthew Warzecha		Additional correspondence for submission S-12.	Refer to S-12 for staff response.

		Polocorp (Silvestri)			
S-142	2022-05-27	Pierre Chauvin MHBC (Stremma)		Additional correspondence for submission S-26.	Refer to S-26 for staff response.
S-143	2022-05-27	Dan Currie MHBC		Additional correspondence for submission S-77.	Refer to S-77 for staff response.
S-144	2022-05-27	Dan Currie MHBC		Additional correspondence for submission S-76 and S-50.	Refer to S-76 and S-50 for staff response.
S-165	2022-07-10	Mike Puopolo (Polo Corp)	Woolwich	Request to reconfigure the St. Jacobs Urban Area located at 51-55 Hawkesville Rd, St. Jacobs. The request does not add any additions lands to the urban area and represents a reconfiguration of the existing boundary.	The request is not supported by Region staff and Township of Woolwich staff as the proposed reconfiguration could impact the long term configuration of the remaining lands within the Countryside Line in St. Jacobs.
S-166	2022-06-06	David Aston MHBC (Flag Raiders)	Cambridge	Request to re-designate lands located at 1500 Kossuth Road from Prime Agricultural Area to Rural Area.	Requests related to the Agricultural system will be reviewed in the second phase of the ROP Review process in 2023.
S-167	2022-07-10	Rob Stovel Stovel and Associates	Cambridge and Woolwich	Concerns related to the timing servicing of recommended employment area expansions in Cambridge and Woolwich.	Seek comments from City of Cambridge and Township of Woolwich Staff on site specific servicing information.
S-169	2022-07-26	Rob Stovel Stovel and Associates	Cambridge	Question regarding the timing of servicing to lands that are located on Middle Block Rd. and designated	Seek comments from City of Cambridge Staff on site specific servicing information.

		(Maple Grove Properties Inc.)		Prestige Industrial in the City of Cambridge Official Plan.	
S-170	2022-07-26	Jonathan Rodger Zelinka Priamo (Grambian)	Kitchener	Further justification to include request S-9, lands located at 271 Reidel Drive in the Urban Area. Additional request that the Grambian lands remain under the "Rural" designation through the second phase of the ROP Review.	Refer to S-9 for staff response to urban expansion request. Matters related to rural lands will be considered through the next phase of the ROP Review.
S-171	2022-07-26	Colin Chung Glen Schnarr & Associates	Kitchener	Additional justification for request S-6 for lands located at 2118 New Dundee Road to be included in the urban area.	Refer to S-6 for staff response.
S-172	2022-07-26	Hugh Handy GSP (Thomasfield)	Woolwich	Additional justification for request S-33 located at 2450 Victoria Street North.	Refer to S-33 for staff response.
S-173	2022-07-27	Douglas W. Stewart IBI Group (Ballantyne)	North Dumfries	Additional correspondence for request S-14. Request that the remaining portion of the Ballantyne lands that are located outside of the Township Urban Area be considered as a priority in the next ROP Review.	Refer to S-14 for staff response. Refer to policy 2.E.2.4 of the ROP regarding priority lands in Ayr.
S-174	2022-07-27	Douglas W. Stewart IBI Group (Ballantyne)	North Dumfries	Support for recommended Employment Area (EA 15) with regard to request S-52.	Refer to S-52 for staff response.

S-175	2022-07-27	Douglas W. Stewart IBI Group (Dan Ayr Driving Range)	North Dumfries	Support for recommended Employment Area (EA 15) with regard to request S-53.	Refer to S-53 for staff response.
S-176	2022-07-27	Steve Wever (GSP)	Woolwich	Question regarding Maryhill Rural Settlement Area Boundary, specifically with regard to lands located at 44 St Charles Street.	Maps 1 and 2 of the draft ROP amendment each contain a footnote regarding the Agricultural System, which includes Rural Settlement Areas. As stated in the footnote, the Region will be updating the Agricultural System (and Rural Settlement Areas) as part of the second phase of the ROP Review. Consequently, the boundary changes noted in Maryhill will not be considered or implemented as part of the current draft ROP amendment.
S-177	2022-07-27	Rob Howe Goodmans (Activa and Grambian)	Kitchener	Further justification for S-7 and S-9. Additional input on LNA.	Refer to the table titled "Finalizing the Proposed Amendment: Feedback on the Land Needs Assessment" in Appendix D of report PDL-CPL-22-24 for responses related to the LNA. Refer to S-7 and S-9 for staff response.

S-178	2022-07-27	Paul Britton MHBC (Activa)	Kitchener	Further justification for S-7. Additional input on LNA.	Refer to the table titled “Finalizing the Proposed Amendment: Feedback on the Land Needs Assessment” in Appendix D of report PDL-CPL-22-24 for responses related to the LNA. Refer to S-7 for staff response.
S-179	2022-07-29	Brandon Flewelling GSP	North Dumfries	Additional justification for request S-45.	Refer to S-45 for staff response.
S-180	2022-07-29	Brandon Flewelling GSP	North Dumfries	Additional justification for request S-55.	Refer to S-55 for staff response.
S-182	2022-07-13	Rob Russell Robert Russell Planning Consultants Inc	Cambridge	Request for clarification on the status of employment designation on lands located at 470 Allendale Rd.	The lands are located within the Employment Area designation.

MTSA Boundary Refinements

Ref #	Date	Name and Organization	Municipality	Comment Summary	Staff Response
S-156	2021-09-17	Scott Patterson (Patterson Planning Consulting)	Cambridge	Request to include 231 Queenston Road in the Preston Station MTSA boundary.	This request was received prior to June 29, 2022 and was reflected in the mapping in the Draft ROP Amendment published on June 29, 2022.

					Minor revisions to the MTSAs were made based on the methodology outlined in Appendix B of Report PDL-CPL-21-17. Specifically, refinements were made to avoid dissecting a city block.
S-157	2020-08-14	Peter Benninger	Kitchener	Request to include 808 and 836 Courtland Avenue within the Blockline MTSA boundary.	This request was received prior to June 29, 2022 and was reflected in the mapping in the Draft ROP Amendment published on June 29, 2022. Minor revisions to the MTSAs were made based on the methodology outlined in Appendix B of Report PDL-CPL-21-17. The lands are within walking distance to Blockline Station and represent an opportunity for high density land uses.
S-158	2020-09-22	Dave Aston (MHBC)	Kitchener	Request to include 844 Courtland Avenue within the Blockline MTSA boundary.	This request was received prior to June 29, 2022 and was reflected in the mapping in the Draft ROP Amendment published on June 29, 2022. Minor revisions to the MTSAs were made based on the methodology outlined in Appendix B of Report PDL-

					CPL-21-17. The lands are within walking distance to Blockline Station and represent a potential opportunity for high density land uses.
S-159	2020-11-30	Scott Patterson (Patterson Planning Consulting)	Kitchener	Request to include 130 Weber Street West within the Central Station MTSA boundary.	This request was received prior to June 29, 2022 and was reflected in the mapping in the Draft ROP Amendment published on June 29, 2022. Minor revisions to the MTSA's were made based on the methodology outlined in Appendix B of Report PDL-CPL-21-17. Specifically, refinements were made to avoid dissecting a city block.
S-160		Pearl Valley Development	Kitchener	Request to include a portion of Hidden Valley Drive within the Fairway MTSA.	Staff do not support including this request within the Fairway MTSA boundary. The request does not conform to the methodology outlined in Appendix B of Report PDL-CPL-21-17. The requested lands are located across a rail corridor and are not well connected for pedestrians.
S-161		Dawn Parker and Catherine Owens	Kitchener	Request that stable neighbourhoods located between 500m and 800m	Regional, Consulting, and City of Kitchener staff did not apply the same interpretation to the

				<p>from a transit stop be removed from MTSA.</p> <p>Additionally, a request was made to specifically remove the area of Moore Avenue and Shanley Street from the Central MTSA.</p>	<p>MTSA boundary criteria as was presented in the refinement request and therefore do not support the requested refinement to remove stable neighbourhoods that are located between 500m and 800m from a station.</p> <p>However, draft policy 2.D.2.8 may address the concern regarding the protection of stable residential neighbourhoods.</p> <p>Regional staff and City of Kitchener staff do not support the request to remove the area of Moore Avenue and Shanley Street from the Central MTSA, as this area falls within 500m-800m radius of a station.</p>
S-181	2022-07-29	Brandon Flewwelling GSP (Stanley Black & Decker)	Kitchener	<p>Request to have properties located at t 97 Kent Avenue and 60 Ottawa St. S., be including within the Borden Station Area.</p>	<p>Minor revisions to the MTSA were made based on the methodology outlined in Appendix B of Report PDL-CPL-21-17. The lands are within walking distance to Borden Station and represent a potential opportunity for high density land uses. See Figure 2 of report PDL-CPL-22-24 for a</p>

					detailed map of the lands that were added to the Borden MTSA.
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