

City of Cambridge

Official Plan Review

**Core Areas/Commercial
Draft Policy Paper**



May 2011

Please note that policy numbers and cross references are subject to change when the overall draft Official Plan is prepared

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1. Overview

This report introduces an update with proposed minor changes to the Cambridge Official Plan to provide policy direction with respect to Core Areas and Commercial designations. The draft policies have been prepared in accordance with the Provincial Policy Statement (2005) (PPS), the Growth Plan for the Greater Golden Horseshoe (2006) (P2G) and the Provincially approved Regional Official Plan 2011 (ROP).

2. Rationale for Changes

The Provincial policies include revised policies to enhance community core areas based on studies conducted from various sources, to provide for live/work environments, and to accommodate an appropriate range and mix of commercial uses to meet long-term needs of the population of Cambridge.

Limited Changes to Commercial Policies

Limited changes have been made to the current commercial policies in the Official Plan until a Comprehensive Commercial Policy Study has been completed. This study will be completed after the 2010/2011 Official Plan Review Update. The study may include:

- A Market Analysis to determine land needs;
- Review of, and identifying permitted uses;
- Current commercial lands designation review;
- Review of commercial corridors (i.e. Eagle Street, Dundas Street, etc.);
- Review of Core Areas boundaries;
- A review of the financial incentives programs; and
- Establishing a monitoring program.

Once the study is complete, it will provide information to evaluate if new commercial policies are warranted and where commercial lands should be designated.

Provincial Policy Statement (PPS) 2005

The PPS provides policy direction on matters of provincial interest for land use planning and development. The Provincial Policy Statement (PPS) provides policies which promote sustainable development and efficient compact urban form. In 2005, the Provincial Government updated the PPS which supports the ‘long-term economic prosperity’ of a municipality, including the promotion of efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term and accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs.

The Cambridge Official Plan must be consistent with the PPS.

Places to Grow Act and Growth Plan for the Greater Golden Horseshoe

In 2006, the Ontario Government approved the Growth Plan for the Greater Golden Horseshoe. The Growth Plan contains a set of policies for managing growth and development to the year 2031 within the Greater Golden Horseshoe which includes the Region of Waterloo.

The Cambridge Official Plan must be consistent with the Growth Plan.

Regional Official Plan

The Provincially approved Regional Official Plan contains policies that implement the Province's Places to Grow Growth Plan and the Regional Growth Management Strategy. Chapter 2 of the ROP is the policy framework for the Region's Urban Communities; it outlines the policies that direct a greater share of new urban development toward existing communities and includes density targets and policies for the built-up area, designated greenfield area and employment lands. In addition, the ROP's General Policies for Urban Development state that retail commercial centres are to be located in the Urban Growth Centre, Major Transit Station Areas, Reurbanization Corridors or Major Local Nodes including limitations on retail commercial centres exceeding 42,000 m² of gross leasable area.

Local Context

The updated Community Core Area policies in this paper will reflect the information that has been gathered through a number of Community studies and reports that have been conducted in the Core Areas of Cambridge.

These Community Core Area studies/reports include:

- *Our Common Future* (1994)
- *Future Directions: Core Areas in Focus*, Soskolne and Associates (1997)
- Preston Streetscaping Master Plan (1999)
- Hespeler River Activation Master Plan (2002)
- Two Way Reversion of Water and Ainslie Streets (2002)
- Core Area Signs Master Plan (2004-2006)
- CURA (Community-University Research Alliance) Urban Character and Viewscape Assessment (2005)
- Core Area Photo Studies (various 1999, 2001, 2002 and 2006)
- Core Area Height, Density, and Massing Study (2007 – 2008)
- Core Area Parking Master Plan (2008 to present)
- Core Area Sign Review (2009 to present)
- Intensification Design Concepts by Planning Partnerships (2010)

Additionally, since the adoption of the current Official Plan there have been several Ontario Municipal Board decisions that will allow for the resolution of deferred policies such as the policies regarding the Regional Power Centre.

Note: Margin notes are included to indicate if a proposed policy is:

- taken from the existing Official Plan; or
- new.

If the policy is from the existing Official Plan, the margin notes will indicate whether it has been revised or updated. The margin notes will also indicate the source for new policies only where the policy is based on provincial, regional or municipal policies, documents or studies.

3. Proposed Official Plan Policies

Chapter 2: Growth Management Structure

2.6.3 Community Core Areas

New

1. The Community Core Areas are historical central business centres in the City with specialized and diverse planned functions. Supporting the *complete communities* concept, these areas are planned to provide a wide variety of mixed uses including a range of housing, specialized commercial uses, institutional and community facilities, and the cultural hubs for the City.

Revised 3.3.1.1.1
- removal of high
density references

2. The Community Core Areas are designated on Maps 2, 3, 4 and 5. Community Core Areas are those areas which contain or will be planned to contain the following features and functions:

- a) their historical role as traditional community focal points;
- b) a mix of residential, employment and institutional uses which enable people to live and work in close proximity;
- c) enhanced transportation opportunities for pedestrians, cyclists and transit users;
- d) *development* and land use patterns supportive of transit service;
- e) a range of housing types and transit supportive development;
- f) conservation and preservation of *cultural heritage resources*;
- g) integration of the Grand River and its tributaries as a multi-purpose resource, recognizing its designation as a Canadian Heritage River;
- h) opportunities for unique experiences, such as cultural events, recreation, and specialty shopping and dining, in support of tourism and other functions;
- i) maintenance or enhancement of the natural environment; and
- j) approved Community Improvement Areas giving high priority to the location and upgrading of municipal services and facilities in the Community Core Areas.

3. The *City* will recognize and encourage the use of the Community Core Areas as:

Revised 3.3.1.2
Note: Preston and Hespeler uses rolled into common uses for Cores.

- a) areas which offer residential, employment, institutional, commercial, open space and cultural uses and activities;
- b) specialized shopping areas, providing goods and services to customers within and outside of Cambridge;
- c) an area of concentrated and mixed land uses which requires the application of such key elements of urban design, *cultural heritage resources*, natural environment conservation, a well-linked transit oriented and pedestrian transportation network, and *development* that is designed to reflect the character of the area and the concept of *complete communities*;
- d) an area which benefits from the preservation of historic buildings, including their adaptive re-use;
- e) an area which benefits from appropriate active and passive use of the natural environment, including the Grand and Speed Rivers and their shorelines;
- f) a tourist-oriented area, including shopping, integrated trail systems, cultural events, scenic features, and water access along the Grand and Speed Rivers;
- g) a concentrated, mixed use area which supports the neighbourhoods that have developed around them; and
- h) locations where residents can access local food through farmers' markets.

4. In addition to policies contained in 2.6.3.2, the Galt City Centre:

Revised 13.2.1.1

- a) is recognized as the Downtown of Cambridge;
- b) contains the City's designated *Urban Growth Centre* in accordance with Provincial legislation;
- c) contains the Civic Square; and
- d) is the hub for Regional Transit in Cambridge.

Revised 13.2.1.1.3
13.2.1.1.8 and
13.2.1.3.3
incorporating Galt, Preston, and Hespeler core policies.

5. The *City* will provide for the integration of *development* in the Community Core Areas in a manner which has a compact form and is *compatible* with existing or permitted uses, other proposed *development*, and which prioritizes transit oriented and pedestrian linkages throughout the area. All such *development* in the Community Core Areas will be subject to the Urban Design and Compatibility policies of this Plan.

Chapter 8: Land Use Policies and Designations

8.3 Community Core Areas and Commercial Designations

Revised 13.2.1.1.1
and
13.2.1.1.1 vi)
Deleted (industrial
uses)
Added reference to
2.6.3.1(3) in v)

1. The Community Core Areas as designated on Maps 2, 3, 4, and 5 may be *developed* and used for any of the following purposes in conformity with the provisions of this Plan:
 - a) a concentration of mixed uses, including:
 - i) Government services, public services and facilities;
 - ii) Commercial and retail (excluding adult entertainment establishments)
 - iii) *Major Offices* and Offices;
 - iv) Institutional, recreational, social and cultural facilities;
 - v) Notwithstanding policy 2.6.3.1(e), in cases where residential uses occur or are proposed to occur in conjunction with commercial uses, the residential uses will not be permitted in the street level, storefront portion of a multi-storey, mixed use building; and
 - vi) Bed and Breakfast establishments.

Revised 13.2.1.1.4

2. In order to encourage the *development* of the Community Core Areas in compact forms, the *City* may exempt a *development* from providing all or a portion of private off-street parking facilities where such parking is not required or adequate alternative parking facilities are or will be made available.

8.6 Commercial

3.3.2

8.6.1 Hespeler Road Retail Centre

The Hespeler Road Retail Centre is a major area of commercial activity in Cambridge. Within this area there are three (3) key features of retail activity which reflect the *City's* recognition that this area develop to its full economic potential and contribute to the well-being of Cambridge in accordance with the policies of this Plan:

a) Retail and Service Commercial Corridor (Hespeler Road Commercial District)

3.3.2.1.1

- i) This corridor consists of a number of uses which rely on large traffic volumes to support specialized commercial uses, the food service industry and other activities which benefit from a highway-oriented location. This area is recognized for its largely commercial

functions, and to permit the range of uses and related conditions prescribed in this Plan.

3.3.2.1.2

- ii) The integration of vehicular and pedestrian movements between properties is encouraged along this corridor as a means of relieving traffic volumes and reducing the number of turning movements required along Hespeler Road.

3.3.2.1.3

- iii) In cases where *development* is proposed, the assembly of properties and through the site planning design process, the incorporation of pedestrian walkways is encouraged wherever feasible.

3.3.2.1.4

- iv) The *City* will co-operate with the *Region* in regulating the number and location of access points along Hespeler Road in the interests of safety and the efficient use of the roadway.

3.3.2.2

b) Regional and Community Shopping Centres

The Hespeler Road Retail Centre also contains lands on which both Regional and Community Shopping Centres are permitted, in accordance with the policies in Section 8.6.2. The *City* recognizes and promotes the use of these lands for such purposes, as provided for in this Plan.

3.3.2.3

c) Regional Power Centre

The Hespeler Road Retail Centre has accommodated some newer forms of retailing which use larger and usually free-standing buildings, often referred to as “big boxes”, for the sale of goods and services in large volume. The location of a number of these large buildings in close proximity and their vehicular and pedestrian connections to each other, results in what is described as a *Regional Power Centre*.

8.6.2 Commercial Areas

13.3.1

Classification of Commercial Designations

In this Plan, five (5) classes of Commercial Designations are included:

- a) Class 1 (Regional Shopping Centre) Commercial: consisting of lands so designated on Map 2 of this Plan to be used for the purposes of a Regional shopping centre providing at least 36,000 m² but not more than 53,882 m² of *gross leasable area*;
- b) Class 2 (Community Shopping Centre) Commercial: consisting of lands so designated on Map 2 of this Plan to be used for the purposes of a

community shopping centre providing at least 13,500 m² but less than 36,000 m² of *gross leasable area*;

- c) Class 3 (Neighbourhood Shopping Centre) Commercial: consisting of lands so designated on Map 2 of this Plan to be used for the purposes of a Neighbourhood Shopping Centre providing at least 5,000 m² but less than 13,500 m² of *gross leasable area*;
- d) Class 4 (Hespeler Road) Commercial: consisting of lands so designated on Map 2 of this Plan and generally comprising the Hespeler Road Retail and Service Commercial Corridor, described in Policy 8.6.1.1 (a) of this Plan;
- e) Class 5 (Regional Power Centre) Commercial: consisting of lands so designated on Map 2 of this Plan to be used for the purposes of a *Regional Power Centre*, providing no more than 65,985 m² of *gross retail commercial floor area*.

Revised 13.3.1 e)
As per OMB
order

8.6.2.1 Class 1 (Regional Shopping Centre) Commercial

A Regional Shopping Centre is generally described as a group of retail commercial, service commercial and commercial recreational establishments not located in a Community Core Area but planned and developed as an integrated facility. In this Plan, no lands shall be designated as Class 1 Commercial to accommodate the *development* of a Regional Shopping Centre except by amending this Plan in accordance with the following provisions:

- a) the proponent of the proposed Regional Shopping Centre shall have prepared and submitted a *retail impact statement*. Such a statement must demonstrate to the satisfaction of *Council* that sufficient total and residual retail marketing opportunities are, or are likely to become available to support the proposed shopping centre as a reasonably economically feasible Regional Shopping Centre. The Councils of the *City* and the *Region* shall have approved such *retail impact statement*;
- b) the proponent of the proposed Regional Shopping Centre shall have prepared and submitted a statement of the probable impact of the proposed shopping centre on the social and physical structure and environment of the neighbourhood or community in which the shopping centre is proposed to be located, and *Council* shall have approved such statement;
- c) the proponent of the proposed Regional shopping centre shall have prepared and submitted a transportation facilities impact statement, and such statement demonstrates to the satisfaction of *Council* that the

13.3.2.1

13.3.2.1

capacity of the roads and intersections required to accommodate the vehicular traffic likely to be generated by the proposed shopping centre is or will be made available. In addition, adequate on-site parking facilities are or will be made available to accommodate the number of vehicles likely to be attracted to the shopping centre; and *Council* and, where a *Regional* road is also affected, the *Region* shall have approved such statement;

- d) the Council of the *Region* shall have held a public meeting pursuant to the Planning Act, on any proposed amendment to the Regional Official Plan;
- e) not more than 53, 882 m² of *gross leasable area* shall be provided except by further amendment to this Plan;
- f) in the case of a Regional Shopping Centre at the northeast corner of Hespeler Road and Dunbar Road, designated on Map2 of this Plan as Class 1 Commercial, not more than 46,450 m² of *gross leasable area* for Regional Shopping Centre use, as well as an additional 7,432 m² *gross leasable area* for food store use, shall be provided except by further amendment to this Plan; and
- g) *Council* may require that agreements be entered into between the *City*, the owner(s) of lands designated as Class 1 Commercial any other relevant parties to address such matters as *development* phasing, traffic-related improvements, hard servicing requirements, appropriate commitments for infrastructure works and security arrangements and any other matters which, in the opinion of *Council*, are required to be addressed prior to *development* proceeding.

Revised 13.3.3.1
'Uses permitted
in all Districts'
deleted – covered
elsewhere in Plan.
'Council may
pass by-laws...'
deleted

8.6.2.2 Class 2 (Community Shopping Centre) Commercial

1. Lands designated on Map 2 as Class 2 Commercial may be *developed* and used for the purposes of a Community Shopping Centre, including the following uses:

- a) retail and service commercial activities, including hotels and motels;
- b) business and professional offices primarily serving the residents of the community in which the shopping centre is located;
- c) an automobile service station but not an auto body repair shop;
- d) an outdoor garden centre; and
- e) commercial-recreational facilities.

13.3.3.2

2. For the purposes of Policy 8.6.2.2.1, the *development* of a Community shopping centre on lands designated on Map 2 as Class 2 Commercial shall provide:

Reference to 'watchman' changed to a more contemporary term.

- a) at least 13,500 m² but less than 36,000 m² of *gross leasable area*;
- b) adequate off-street parking facilities to accommodate the number of vehicles likely to be attracted to the shopping centre; and
- c) no residential accommodation other than living quarters for a security officer or caretaker of the shopping centre.

3. The *City* shall ensure that:

13.3.3.3

- a) no additional lands in the *City* shall be designated as Class 2 Commercial to accommodate a new Community Shopping Centre except by amending this Plan in accordance with the provisions of Policy 8.6.2.2.4.
- b) no existing neighbourhood shopping centre designated on Map 2 shall be extended or enlarged to provide at least 13,500 m² but less than 36,000 m² *gross leasable area* except by amending this Plan in accordance with the provisions of Policy 8.6.2.2.4 to establish a new Class 2 Commercial to accommodate a Community Shopping Centre as an extension or enlargement of such existing Neighbourhood Shopping Centre.

13.3.3.4

4. No amendment to this Plan shall be made to designate any additional Class 2 Commercial on Map 2 for the purposes of establishing a new Community Shopping Centre or of extending or enlarging an existing Neighbourhood Shopping Centre designated on Map 2 as Class 3 Commercial to provide at least 13 500 m² but less than 36,000 m² of *gross leasable area* unless all of the following requirements have been satisfied:

- a) the proponent of the proposed Community Shopping Centre shall have prepared and submitted a *retail impact statement*. Such a statement must demonstrate to the satisfaction of *Council* that sufficient total and residual retail marketing opportunities are, or are likely to become available to support the proposed community shopping centre as a reasonably economically feasible commercial undertaking. The *Councils* of the *City* and the *Region* shall have approved such *retail impact statement*;

13.3.3.4

- b) the proponent of the proposed Community Shopping Centre shall have prepared and submitted a statement of the probable impact of the

proposed community shopping centre on the social and physical structure and environment of the neighbourhood or community in which the shopping centre is proposed to be located, and *Council* shall have approved such statement; and

- c) the proponent of the proposed community shopping centre shall have prepared and submitted a transportation facilities impact statement. Such statement must demonstrate to the satisfaction of *Council* that the capacity of the roads and intersections required to accommodate the vehicular traffic likely to be generated by the proposed Community Shopping Centre is or will be made available. In addition, adequate on-site parking facilities are or will be made available to accommodate the number of vehicles likely to be attracted to the shopping centre; and *Council* and, where a Regional road is also affected, the *Region* shall have approved such statement.

Revised 13.3.4
'Uses permitted in all Districts', and 'Industrial' uses deleted.
– covered elsewhere in Plan.

'Council may pass by-laws...' deleted

8.6.2.3 Class 3 (Neighbourhood Shopping Centre) Commercial

1. Lands designated on Map 2 as Class 3 or Class 4 Commercial may be *developed* and used for the purposes of a Neighbourhood Shopping Centre, including the following uses:

- a) retail and service commercial activities, including hotels and motels;
- b) business and professional offices which, if located in Class 3 Commercial, primarily serve the residents of the neighbourhood in which the shopping centre is located;
- c) an automobile service station but not an auto body repair shop;
- d) an outdoor garden centre; and
- e) commercial-recreational facilities.

13.3.4.2

2. For the purposes of Policy 8.6.2.3.1, the *development* and use of lands in a 3 or Class 4 Commercial designation on Map 2 for the purposes of a Neighbourhood Shopping Centre shall provide at least 5,000 m² but less than 13,500 m² of *gross leasable area*.

13.3.4.3

3. No amendment to this Plan shall be made to designate any additional Class 3 Commercial on Map2 for the purposes of establishing a new Neighbourhood Shopping Centre unless all of the following requirements have been satisfied:

- a) the proponent of the proposed Neighbourhood Shopping Centre shall have prepared and submitted a *retail impact statement*. Such a statement must demonstrate to the satisfaction of *Council* that there are sufficient marketing opportunities available, or likely to become available within the proposed shopping centre's trade area to support the proposed shopping centre as a reasonably economically feasible commercial undertaking, and illustrates the probable extent to which existing commercial uses within the proposed shopping centre's trade area will experience a loss of trade as a result of the *development* of the proposed shopping centre and the probable length of time it will take for the trade of the existing commercial uses to be restored to their existing levels; and *Council* shall have approved such *retail impact statement*;

- b) the proponent of the proposed Neighbourhood Shopping Centre shall have prepared and submitted a statement of the probable impact of the proposed Neighbourhood Shopping Centre on the social and physical structure and environment of the neighbourhood in which the shopping centre is proposed to be located including a specific *development* scheme demonstrating to the satisfaction of *Council* the measures proposed to be undertaken to mitigate any impacts on surrounding residential uses likely to be caused by the *development* of the proposed shopping centre and, without limiting the generality of the foregoing, illustrating the following:
 - i) the locations and setbacks from all property lines of all proposed buildings and structures;
 - ii) the proposed division of each building into leasable units and the proposed use (if known) and *gross leasable area* of each leasable unit;
 - iii) the layout of all parking areas and the total number and dimensions of the parking spaces proposed to be provided;
 - iv) the location and dimensions of all proposed parking lot aisles, access driveways and the corner radii of their intersections with adjacent streets;
 - v) the locations, dimensions and areas of all lands proposed to be landscaped;
 - vi) drawings in plan and section showing the massing of the proposed shopping centre in relation to existing development within 100 m of the site;

and *Council* shall have approved such statement;

- c) the proponent of the proposed Neighbourhood Shopping Centre shall have prepared and submitted a traffic impact assessment and such assessment demonstrates to the satisfaction of *Council* that the capacity of the roads and intersections required to accommodate the vehicular traffic likely to be generated by the proposed neighbourhood shopping centre is or will be made available, and that adequate on-site parking facilities are or will be made available to accommodate the number of vehicles likely to be attracted to the shopping centre; and *Council*, and where a *Regional* road is also affected, the *Region* shall have approved such assessment;
- d) where the design of the proposed neighbourhood shopping centre is not that of an enclosed mall, the proponent shall have prepared and submitted a statement explaining why the proposed shopping centre should not be designed as an enclosed mall; and *Council* shall have approved such statement.

13.3.5.1
Deleted clause
'Council may
pass by-laws, etc'



8.6.2.4 Class 4 (Hespeler Road) Commercial

1. Lands designated on Map 2 as Class 4 Commercial should be reserved primarily for the *development* and use of those special commercial activities requiring a:

- a) substantial site area in order to provide private off-street customer parking and outdoor display facilities;
- b) substantial floor area for indoor display which cannot be readily provided in the Community Core Areas or in shopping centres;
- c) site with visual prominence and/or good vehicular access in order to establish activities which are intended to provide a commercial service to the residents or businesses of the *City* as a whole from a single location, or which can be readily identified by the travelling public; and
- d) location convenient to Industrial Designations.

13.3.5.2

2. Notwithstanding the general intent of Policy 8.6.2.4.1, lands in the Class 4 Commercial designated on Map 2 may also be used for:

- a) a Neighbourhood Shopping Centre in accordance with the provisions of Section 8.6.2.4 of this Plan;

13.3.5.2 – hotels
and motels added

Deleted Service
Stations,
Industrial Uses
and clause
'Council may
pass by-laws, etc'

- b) a Local Shopping Centre in accordance with the provisions of Section 8.6.3.1 of this Plan;
- c) any retail commercial purpose;
- d) any service commercial purpose including any business or professional office, hotels and motels, and any commercial-recreational use; and
- e) for a wholesale showroom and warehouse.

In addition, no by-law shall be passed to permit an excess of 13,500 m² of *gross leasable area* to be *developed* on any single site or parcel of land in a Class 4 Commercial designation.

13.3.5.3

3. Notwithstanding the provisions of Policies 8.6.2.4.1 and 8.6.2.4.2, no lands in the Class 4 Commercial designated on Map 2 should be subdivided or severed by consent of the City of Cambridge Committee of Adjustment, and that no building permit shall be issued, to accommodate the *development* of such lands, unless the *City* has approved a site plan prepared and submitted by the proponent which submission shall provide the following information:

- a) the intended division, if any, of the lands proposed for *development*;
- b) the intended use of such lands;
- c) the means by which vehicular access is proposed to be provided to each parcel into which such lands are intended to be divided, taking into account any *City* or *Regional* requirements;
- d) the means by which any proposed new public road allowance required to provide access to any parcel to be created by the proposed division of such lands is intended to be improved and conveyed to the *City* and any necessary services installed therein; and

Council hereby requests the City of Cambridge Committee of Adjustment to consent to no further severance or subdivision of any lands designated on Map 2 as Class 4 Commercial unless advised by *Council* that all of the provisions of this policy have been satisfied.

13.3.6 and OMB
Decision

Deleted clause
'Council may
pass by-laws, etc'

8.6.2.5 Class 5 (Regional Power Centre) Commercial

1. Lands designated on Map 2 as Class 5 Commercial should be reserved primarily for their *development* and use as a *Regional Power Centre* to accommodate those special commercial activities requiring:

- a) a substantial site area in order to provide private off-street customer parking and outdoor display facilities;
- b) substantial floor area for indoor display in the form of large, free standing buildings, often referred to as “big box” retail operations;
- c) substantial site area to permit the placement of big boxes in a way that results in a comprehensively designed *Regional Power Centre*, having linked vehicular and pedestrian travel routes and other integrated site features; and
- d) a site with visual prominence and/or good vehicular access in order to establish activities which are intended to provide commercial goods and services to *Regional* scale and larger markets, or which can be readily identified by the travelling public.

2. Notwithstanding the general intent of Policy 8.6.2.5.1, lands in the Class 5 Commercial designated on Map 2 may be used for:

- a) any service commercial purpose, including business or professional offices and any commercial-recreational use;
- b) a wholesale showroom and warehouse;
- c) an automobile service station but not an auto body repair shop;
- d) an integrated multi-use commercial *development* including recreational facilities, a hotel and trade centre, and office *development* in accordance with the permitted uses in the Employment Corridor Designation;
- e) any purpose considered by *Council* as accessory to the Class 5 Commercial designation;


and *Council* may pass by-laws or otherwise facilitate or encourage the *development* and use of such lands for such purposes, provided, however, that no such by-law shall be passed to permit more than 65,985 m² of *gross retail commercial floor area* on the site designated on Map 2.

3. The *Regional Power Centre*, as designated on Map 2 of this Plan as Class 5 Commercial, shall not have more than 65,985 m² of *gross retail commercial floor area*, except that minor expansions to the permitted gross retail commercial floor area may be permitted by amendment to the Zoning By-law or by minor variance, subject to the requirement to submit, as may be determined by the *City*:

Revised 13.3.6.2
- Retail
Commercial Use
added
- Class 1 Ind
replaced by New
Industrial
Designation
- Service Station
Deleted

Revised 13.3.6.2
As per OMB
Order

Revised 13.3.6.5
As per OMB Order



- a) a *retail impact statement*, which demonstrates to the satisfaction of *Council* that such expansion shall not have an unacceptable adverse impact on the planned function of the City Centre, other traditional commercial centres and existing and approved shopping centres; and
- b) a transportation facilities impact statement which demonstrates to the satisfaction of *Council* that such minor expansion shall not have unacceptable adverse impact on the capacity of the roads and intersections to accommodate the vehicular traffic likely to be generated by the proposed minor expansion.

The 65,985 m² of gross retail commercial floor area shall be allocated as follows:

Site A:	62,429 m ²
Site B:	3,556 m ²
Site C:	0 m ²

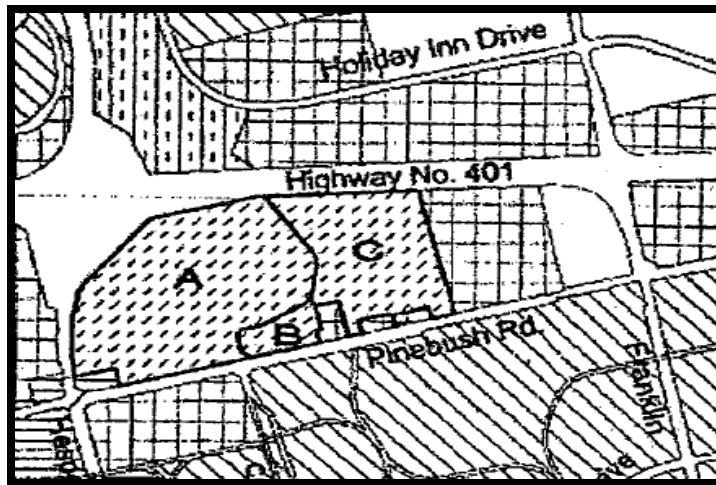


Figure 5

8.6.3 Unclassified Commercial Uses

8.6.3.1 Local Shopping Centres

13.3.7

1. Lands in the Class 4 Commercial as designated on Map 2 and, where provision has been made in a site-specific amendment to the *City's Zoning By-law*, and that lands in a Low and Medium Density Residential Designation on Map 2 may be developed and used for the purposes of a Local Shopping Centre. Subject to the provisions of this Plan and Policies 8.6.3.1.2 and 8.6.3.1.3, *Council* may pass such by-laws or otherwise facilitate or encourage the *development* or redevelopment and use of such lands as a local shopping centre for the following purposes without amending this Plan:

13.3.7.1.1

Deleted Industrial uses as per the Growth Plan

- a) retail and service commercial facilities;
- b) business and professional offices which serve the area in which the local shopping centre is located and where retail stores and other service commercial facilities are also provided;
- c) an automobile service station, but not an auto body repair shop; and
- d) an outdoor garden centre.

13.3.7.1.2

2. For the purposes of Policy 8.6.3.1.1:

- a) the *development* of lands for the purposes of a Local Shopping Centre shall provide at least 500 m² but less than 5,000 m² of *gross leasable area* and such floor area shall be divided into at least three separate leasable units for occupancy by different tenants;
- b) no lands in a Low and Medium Density Residential designation on Map 2 of this Plan shall be zoned to permit their *development* and use for the purposes of a Local Shopping Centre:
 - i) if such lands are located within a one kilometre radius of any existing commercial facilities or other lands approved for future commercial development; and,
 - ii) unless such lands are located on a corner at the intersection of two roads shown on Map 2 of this Plan;
- c) every application for approval of the *development* of lands for the purposes of a local shopping centre in any designation shall be accompanied by the following information:

13.3.7.1.2 b)
reference to Class
1 Industrial District
deleted.

- i) a specific development scheme illustrating:
 - I. the location and setbacks from all property lines of all proposed buildings;
 - II. • the proposed division of each building into leasable units and the proposed use (if known) and gross leasable retail commercial space of each leasable unit;
 - III. • the layout of all parking areas and the total number and dimensions of parking spaces provided to be provided;
 - IV. • the location and dimensions of all proposed parking lot aisles, access driveways and the corner radii of their intersections with adjacent streets;
 - V. • the locations, dimensions and areas of all lands proposed to be landscaped.
- ii) drawings in plan and section showing the massing of the proposed shopping centre in relation to existing development within 100 m of the site;
- iii) a traffic impact assessment demonstrating to the satisfaction of *Council*, and, where a *Regional* road is also affected, to the satisfaction of the *Region*, that the capacity of the roads and intersections required to accommodate the vehicular traffic likely to be generated by the proposed local shopping centre is adequate;
- iv) where the location of the proposed Local Shopping Centre fails to meet either criterion specified in Policy 8.6.3.1.2 b), the proponent of the proposed shopping centre shall prepare and submit a market opportunities study demonstrating to the satisfaction of *Council* that there is an adequate market available within the proposed shopping center's trade area to support it as a reasonably economically viable commercial undertaking, taking into account the extent to which the available market may already be served by existing or approved commercial development within 1.0 km of the proposed site.

13.3.7.1.3

3. Notwithstanding the provisions of Policy 8.6.3.1.1, wherever possible the integration of Local Shopping Centre facilities developed or proposed to be developed in a Low and Medium Density Residential designation is encouraged in a mixed residential-commercial *development* containing predominantly residential floor space in order to increase the City's rental housing stock in appropriate locations, obtain more complete and comprehensive use of the City's residential land resources and provide more walk-in trade for the proposed commercial facilities. Where lands in a Low and Medium Density Residential designation are proposed to be *developed* and used for the purposes of a Local Shopping Centre, *Council* may, subject to the provisions of this Plan, pass by-laws or otherwise facilitate or encourage the *development* of such lands for a mixed residential-commercial project in which:

- a) the uses specified in Policies 8.6.3.1.1 a), b), and d) only may be permitted;
- b) the gross residential floor area to be provided in the mixed residential-commercial project shall exceed the *gross leasable retail commercial space* provided or proposed to be provided in the project; and
- c) all of the requirements of Policy 8.6.3.1.2 are satisfied.

8.6.3.2 Commercial Strips

13.3.7.2 Type of Residential designations specified so that commercial strips are not permitted in the Rural Residential Designation.

1. A Commercial Strip is an area of existing linear commercial development along a road occupying lands within the areas shown on Figure 6 which are designated on Map 2 as Low and Medium Density or High Density Residential or Industrial designations. No further *development of commercial strips* except by infilling within the limits of an existing commercial strip area, and *Council* shall not pass by-laws to establish any new commercial strip or to extend the length of any existing *commercial strip*. Subject to the policies of this Plan, *Council* may pass by-laws to permit the lands shown in Figures 6a) and 6h) of this Plan to be used for any of the following purposes:

- a) uses permitted in the Residential or Industrial designation for which such lands are designated on Map 2 of this Plan;
- b) retail stores in which not more than 300 m² of *gross leasable area* is provided;
- c) banks, restaurants, laundry or dry cleaner's establishments, barber shops, beauty salons or funeral homes;
- d) business and professional offices serving the area in which the Commercial Strip is located;
- e) hotels and motels;
- f) automobile service stations but not an auto body repair shop;
- g) dwelling units over stores; and
- h) bed and breakfast establishments.

Relocated Section 13.3.7.3 - Service Stations in its entirety and added service stations here

Move Section 13.3.7.4 – Neighbourhood Grocery Stores and Variety Stores to Residential Paper Deleted Section 13.3.7.5 – Hotels and Motels

2. Notwithstanding the definition of *gross leasable area*, any floor area within a hotel or motel developed or proposed to be *developed*, other than the floor area used for retail or service commercial purposes or for business and professional offices not required in the administration and management of the hotel or motel,

may be excluded from calculations required to determine the maximum *gross leasable area* permitted in the designation in which the hotel or motel is proposed to be *developed*.

8.6.3.3 Existing Commercial Uses

13.3.7.6

1. Any lands used for an existing commercial purpose in any designation for which no provision is made by this Plan for such commercial activity to be undertaken, may continue to be used for such purposes. Subject to the policies of this Plan, *Council* may pass by-laws or otherwise facilitate the continuation, extension or enlargement of such activities on such lands without amending this Plan; provided, however, that *Council* shall not pass any by-law or otherwise facilitate or encourage the extension or enlargement of such uses on such lands unless, in the opinion of *Council*,

- a) the existing commercial use proposed to be extended or enlarged is an appropriate use of such lands and for the neighbourhood in which it is located;
- b) the proposed extension or enlargement of the existing commercial use will provide adequately for the protection of the residential environment of any dwellings on adjoining lands and of the residential neighbourhood in which such use may be located; and,
- c) adequate on-site parking facilities are or will be made available to accommodate the number of vehicles likely to be attracted to the existing use as proposed to be extended or enlarged.

Deleted 13.3.7.6
b) i) ii)–
Grandview and
Ultramar (Dundas
Street South)

New

2. Notwithstanding the *gross leasable area* floor area limitations in policies 8.6.2.1a) to d), Sections 8.6.2.1 to 8.6.2.4, Section 8.6.3, Section 8.4.6; and Section 8.10; floor area limitations for commercial development that existed prior to adoption of this Plan are calculated based upon *gross leasable retail commercial floor area*.

8.6.3.4 Home Occupations

Revised 9.3.4

1. Home occupations are a growing trend as more people are opting to work at occupations and professions in their homes rather than external work environments. Home occupations may be permitted as an accessory use in any dwelling unit provided that:

- a) The home occupation is *compatible* with adjacent uses;
- b) There is no outside storage of goods or materials;
- c) No exterior alterations are made to the dwelling unit;

- d) Home Occupations shall generally be conducted within a dwelling unit. Council may permit a limited range of compatible home occupations to be operated from a detached accessory building located on the same lot as the principle residence; and
- e) Employment is limited to members of the household living in the dwelling unit and one non-resident employee.

2. More detailed regulations for home occupations shall be established in the City's Zoning By-law.

8.6.3.5 Service Stations

1. Lands may be *developed* and used for the purposes of an automobile service station, including mechanical repair and/or the sale of gasoline and other automotive fuels, but excluding auto body repair:
 - a. in the Galt City Centre designated on Map 2 except as provided for in Section 3.B.6.;
 - b. in the Preston Towne Centre and Hespeler Village, subject to the provisions of Section 3.B.6; and
 - c. in any Regional shopping centre designated on Map 2 as a Class 1 Commercial District.

Revised 13.3.7.3.
Included service stations in commercial designations above where applicable and the remaining policies from 13.3.7.3 are included here

4. Glossary

Please see separate glossary.

5. Mapping Updates

Maps in the current Official Plan will require updates to maintain consistency with new or revised policies for the growth management structure, to implement Places to Grow and maintain consistency with the Regional Official Plan. These include:

Map 1 Commercial Designations, Community Core Areas and Candidate Nodes

- To be replaced with a map that depicts the Places to Grow elements (built boundary, urban growth centre, greenfield area) and ROP elements (prime industrial, station areas, reurbanization corridor) and growth management elements (e.g. primary intensification areas, Community Core areas, Nodes).

6. Policies Recommended for Deletion

The following is a list of policies recommended for deletion. Please note that only a portion of the policy listed may be deleted depending upon the reasons given:

Policy 3.3.1.1.1 b) ‘a high intensity and density of residential...’

REASON – not mandatory that Core Areas have high density development, apart from the designated Urban Growth Centre.

Policies 3.3.1.2, 3.3.1.3, and 3.3.1.4 are deleted and amalgamated into Community Core Areas

REASON – Similar characteristics of all three Core Areas now listed in comprehensive section.

Policy 13.1 - General (Core Areas)

13.1 General

It is the policy of the City to maintain and wherever possible increase it’s commitment to the viability of existing and future business activity. To the extent practical, business activities will be integrated throughout the municipality. In other cases, where businesses may require separated areas for their operation or may benefit from proximity with other businesses, or where compatibility issues may arise, more specialized Districts have been established. The following broad classes of Business Environment District are included in this Plan:

- Community Core Areas and Nodes;
- Commercial Districts and Unclassified Commercial Areas; and
- Industrial Districts.

REASON - Community Core Area preamble now covered under Policy 2.6.4.

Policy 13.2.1.1.1 - vi) industrial uses

It is the policy of the City that lands designated on Map 15 and more particularly shown on Map 2 as the Galt City Centre may be *developed* and used for any of the following purposes in conformity with the provisions of the Section 2 policies of this Plan:

- vi) industry in accordance with Policy 13.2.1.1.6; and

REASON – removal of incompatible industrial uses.

Policy 13.2.1.1.5

For the purposes of Policy 13.2.1.1.4, it is the policy of the *City* to prepare and implement a long range plan for the distribution of off-street parking facilities in Galt City Centre. Subject to the provisions of Section 2 of this plan, *Council* may pass by-laws or otherwise facilitate or encourage the *development* of such facilities by such means as:

- a) acquiring sites for the *development* of public off-street parking facilities to be administered by *City* parking authorities;
- b) financing the acquisition of such sites and the *development* and operation of such facilities by:
 - i) operating revenues;
 - ii) provincial grants;
 - iii) business contributions;
 - iv) the payment to the *City* by the owner or occupant of a building of such sum or sums of money as may be specified in an agreement entered into pursuant to the Planning Act in consideration for the granting of an exemption from or reduction in required parking to the extent specified in the agreement;
 - v) debentures;
- c) encouraging community interests to acquire sites in the Galt City Centre suitable for the *development* of off-street parking facilities as a commercial undertaking.

REASON – Policies amalgamated and some no longer relevant

Policy 13.2.1.1.6

It is the policy of the *City* to recognize the importance of existing industrial activities in the Galt City Centre. Subject to the provisions of Section 2 of this plan, *Council* may pass by-laws to permit the continued operation, rehabilitation, enlargement or extension of such existing activities; provided, however, that *Council* may also encourage and facilitate the relocation of existing industrial activities out of the Galt City Centre where:

- a) the activity and/or its plant or buildings are obsolete or in major need of rehabilitation and would benefit by relocating;
- b) the industrial operations have a blighting influence on the neighbourhood in which they are located or do not comply with the provisions of the Environmental Protection Act; and
- c) the industry requires and requests relocation assistance.

REASON – Policies amalgamated and some no longer relevant

Policy 13.2.1.1.7 Civic Square

a) It is the policy of the *City* to establish a Civic Square on the lands described in Policy 13.2.1.1.7 b) for the purposes of creating a unified urban composition of buildings and open space summarizing or reflecting some of the principal interests and activities of the community since the mid-nineteenth century and to accommodate the *City's* permanent municipal offices. Subject to the provisions of this plan, *Council* may pass by-laws, acquire and *develop* or redevelop lands and set aside funds for these purposes, control the demolition, alteration, rehabilitation and redevelopment of existing buildings, specify the use or range of uses to which any lands or buildings may be put, regulate the height and bulk of buildings, establish specifications for the design and erection of signs, open or close streets, regulate the type, design and location of street furniture, provide parking facilities or otherwise facilitate or encourage the design and *development* of the Civic Square for such purposes.

b) For the purposes of Policy 13.2.1.1.7 a), it is the policy of the *City* that the Civic Square be generally described as:

i) lands and buildings in the blocks bounded by Thorne Street on the north, Wellington Street on the east, Dickson Street on the south and Ainslie Street North on the west;

ii) lands and buildings fronting to the south side of Dickson Street between Wellington Street and Ainslie Street North;

iii) Dickson Street between Wellington Street and Ainslie Street North;

iv) Cambridge Street between Thorne Street and Dickson Street;

v) Petty Place; and

vi) any other lands, buildings or streets in the vicinity which, in the opinion of *Council*, are necessary or desirable to complete the composition of the civic square.

REASON – Civic Square is now in existence.

Policy 13.2.1.1.8 Heritage Resources

It is the policy of the *City* to encourage the conservation of *built heritage resources* in the Galt City Centre designated on Map 15 in accordance with the provisions of the Chapter 5 policies of this plan. Subject to the provisions of this plan, *Council* may pass by-laws or otherwise facilitate or encourage the *development* and use of lands in the Galt City Centre in a manner sensitive to the conservation of such *built heritage resources* and wherever possible incorporating such *built heritage resources* into the design of a site *development* scheme.

REASON – Policies amalgamated into one Community Core section.

Policy 13.2.1.2.1

It is the policy of the *City* that lands in the Preston Towne Centre designated on

Map 15 as a Community Core Area and more particularly shown in Map 3 may be *developed* and used to provide a wide range of activities. Subject to the provisions of Section 2 of this plan, *Council* may pass by-laws or otherwise facilitate or encourage the *development* and use of such lands for the following purposes:

- a) retail, service commercial and office activities;
- b) business and professional offices;
- c) commercial-recreational, social and cultural facilities;
- d) residential buildings, including mixed residential-commercial buildings and dwelling units over stores;
- e) industrial uses in accordance with Policy 13.2.1.2.6;
- f) hotels or motels in accordance with Policy 13.3.7.5;
- g) bed and breakfast hostels in accordance with Policy 13.3.7.7; and
- h) any uses permitted in all Districts in accordance with Policy 11.2.

REASON – Policies amalgamated into one Community Core section.

Policy 13.2.1.2.2

It is the policy of the *City* to encourage mixed use *developments* in the Preston Towne Centre, with a strong preference for living and working environments being combined or in close proximity.

REASON – Policies amalgamated into one Community Core section.

Policy 13.2.1.2.3

It is the policy of the *City* to provide for the integration of *development* in the Preston Towne Centre compatible with existing or permitted uses, other proposed *development*, and which prioritizes pedestrian and vehicular linkages throughout the area. This integration may significantly rely on design guidelines which may be prepared and adopted by *Council*, based on the considerations outlined in Policy 4.4 of this plan.

REASON – Policies amalgamated into one Community Core section.

Policy 13.2.1.2.4

In order to encourage the *development* of the Preston Towne Centre in a compact form, it is the policy of the *City* to exempt a *development* from providing all or a portion of private off-street parking facilities where, in the opinion of *Council*, such parking is not required or adequate alternative parking facilities are or will be made available.

REASON – Policies amalgamated into one Community Core section.

Policy 13.2.1.2.5

It is the policy of the *City* to encourage the conservation of *built heritage resources* in the Preston Towne Centre designated on Map 15 in accordance with the provisions of the Chapter 5 policies of this plan. Subject to the provisions of this plan, *Council* may pass by-laws or otherwise facilitate or encourage the *development* and use of lands in the Preston Towne Centre in a manner sensitive to the incorporation of such *built heritage resources* and wherever possible incorporating such *built heritage resources* into the design of a site *development* scheme.

REASON – Policies amalgamated into one Community Core section.

Policy 13.2.1.2.6

It is the policy of the *City* to recognize the importance of existing industrial activities in the Preston Towne Centre. Subject to the provisions of Section 2 of this plan, *Council* may pass by-laws to permit the continued operation, rehabilitation, enlargement or extension of such existing activities; provided, however, that *Council* may also encourage and facilitate the relocation of existing industrial activities out of the Preston Towne Centre where:

- a) the activity and/or its plant or buildings are obsolete or in major need of rehabilitation and would benefit by relocating;
- b) the industrial operations have a blighting influence on the neighbourhood in which they are located or do not comply with the provisions of the Environmental Protection Act; and
- d) the industry requires and requests relocation assistance.

REASON – Policies no longer relevant

Policy 13.2.1.3.3

It is the policy of the *City* to provide for the integration of *development* or redevelopment in the Hespeler Village in a manner which is compatible with existing or permitted uses, other proposed *development*, and which prioritizes pedestrian and vehicular linkages throughout the area. This integration may significantly rely on design guidelines which may be prepared and adopted by *Council*, based on the considerations outlined in Policy 4.4 of this plan.

REASON – Policies 13.2.1.1.3, 13.2.1.1.8, and 13.2.1.3.3 have now been amalgamated into common policies for Core Areas.

Policy 13.3.3.1

It is the policy of the *City* that lands designated on Map 15 as Class 2 Commercial Districts may be *developed* and used for the purposes of a community shopping centre. Subject to the provisions of Section 2 and Policy 13.3.3.2, *Council* may pass by-laws or otherwise facilitate or encourage the *development* and use of such lands, or the extension or enlargement of an existing shopping centre on such lands, for any of the following purposes:

- a) retail and service commercial activities;
- b) business and professional offices primarily serving the residents of the community in which the shopping centre is located;
- c) a hotel or motel in accordance with Policy 13.3.7.5;
- d) an automobile service station but not an auto body repair shop;
- e) an outdoor garden centre;
- f) private commercial-recreational facilities; and
- g) any use permitted in all Districts in accordance with the provisions of Policy 11.2.

REASON – ‘Council may pass by-laws...’ and uses permitted in all Districts...’ are redundant

Policy 13.3.4.1

It is the policy of the *City* that lands designated on Map 15 as a Class 3 or Class 4 Commercial District may be *developed* and used for the purposes of a neighbourhood shopping centre. Subject to the provisions of Sections 2 and Policies 13.3.4.2 and 13.3.4.3, *Council* may pass by-laws or otherwise facilitate or encourage the *development* and use of such lands for the following purposes without amending this plan:

- a) retail and service commercial activities;
- b) business and professional offices which, if located in a Class 3 Commercial District, primarily serve the residents of the neighbourhood in which the shopping centre is located;
- c) a hotel or motel in accordance with Policy 13.3.7.5;
- d) an automobile service station but not an auto body repair shop;
- e) an outdoor garden centre;
- f) private commercial-recreational facilities;
- g) any use permitted in all Districts in accordance with the provisions of Policy 11.2.
- h) an industrial use except an auto body repair shop or an industrial use for which a site-specific zoning by-law amendment is required by Policies 13.4.4 and 13.4.5 of this plan, if:
 - i) the neighbourhood shopping centre is located or proposed to be located in a Class 4 Commercial District only; and
 - ii) no outdoor storage is provided; and

iii) all industrial activities are conducted entirely within wholly enclosed buildings.

REASON – ‘Council may pass by-laws...’ and uses permitted in all Districts...’ are redundant. Policy 13.3.4.1 (h) ‘industrial use’ is deleted as it is an incompatible use in this district.

Policy 13.3.5.1

It is the policy of the *City* that lands designated on Map 15 as a Class 4 Commercial District should be reserved primarily for the development and use of those special commercial activities requiring:

- a) a substantial site area in order to provide private off- street customer parking and outdoor display facilities;
- b) substantial floor area for indoor display which cannot be readily provided in the Galt City Centre, Preston Towne Centre, Hespeler Village or in shopping centres;
- c) a site with visual prominence and/or good vehicular access in order to establish activities which are intended to provide a commercial service to the residents or businesses of the *City* as a whole from a single location, or which can be readily identified by the travelling public;
- d) a location convenient to Industrial Districts;

and, subject to the provisions of Section 2 and Policy 13.3.5.3, *Council* may pass by-laws or otherwise facilitate or encourage the development and use of such lands for such purposes or for any use permitted in all Districts in accordance with the provisions of Policy 11.2.

REASON – ‘Council may pass by-laws...’ and uses permitted in all Districts...’ are redundant

Policy 13.3.5.2

Notwithstanding the general intent of Policy 13.3.5.1, it is the policy of the *City* that lands in the Class 4 Commercial District designated on Map 15 may also be used:

- a) for a neighbourhood shopping centre in accordance with the provisions of Policy 13.3.4 of this plan;
- b) for a local shopping centre in accordance with the provisions of Policy 13.3.7.1 of this plan;
- c) for any retail commercial purpose;
- d) for any service commercial purpose including any business or professional office and any commercial-recreational use;
- e) for a wholesale showroom and warehouse;
- f) for any industrial purpose except an auto body repair shop, builders or contractors yard or an industrial use for which a site-specific amendment to the *City’s* Zoning By-law is required by Policies 13.4.4 and 13.4.5 of this plan, if no

outdoor storage is provided and all industrial activities are conducted within wholly enclosed buildings;
g) for an automobile service station in accordance with Policy 13.3.7.3 of this plan; and,

subject to the provisions of Section 2 and Policy 13.3.5.3 of this plan, *Council* may pass by-laws or otherwise facilitate or encourage the *development* and use of such lands for such purposes, provided, however, that no such by-law shall be passed to permit 13,500 m² of *gross leasable retail commercial floor area* or more to be *developed* on any single site or parcel of land in a Class 4 Commercial District.

REASON – ‘Council may pass by-laws...’ and uses permitted in all Districts...’ are redundant. Policy 13.3.5.2 f) g) ‘industrial purpose’ and ‘service station’ uses are deleted as these are incompatible uses in this district.

Policy 13.3.6.1 and 13.3.6.2

‘and subject to the other provisions of this plan, *Council* may pass by-laws or otherwise facilitate or encourage the *development* of such lands for the uses described in Policy 11.2.1 of this plan.] **Deferral No. 6 – Excludes the existing Class 5 Commercial site.**’

[Notwithstanding the general intent of Policy 13.3.6.1, it is the policy of the *City* that lands in the Class 5 Commercial District designated on Map 15 may be used for:

- a) any service commercial purpose, including business or professional offices and any commercial-recreational use;
- b) a wholesale showroom and warehouse;
- c) an automobile service station in accordance with Policy 13.3.7.3;

REASON – Policy 13.3.6.1 ‘Council may pass by-laws...’ and uses permitted in all Districts...’ are redundant. Policy 13.3.6.2 c) ‘service station’ uses are deleted as these are incompatible uses in this district.

Policy 13.3.6.6

[*Council* may require that agreements be entered into between the *City*, the owner(s) of lands designated as a Class 5 Commercial District and any other relevant parties to address such matters as *development* phasing, traffic-related improvements, hard servicing requirements, appropriate commitments for *infrastructure* works and security arrangements, and any other matters which, in the opinion of *Council*, are required to be addressed prior to

development proceeding.] **Deferral No. 8 – Excludes the existing Class 5 Commercial site.**

REASON – Regional Power Centres no longer permitted by ROP.

Policy 13.3.6.7

[Notwithstanding the provisions of Policies 13.3.6.1, 13.3.6.2, 13.3.6.3, and 13.3.6.5, it is the policy of the *City* that no lands in the Class 5 Commercial District designated on Map 15 should be subdivided or severed by consent of the City of Cambridge Committee of Adjustment, and that no building permit shall be issued, to accommodate the *development* of such lands for any purpose stipulated in Policies 13.3.6.1 and 13.3.6.2, unless the *City* has approved a site plan prepared and submitted by the proponent in accordance with the provisions of *City* by-laws passed pursuant to Section 41 of the Planning Act, which submission shall provide the following information:

- a) the intended division, if any, of the lands proposed for *development*;
- b) the intended use such lands;
- c) the means by which vehicular access is proposed to be provided to each parcel into which such lands are intended to be divided, taking into account any that no new vehicular access to Hespeler Road shall be permitted for any new parcel created by severance unless the required approvals are obtained from the appropriate authorities, and may include the Regional Municipality of Waterloo and the *Province*;
- d) the means by which any proposed new public road allowance required to provide

access to any parcel to be created by the proposed division of such lands is intended to be improved and conveyed to the *City*, to the Regional Municipality of Waterloo or to the *Province*, and any necessary services installed therein; and *Council* hereby requests the City of Cambridge Committee of Adjustment to consent to no further severance or subdivision of any lands designated on Map 15 as a Class 5 Commercial District unless advised by *Council* that all of the provisions of this section have been satisfied.] **Deferral No. 8 – Excludes the existing Class 5 Commercial site.**

REASON – Regional Power Centres no longer permitted by ROP.

Policy 13.3.7.1.1 - Local Shopping Centres

13.3.7.1 Local Shopping Centres

13.3.7.1.1 It is the policy of the *City* that lands in a Class 4 Commercial District designated on Map 15 and, where provision has been made in a site-specific amendment to the *City's* Zoning By-law, and that lands in a Class 1 Residential District or Class 2 Industrial District designated on Map 15 may be *developed*

and used for the purposes of a local shopping centre. Subject to section 2 and Policies 13.3.7.1.2 and 13.3.7.1.3, *Council* may pass such by-laws or otherwise facilitate or encourage the *development* or redevelopment and use of such lands as a local shopping centre for the following purposes without amending this plan:

- e) an industrial use except an auto body repair shop, builders and contractors yard or an industrial use for which a site-specific amendment to the *City's* Zoning By-law is required by Policies 13.4.4. and 13.4.5 of this plan, if:
 - i) the local shopping centre is located or proposed to be located in a Class 4 Commercial District or Class 2 Industrial District; and
 - ii) no outdoor storage is provided; and
 - iii) all industrial activities are conducted entirely within wholly enclosed buildings.

REASON – permission to locate in Class 2 Industrial Districts has been removed to bring into compliance as per the Growth Plan.

Policy 13.3.7.1.2 b)

b) no lands in a Class 1 Residential District or a Class 2 Industrial District designated on Map 15 of this plan shall be zoned to permit their *development* and use for the purposes of a local shopping centre:

- i) if such lands are located within a one kilometre radius of any existing commercial facilities or other lands approved for future commercial development;
- ii) unless such lands are located on a corner at the intersection of two roads shown on Map 6 of this plan;

REASON – Class 2 Industrial Districts has been removed to bring into compliance as per the Growth Plan.

Policy 13.3.7.3 - Service Stations

13.3.7.3 Service Stations

- (a) It is the policy of the *City* that lands may be *developed* and used for the purposes of an automobile service station, including mechanical repair and/or the sale of gasoline and other automotive fuels, but excluding auto body repair:
 - i) in the Galt City Centre designated on Map 15 and more particularly shown on Map 2, except as provided for in Policy 6.2.3.4;

- ii) in any Regional shopping centre designated on Map 15 as a Class 1 Commercial District;
- iii) in the Preston Towne Centre and Hespeler Village, subject to the provisions of Policy 6.2.3;
- iv) in any community shopping centre designated on Map 15 as a Class 2 Commercial District;
- v) in any neighbourhood shopping centre designated on Map 15 as a Class 3 Commercial District;
- vi) in a Class 4 Commercial District designated on Map 15;
- vii) [in a Class 5 Commercial District designated on Map 15;]
Deferral No. 8 - Excludes the existing Class 5 Commercial site.
- viii) in a local shopping centre where site-specific provision is made in the *City's* Zoning By-law establishing such local shopping centre;
- ix) within a strip commercial area shown on Figure 2 of this plan; and, subject to the provisions of Section 2 of this plan, *Council* may pass by-laws or otherwise facilitate or encourage the *development* and use of such lands for such purposes without amending this plan.

(b) Notwithstanding the provisions of Policy 13.3.7.3 (a), it is the policy of the *City* that lands other than the lands specified therein may also be used for the purposes of an automobile service station. Subject to the provisions of Section 2 of this plan, *Council* may pass by-laws or otherwise facilitate or encourage the use of such lands for such purposes without amending this plan where the other lands proposed to be used for such purposes are located on a corner at an intersection of two arterial or collector roads or of an arterial road and a collector road. *Council* may also pass by-laws or otherwise facilitate or encourage the use of any other lands not otherwise specified in Policy 13.3.7.3 (a) of this plan for such purposes where, in the opinion of *Council*:

- i) such other lands are suitable for such use;
- ii) adequate vehicular access can be provided to such lands;
- iii) the use of such lands for such purposes would be compatible with existing uses in the surrounding neighbourhood.

(c) It is the policy of the *City* that no lands used for the purposes of an automobile service station in accordance with Policies 13.3.7.3 (a) and (b) shall be used for any activity other than the retail sale of propane, petroleum products and automotive accessories and the minor repair and servicing of motor vehicles, excluding auto body repair. However, *Council* may pass by-laws or otherwise facilitate or encourage the extension of the range of uses permitted on such lands to include

additional commercial uses without amending this plan where the following provisions have been satisfied:

- i) the proposed additional commercial uses have been specifically identified and, in the opinion of *Council*, are appropriate uses for such lands and for the neighbourhood in which such lands are located including, without limiting the generality of the foregoing, such uses as a car wash, facilities for the sale of used, licensed motor vehicles or the rental of licensed motor vehicles or licensed trailers;
- ii) adequate on-site parking facilities are or will be made available to accommodate the number of vehicles likely to be attracted to such additional commercial uses;
- iii) the use of such lands for such additional commercial uses will not pre-empt the principal function of the automobile service station or gas bar to provide petroleum products to the motoring public.

REASON – policies are no longer relevant

Policy 13.3.7.5 – Hotels and Motels – now permitted under specific designations

13.3.7.5 Hotels and Motels

(a) It is the policy of the *City* to encourage the *development* of adequate hotel and motel facilities to accommodate tourists and other visitors to the *City*. Without amending this plan, *Council* may, subject to the provisions of Section 2 of this plan, pass by-laws or otherwise encourage or facilitate the *development* and use of land for such purposes in the following locations:

- i) in the Galt City Centre;
- ii) in the Preston Towne Centre;
- iii) in Hespeler Village;
- iv) in any Regional, community or neighbourhood shopping centre designated on Map 15 as a Class 1, Class 2 or Class 3 Commercial District when the hotel or motel is integrated into the overall design of the site;
- v) in the Hespeler Road commercial development area designated on Map 15 as a Class 4 Commercial District;
- vi) in any strip commercial area shown in Figure 2;
- vii) in a Class 1 Industrial District and in accordance with Policy 13.4.2.1 e);
- viii) in the Pinebush Road Special District shown in Figure 4 in accordance with the provisions of Policy 17.3;

- ix) in a Class 1 Residential District where the proposed hotel or motel is part of a comprehensively-planned site development scheme of mixed land uses consisting primarily of multiple unit residential buildings;
- x) [in area “7b” in the Blair Village Special District shown in Figure 7 in accordance with the provisions of Policy 17.7.];

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- xi) in a Class 5 Commercial District in accordance with Policy 13.3.6.

(b) Notwithstanding the definition of *gross leasable retail commercial floor area* provided in Policy 21.7 of this plan, it is the policy of the *City* that any floor area within a hotel or motel developed or proposed to be *developed* in accordance with the provisions of Policy 13.3.7.5.(a), other than the floor area used for retail or service commercial purposes or for business and professional offices not required in the administration and management of the hotel or motel, may be excluded from calculations required to determine the maximum *gross leasable retail commercial floor area* permitted in the District in which the hotel or motel is proposed to be *developed*

REASON - removed as uses are now included under specific designations.

Policy 13.3.7.6 b) i) ii) – Grandview Medical Centre and Ultramar Service Station

(b) Notwithstanding the provisions of Policy 13.3.7.6 (a), it is the policy of the *City* that, in the following instances only where, in the opinion of *Council*, the criteria expressed in Policy 13.3.7.6 (a) have been satisfied, an existing commercial use may be extended to include adjacent lands as specified below:

- i) the existing Ultramar Canada Incorporated service station use located in the Class 1 Residential District on the north side of Dundas Street, in part of Lot 4, Concession 10, may be extended or enlarged to include lands in the Class 1 Residential District immediately to the west in Lot 4, Concession 10, where such extension or enlargement has a maximum frontage on Dundas Street of 41 metres and a maximum depth from Dundas Street of 30 metres;

- ii) the existing Grandview Medical Centre use of lands located in the Class 1 Residential District at 167 Hespeler Road may be extended or enlarged to include adjacent lands in the Class 1 Residential District at 163 Hespeler Road consisting of part of Lot 28, Registered Plan 610.

REASON – Notwithstanding clauses no longer relevant. Grandview Medical Centre has already expanded and former Ultramar Service Station has already moved and under new ownership.

Policy 13.3.7.7 - Bed-and-Breakfast Hostels

It is the policy of the *City* to encourage the provision of small-scale, low-cost accommodation for tourists and other visitors. Subject to Section 2 of this plan, *Council* may without amending this plan pass by-laws to permit the use of dwellings in the following locations for the purposes of a bed-and-breakfast hostel and to prescribe regulations governing the nature and scale of the hostel operation and to secure its compatibility with neighbouring uses:

- a) in the Galt City Centre;
- b) in the Preston Towne Centre;
- c) in the Hespeler Village;
- d) in any strip commercial area shown on Figure 2;
- e) in a Class 2 Industrial District;
- f) in any Residential District where, in the opinion of *Council*, the site is one which may be relatively easily found by a visitor to the *City* having been given reasonable direction and specific provision is made for the site in the *City's* Zoning By-law; and
- g) in areas designated on Map 15 as Agricultural Resource Districts.

REASON – uses are now specified under specific designations