

City of Cambridge

Official Plan Review

Policies Proposed to be Deleted



June 2011

Policies Recommended to be Deleted from Official Plan

Policy 2.2 Settlement Pattern

g) To locate a single civic centre, known as the Cambridge Civic Centre, in the Galt City Centre, the largest traditional downtown in the *City*.

REASON: Civic Centre now exists.

k) To maintain the *City's infrastructure* while also planning for timely improvements that may involve public and private sector partnerships.

REASON: Concept now captured in policies.

Natural Environment 2.3 h) To promote the natural environment as a key element of the community's tourism strategy, including trail systems and the preservation of scenic vistas; and

REASON: relates more to non-land-use issues such as tourism strategy and promotion of the natural environment. Preservation of scenic vistas, specifically scenic values of roads is addressed in Section 3.G.27 of the Region Official Plan and may be addressed through a new policy proposed for the City Official Plan (Cultural Heritage Resources, Chapter 4).

Policy 2.4 Business Environment

d) To pursue through community partnerships a tourism strategy, including initiatives to establish new specialized uses, such as recreational, artistic, cultural, shopping and other entertainment opportunities, as well as tourist accommodations;

REASON: This objective relates to a tourism strategy. Tourism activities are funded and coordinated at the Regional level and therefore there are no proposed policies for tourism in the Official Plan update.

e) To permit and promote where appropriate the adaptive re-use of vacant or under-used buildings, partially developed lands and vacant lands, and the removal of incompatible land uses, particularly in existing built-up areas;

REASON: Concepts now captured in policies.

g) To support the creation of additional office space, including corporate head offices and supporting administrative facilities for local businesses;

REASON: This objective is addressed in a general sense in the proposed objectives and is covered through the inclusion of offices as a permitted use in the employment designations. Intent of the proposed objectives is to capture the broad range of potential employment uses rather than address a specific use. The targeted uses are outlined in the Economic Development Strategy and have potential for change over time based on business trends.

h) To support the establishment of new businesses in the *City*, including the *development* and operation of small-scale, multi-tenant malls;

REASON: The overall intent of this objective is covered by the proposed new objectives.

i) To maintain local *infrastructure* and to plan for timely improvements which support local business needs, including an efficient road and rail network to areas both within and outside the City;

REASON: Concepts now captured in policies.

k) To support services to businesses that foster a competitive environment, including business networks, partnerships, technology advancement, corporate training, and best business practices.

REASON: This objective is directed toward economic development activities which are best dealt with through the City's Economic Development Strategy rather than the Official Plan. There are no policies in the Official Plan or proposed to be included in the Official Plan to support this objective.

Policy 2.5 Residential Environment

f) To provide policies limiting residential densities where factors such as environmental protection may be compromised

REASON: Policies are included under residential densities where reduction in density is considered to encourage environmental protection.

g) To support the removal of incompatible land uses, such as vacant, derelict housing, which may compromise health, safety or other factors.

REASON: Policies under Section 8.4.5 require the development and enforcement of City By-laws prescribing standards for maintenance and occupancy. The City By-laws will provide direction over the maintenance and removal of unsafe housing.

Policy 2.6 Social Environment

a) To promote social harmony and cultural diversity throughout the community;

REASON: This is beyond the scope of a land-use focused document.

c) To provide or support a range of artistic, cultural, recreational and other social facilities throughout the City which, where possible, are served by public transit;

REASON: Policy 7.0 b) incorporates the above and adds an "accessibility" component (i.e. to the facility/facilities) beyond service by public transit.

d) To encourage the establishment of training and other educational facilities;

e) To support the provision of other services, such as neighbourhood-based programs, which contribute to the health of the social environment;

f) To support other specialized needs of citizens such as those of individuals with developmental and physical disabilities, seniors, youths and new residents to the community; and

g) To co-ordinate with other local planning bodies and organizations where possible in the provision of social facilities and services of public and private sector organizations operating in the community.

REASON: The above are focused upon services provision and not land use and are more suitable to reside within a Strategic or Master Plan.

Policy 3.2.1 Introduction

Settlement Pattern policies establish general directions for land use in the City of Cambridge. Policies included under Settlement Pattern are supported in the other Section 2 policies dealing with the Natural, Business, Residential and Social Environments, leading to the Land Use Policies and Designations of Section 3 of this plan.

REASON: Concept captured in policies throughout the Plan.

Policy 3.2.1 City Urban Area

It is the policy of the City that lands shown on Map 1 as City Urban Area may be *developed* and used for the purposes established in Section 3 of this plan at such time as municipal piped sanitary sewage works and water supply and distribution facilities are available to service such lands, unless otherwise provided in Section 3 of this plan. *Council* may pass by-laws, install services, or enter into agreements with the owners of lands for the installation of services, impose *development*-related charges or otherwise facilitate or encourage the *development* of lands located in the City Urban Area. The City Urban Area is expected to accommodate the forecast of population, household and employment growth to the year 2016, and may also include additional land supply that is not designated for urban *development* in Section 3 of this plan.

REASON: This policy is proposed to be deleted and replaced by new policies that specifically address servicing and the time horizon of the updated Official Plan. The Growth Management and Urban Structure policies will address the updated time horizon for the Official Plan which is 2029 and will provide policy direction and mapping for the updated City Urban Area. New policies will also be drafted that specifically address servicing and the requirements for servicing prior to development occurring. Therefore, this policy has been deemed to be redundant.

3.2.1.1 Development Areas and Staging

Policy 3.2.1.1.1 - It is the policy of the *City* that the provision of municipal services to support new *development* shall only be given to the lands shown on Map 1 as the city urban Area [and designated on map 15 of this plan for urban *development*.] **Deferral No. 1 – Hunt Club Valley Inc. (lands shown on Map 15 as Deferral No. 23).**

Policy 3.2.1.1.4: - The Staging of Development Plan will be reviewed annually and considered as part of development charge studies in the establishment of rates, and in the preparation of the *City's* Budget. Where possible, the programs of other agencies, such as School Boards and the Hydro Electric Commission of Cambridge and North Dumfries, will also be co-ordinated with the *City's* Staging of Development Plan.

REASON: Staging of Development Plan covered in Transportation and Infrastructure and Monitoring Chapters of Plan.

Policy 3.2.1.3 Boundary Changes to the City Urban Area

It is the policy of the *City* that the addition of lands to the City Urban Area by amendment to this plan will only be permitted in accordance with the Regional Official Policies Plan and after a detailed review by the *City*, which will include the following considerations:

- a) existing land supply;
- b) opportunities to remove incompatible land uses;
- c) minor rationalizations of existing boundaries;

- d) opportunities for preserving the natural environment;
- e) opportunities for conserving *built heritage resources*;
- f) servicing;
- g) financial implications; and
- h) overall impact on the planned Settlement Pattern as established in this plan.

The *City* may require additional information from the proponent, depending on the nature and location of the proposal.

REASON: This policy is proposed to be deleted and replaced with a new Urban Area Boundary Expansion policy in accordance with the policy in the 2010 Provincially approved Regional Official Plan. Also, recent changes to provincial policy (PPS and Places to Grow) for urban area boundary expansions necessitate the amendments to this policy.

3.3.1.1 Community Core Areas General

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 3.3.1.1.2, 3.3.1.1.3, and 3.3.1.1.4

are deleted and amalgamated into Community Core Areas

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

Policy 3.4 Areas in Transition

Policy 3.4.1 General The *City* recognizes that some areas of the municipality are changing from long established activities to other types of land uses. *Council* recognizes several candidate *Areas in Transition*, as depicted on Map 5 of this plan, which are promoted in this plan as areas of reinvestment for both the public and private sectors. Site or area-specific amendments to this plan will be considered which:

- a) address the objectives established in Section 1 of this plan;
- b) permit existing and adjacent land uses to continue, particularly business operations;
- c) permit, where appropriate, both residential and employment land uses on the same site or property;
- d) demonstrate that the site or property is to be *developed* to a use that is consistent with emerging land use patterns; and
- e) satisfy the land use compatibility provisions of Policy 4.2 of this plan.

Policy 3.4.2 Detailed Examination Prior to amending this plan and/or the *City's* Zoning By-law, studies will be undertaken to define the boundaries of *Areas in Transition* and to analyze the feasibility of their transition. These studies will include a detailed examination of potential adverse effects expected during the period of transition and specific mitigation measures to deal with any identified adverse effects. Community Planning as described in Policy 3.2.1.2, may be used in undertaking such studies. The designation of *Areas in Transition* as *community improvement project areas*, described in Policy 4.3 of this plan, will also be considered.

Policy 3.4.3 Transitional Considerations During the period of transition from existing to new land use patterns, situations may be created whereby incompatible land uses are in close proximity. The *City* recognizes that it may not be possible to achieve recommended *Provincial* separation distances between incompatible land uses during the transition period.

REASON: The areas in transition policies are proposed to be deleted and replaced by policies for nodes. This also involves changes to the Nodes policies (3.3.3 and 13.2.2). The proposed revised Official Plan policies re-define the areas in transition and candidate nodes as nodes and provide policy direction and permitted land uses along with requirements for additional study to the defined nodes.

4.2.2 Noise from Transportation Sources

Policy 4.2.2.4 - All costs associated with the preparation of and review of the noise and/or vibration assessment and the implementation of the approved noise attenuation measures shall be borne by the *development* proponent.

REASON: not needed.

Policy 6.1.1.6

Locally Significant Natural Areas (LSNAs) are shown on Map 9 and are subject to the provisions of Policy 6.1.4 of this plan.

REASON: Proposed not to show LSNAs on a map

Policy 6.1.1.7

The *City* will participate in the completion of a Woodlands Strategy co-ordinated by the *Region* in co-operation with other municipalities, the *Province*, the GRCA and in consultation with affected landowners, to address the following:

- a) establishment of a definition for “significant woodlands”;
- b) identification of significant woodlands fulfilling the criteria of ESPAs in accordance with ROPP Policy 4.3.2;
- c) identification of significant woodlands fulfilling the criteria of LSNAs in accordance with Policy 6.1.4.2 of this plan, but not fulfilling the criteria of ESPA in accordance with ROPP Policy 4.3.2;
- d) recommendation of lands for designation as ESPAs by amendment to the ROPP; and
- e) recognition of lands as LSNAs by their inclusion in this plan.

REASON: now have significant woodlands defined in ROP

Policy 6.1.4.4

LSNAs which are privately owned are not for use by the public, except at the discretion of the owner.

REASON: redundant – covered by trespass legislation

Policy 6.1.4.6

Where lands have been identified through *subwatershed* or other appropriate field studies as fulfilling the criteria for an LSNA in accordance with Policy 6.1.4.2, this plan will be amended to identify such lands as LSNA.

REASON: proposed not to show LSNAs on a map since not all LSNAs have been studied yet.

Policy 6.1.6.7

The City will cooperate with the Province, the Region, the Grand River Conservation Authority, other government agencies, the private sector and community interests to develop interpretive programs for elements within the open space system.

REASON: relates more to programming than land-use aspects. However, the “*interpretive programs for elements within the open space system*” notion is retained in 7.3 *Partnerships*.

Policy 6.2.5.2

Stormwater management practices planning will be emphasized in the design of the *major-minor drainage system*, with a goal of preserving the hydrologic cycle and a focus on at source controls.

REASON: covered by “City-Wide Stormwater Management Policies and Guidelines”

Policy 6.2.5.3

Storm drainage systems shall be designed using the *major-minor drainage system*.

REASON: covered by “City-Wide Stormwater Management Policies and Guidelines”

Policy 6.2.5.5

Developers of plans of subdivision and site plans shall implement erosion and sediment control measures to the satisfaction of the *City*.

REASON: covered by “City-Wide Stormwater Management Policies and Guidelines”

Policy 6.2.5.7

(last sentence) Owners of private stormwater management facilities are responsible for their operation and maintenance.

REASON: redundant and covered by “City-Wide Stormwater Management Policies and Guidelines”

Policy 6.4.1.1

The *City* shall develop Tree Management Policies and Guidelines to guide *development* proponents in giving regard to the protection of woodlots and individual trees.

REASON: Guidelines exist.

Policy 6.4.1.3

The Tree Management Policies and Guidelines will aim to preserve and protect significant individual trees, tree stands, hedgerows, woodlots, and forested areas located within the urban limits of the municipality. In addition, they will provide guidance as to situations where tree removal is warranted and replacement trees are required. Grading requirements will be a key consideration in evaluating tree management plans.

REASON: Guidelines exist.

Policy 6.4.3.2

The *City* will co-operate with the *Region* in developing and maintaining an environmental database with documents the occurrence and distribution of significant species and other features in the City of Cambridge.

REASON: Database does not exist.

All of Section 7.5 Rehabilitation

Policy 7.5.1 When considering an amendment to the *City’s* Zoning By-law which would enable the establishment or expansion of a *mineral aggregate operation*, the *City* will recommend to the

Province conditions to be included in the aggregate license or notations on the site plan to ensure proper rehabilitation of the lands. Proper rehabilitation is defined as follows:

- a) where the lands from which the extraction will occur are designated as an Agricultural Resource District on Map 15 of this plan, rehabilitation shall require the restoration of the lands to the previous agricultural capability of the lands. On these Agricultural Resource District lands, complete agricultural rehabilitation is not required if:
 - i) there is a substantial quantity of *mineral aggregates* below the water table warranting extraction; or
 - ii) the depth of planned extraction in a quarry makes restoration of pre-extraction agricultural capability unfeasible; and
 - iii) other alternatives have been considered by the applicant and found unsuitable; and
 - iv) agricultural rehabilitation in remaining areas will be maximized.
- b) where the lands from which the extraction will occur are within any other designation shown on Map 15 of this plan, rehabilitation shall be compatible with the intended or sequential land use in terms of grading, post extraction elevations and vegetation cover.

Policy 7.5.2 The *City* encourages progressive rehabilitation whereby a sequence of extraction and consequent rehabilitation would take place. Such a sequence shall minimize the area affected at any one time by requiring rehabilitation in a progressive and phased manner as extraction on portions of the site is completed.

REASON: City's interests are covered in the ROP policies with respect to rehabilitation of *mineral aggregate operations*.

Chapter 8: Business Environment

Policy 8.1 General The *City* recognizes that business vitality is a critical element to overall community prosperity. The benefits of a healthy and diverse business sector include employment, associated purchasing power, and a strong and stable assessment base. There are many influences on the business environment which are beyond the scope of this plan. However, the *City* recognizes its diverse land use-related roles, which include land banking and marketing, partnerships, land use policies and regular monitoring to maintain, enhance and promote the *City's* overall competitive position as a pre-eminent community with a strong business priority.

REASON: This policy is an explanation of the role of the Economic Development Department and is not a specific land use policy. As such, it does not need to be included in the Official Plan.

8.2 Key Supports to the Business Environment

Policy 8.2.1 Public Investment It is the policy of the *City* to recognize the need for public investment to support existing and future businesses in Cambridge. Municipal investment in business-supporting elements, such as *infrastructure* and municipal land banking, will be considered annually through the *City's* budgeting process. Support from other levels of government may also be sought as a means of enhancing public investment.

Policy 8.2.2 Partnership The *City* recognizes and will continue to actively participate in partnership arrangements. The composition of partnerships may vary according to the issues under consideration. Business strategies are expected to include partnerships with the private sector, other municipalities both within and outside the Regional Municipality of Waterloo, the Cambridge Chamber of Commerce, Canada's Technology Triangle, business associations, Business Improvement Areas, non-profit organizations, and other collaborations.

REASON: Policies 8.2.1 and 8.2.2 describe the City's Industrial Development Land Policy which has been supported through Council resolution in 2002 (Report CAO 2002-R3). These policies related to the role and function of the Economic Development Department and are not required in the Official Plan.

Policy 8.2.5 Compatibility The *City* recognizes the need to protect some business activities from incompatible land uses being located in close proximity. The policies of Sections 2 and 3 of this plan provide for the establishment of areas in which specified businesses may operate, as well as policies to resolve potential incompatibilities with surrounding land uses.

REASON: This policy is addressed through the proposed policies for Industrial and Employment Land Use Compatibility and is therefore redundant.

Policy 8.2.6 Business Opportunities It is the policy of the *City* to promote and assist businesses that wish to establish in Cambridge. The forms of assistance include the establishment of a range of permitted land uses prescribed in Section 3 of this plan, and will extend to the provision of information on the Cambridge community, the identification of available land and building supply, and opportunities for partnership.

REASON: This policy describes components of the role and function of the Economic Development Department and is not a specific land use policy. As such, it does not need to be included in the Official Plan.

Policy 8.2.7 Ongoing Business Support The maintenance of a strong business sector is recognized as a key element of community prosperity. It is the policy of the *City* to support the vitality of existing businesses through a range of programs and practices. Such support may include *City*-wide promotional campaigns, the review of development proposals, and business recognition awards, honouring excellence in training and education, corporate dedication to community vitality, and other business successes.

REASON: This policy describes components of the marketing program of the Economic Development Department and is not a specific land use policy. As such, it does not need to be included in the Official Plan.

8.2.8 Tourism It is the policy of the *City* to recognize the importance of tourism to the community. Tourist opportunities may include multi-purpose expenditures from visitors in the form of river excursions, hiking and cycling, factory outlet purchases, shopping and dining, attendance at cultural and recreational events, excursions to experience *built heritage resources* and the natural environment, railway heritage, and overnight stays provided by the local hospitality industry.

The policies of Sections 2 and 3 of this plan are intended to support a multitude of existing and potential tourist opportunities in Cambridge.

REASON: Tourism activities are funded and coordinated at the Regional level and therefore there are no proposed policies for tourism in the Official Plan update.

Policy 8.2.9 Education and Training It is the policy of the *City* to encourage and support educational facilities in order to achieve a diversified and skilled labour force. Support for education and training may take the form of permitting the location of such facilities in various parts of the *City* prescribed in Section 3 of this plan, partnership arrangements, and promotion.

REASON: This policy is better suited for an Economic Development Strategy rather than an Official Plan.

Policy 8.2.10 Business Advisory Bodies The *City* recognizes that the community contains many individuals who have valuable insight into the business environment. It is the policy of the *City* to invite such individuals to participate on Task Forces, Advisory Committees or on other bodies to assist *Council* in addressing matters potentially affecting local business vitality.

REASON: This policy responds to Council direction related to advisory committees. Since Council can appoint committees or task forces on their own accord without the need for Official Plan policy; this policy is not required.

Policy 9.1 General Residential Policies The general policies in this section are intended to provide the land use planning framework for residential *development* in Cambridge. This section also includes housing-related matters of *Provincial* and *Regional* interest, particularly land supply and housing affordability. These general policies apply to all forms of residential *development* throughout the municipality.

REASON: Policy intent carried through in new Section 2.8 Residential Lands.

Policy 9.1.6.2 Condominium Conversion c) the proposed use of the land and building to be converted complies or is proposed to be brought into compliance, with the *City's* zoning regulations affecting such land and building;

REASON: Should already be in compliance prior to any application for conversion. If not in compliance application for conversion would not be considered.

9.1.10 Housing Rehabilitation b) supporting community access to Federal and *Provincial* programs for housing rehabilitation and repair;

REASON: The *City* is not the provider of the programs. Housing rehabilitation is already covered sufficiently by other policies.

Policy 9.2.1.2 The *City* may permit the creation of an accessory apartment in detached and semi-detached dwellings in the community core Areas and Nodes, where infrastructure is or will be made available.

REASON: Replaced by Secondary Residential Unit Policies 2.8.2.8.

Policy 9.2.2.4 e) the nature and scale of the proposed development

Policy 9.3.2.4 e) the nature and scale of the proposed development

REASON: These policies are proposed to be deleted as they are too ambiguous and unclear.

Chapter 10: Social Environment The social environment of a municipality refers to the context within which the community's needs for services affecting quality of life are met. These services may range from education to recreation to health care. In the *City of Cambridge*, human services are provided by diverse groups of public, non-profit and private organizations, using a variety of facilities and settings. It is the intent of the policies in this plan to establish the land use planning framework within which these services and facilities may be provided.

REASON: This is an introduction to the chapter, definition of "social environment," and the broad intent of the Official Plan, not a specific land-use policy.

Policy 10.2 Key Considerations for Services and Facilities (policy retained in 7.4 but detailed points below recommended for deletion)

- a) take into account the diverse needs and abilities (both existing and future) of all segments of the population, including children, youth, seniors, families and individuals;
- b) are affordable to their users and accessible to people with a range of abilities and mobility;
- c) are, wherever possible, served by public transit and linked by pedestrian/cycling routes;
- d) are distributed in an equitable manner throughout the community and are in proximity to the population which they serve;
- e) are concentrated where appropriate in Community Core Areas or in Nodes;
- f) implement, wherever possible, partnerships in the allocation of human, financial and physical resources; and
- g) promote multiple uses of spaces and facilities.

REASON: The above details are more completely addressed in the Master Plans, in some cases are not land-use focused, and to some extent duplicate previous policies (e.g. public transit/pedestrian, concentrated in Community Core Areas, etc.)

10.4 Cultural Heritage Resources

Policy 10.4.1 It is the policy of the *City* to encourage and where possible assist in the preservation of *cultural heritage resources* relating to Cambridge.

Policy 10.4.2 The *City* may establish or assist in establishing advisory committees, boards or other bodies in the interests of preserving cultural heritage resources.

REASON: Cultural heritage resources are covered in Chapter 4 and are more appropriate in this section than in the Parks and Open Space chapter. The two policies above are captured in the Chapter 4 Objectives and the multiple references to the Municipal Heritage Advisory Committee throughout the chapter.

Policy 11.2.3 It is the policy of the *City* to facilitate or encourage the relocation of an existing use and/or the redevelopment of lands occupied by an existing use where any of the following conditions prevail:

- a) the existing use does not comply with the provisions of the Environmental Protection Act;
- b) the existing use is incompatible with existing or proposed uses in the area;
- c) the existing use is a use prohibited by Policy 11.3 of this plan;
- d) the building, facilities or plant of the existing use are inadequate, obsolete or structurally unsound;
- e) the existing use would benefit from relocation;
- f) assistance to relocate the existing use has been requested or is required;
- g) the site or facilities of the existing use are required for the purposes of a *community improvement plan* adopted pursuant to the Planning Act ; and
- h) the site or facilities of the existing use are required for a public purpose.

REASON: Concept now captured in 10.15 Community Improvement, Renewal and Revitalization.

Section 11.4 Transitional Uses

Policy 11.4.1 For the purposes of this plan, transitional uses include:

- a) a dwelling or a pocket of existing housing occupying lands designated by this plan for non-residential use;
- b) a non-residential use or a pocket of existing non-residential activities occupying lands designated by this plan for residential redevelopment and use; and
- c) legal non-conforming uses for the continuance of which no provision is made in this plan but which may be provided for in the *City's Zoning By-law*.

Policy 11.4.2 It is the policy of the *City* to encourage the redevelopment or recycling of land and buildings used for an existing residential purpose in a District designated by this plan for non-residential *development*. *Council* may pass by-laws or otherwise facilitate or encourage the redevelopment or recycling of such land and buildings for a non-residential purpose for which provision is made in this plan provided that:

- a) adequate on-site landscaping and other site-related standards are observed for existing residential uses when redeveloping or reusing adjoining lands or buildings for non-residential uses;
- b) *Council* may also pass by-laws to permit the continuation of existing residential uses on lands currently used for such purposes pending the approval of proposals for the redevelopment of such lands for a purpose anticipated by this plan; and
- c) *Council* shall pass no by-law to accommodate any extension or enlargement, or any increase in the residential density, of such existing residential area.

Policy 11.4.3 It is the policy of the *City* to encourage the redevelopment or recycling of land and buildings used for an existing non-residential purpose in a District designated by this plan for residential *development*. *Council* may pass by-laws or otherwise facilitate and encourage the redevelopment or recycling of such lands and buildings for a residential purpose for which provision is made in this plan, provided that *Council* may also pass by-laws to permit or facilitate the continuation, extension or enlargement of an existing non-residential use where provision is made in such by-laws for the reasonable protection of the residential environment of existing or potential residential uses on adjoining lands by requiring:

- a) adequate on-site landscaping and other site-related standards to be observed in the continued use of such lands for such non-residential purposes or in the extension or enlargement of such uses on such lands; and provided that
- b) *Council* shall pass no by-law to extend or enlarge an existing non-residential use on lands adjoining the existing use and not presently used for non-residential purposes except by amendment to this plan.

Policy 11.4.4 It is the policy of the *City* that where the City of Cambridge Committee of Adjustment receives an application under the Planning Act for the continuation, extension or enlargement of uses not permitted by this plan, the following considerations shall be addressed:

- a) the use proposed to be continued, extended or enlarged is compatible with existing uses on adjoining lands and provision has been made or is proposed to be made for the reasonable protection of the existing residential environment of adjoining lands by requiring adequate on-site landscaping and other site-related standards to be observed in such continuation, extension or enlargement;
- b) adequate off-street parking facilities are or will be made available to accommodate the number of vehicles likely to be attracted to the use proposed to be continued, extended or enlarged on such lands;
- c) adequate roads, water supply and sanitary sewer facilities are or will be made available to accommodate the use proposed to be continued, extended or enlarged on such lands; and

d) lands adjoining the lands currently used for the use proposed to be continued, extended or enlarged are not required to accommodate the proposed continuation, extension or enlargement.

11.4.5 It is the policy of *City* that lands designated as Class 1 or Class 2 Residential District or an Industrial District may be used on an interim basis for *agricultural uses*, where no intensive animal operation is established, and in accordance with Policies 14.2.1 b) and 14.3.2 a).

11.4.6 The interim uses described in Policy 11.4.5 may be undertaken provided that:

- a) the use of such lands for such interim purposes shall be discontinued as of the date of registration of a draft plan of subdivision, or as otherwise deemed acceptable by *Council*; and
- b) all existing buildings and structures used for any purpose not contemplated by this plan or not proposed to be retained for a purpose permitted by this plan shall be removed from the lands upon which such buildings or structures are located upon registration of a draft plan of subdivision of such lands, or as otherwise deemed acceptable by *Council*.

REASON: Non-conforming uses policies replace this.

Policy 13.1 - General (Core Areas) It is the policy of the City to maintain and wherever possible increase its 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.

Policy 13.2 Community Core Areas and Nodes It is the policy of the *City* to recognize Community Core Areas and Nodes as areas of intensified and integrated uses. Community Core Areas represent some of the oldest business areas in Cambridge around which traditional residential areas were established, and which have more recently offered a variety of tourist-oriented activities and cultural events. Nodes are anticipated to serve more localized functions than the Community Core Areas.

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) Ickson 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.

13.2.1.2 Preston Towne Centre

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.

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.

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.

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.

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
- c) the industry requires and requests relocation assistance.

REASON: – Policies no longer relevant

Policy 13.2.1.3 Hespeler Village

Policy 13.2.1.3.1 It is the policy of the *City* that lands in Hespeler Village designated on Map 15 as a Community Core Area and more particularly shown on Map 4 may be *developed* and used to provide a wide range 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 13.2.1.3.6;
- 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 the provisions of Policy 11.2.

Policy 13.2.1.3.2 It is the policy of the *City* to encourage mixed use *developments* in the Hespeler Village, with a strong preference for living and working environments being combined or in close proximity.

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.

Policy 13.2.1.3.4 In order to encourage the *development* of the Hespeler Village 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.

Policy 13.2.1.3.5 It is the policy of *Council* to encourage the conservation of *built heritage resources* in the Hespeler Village 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 Hespeler Village 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 13.2.1.3.6 It is the policy of the *City* to recognize the importance of existing industrial activities in the Hespeler Village. 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 Hespeler Village 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 no longer relevant.

13.3.3 Class 2 (Community Shopping Centre) Commercial Districts

Policy 13.3.3.1 ... 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:

- c) a hotel or motel in accordance with Policy 13.3.7.5;
- 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

13.3.4 Class 3 (Neighbourhood Shopping Centre) Commercial Districts

Policy 13.3.4.1 ...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:

- c) a hotel or motel in accordance with Policy 13.3.7.5;
- 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.

13.3.5 Class 4 (Hespeler Road) Commercial District

Policy 13.3.5.1 ...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.

Policy 13.3.5.2 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

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

13.3.6 Class 5 (Regional Power Centre) Commercial Districts

Policy 13.3.6.1 ...’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.’**

Policy 13.3.6.2 [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;

Policy 13.3.6.3 [The uses permitted and any associated regulations for such uses shall be further defined in the *City’s* Zoning By-law in keeping with the provisions of Policies 13.3.6.1 and 13.3.6.2 of this plan.] **Deferral No. 6 – Excludes the existing Class 5 Commercial site.**

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 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 Local Shopping Centres 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 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 13.3.7.4 Neighbourhood Grocery Stores and Variety Stores a) i) the use proposed for such lands is a specific proposal, and the proposed use is, in the opinion of *Council*, and appropriate use of such lands;

REASON: Policy is redundant. City approval already required in general overview. If the proposal satisfies the criteria it would be considered appropriate.

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

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.];] **Deferral No. 9**
- 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

dwelling 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

13.4 Industrial Areas

Policy 13.4.1 Classification of Industrial Districts

In this plan, it is the policy of *Council* to recognize two classes of Industrial District:

- a) Class 1 (Corridor) Industrial Districts, which consist of lands in highway corridors within which higher performance standards of site development and use are required; and
- b) Class 2 (General) Industrial Districts, which consist of all other lands designated by this plan for industrial use.

13.4.2 Class 1 (Corridor) Industrial Districts

13.4.2.1 It is the policy of the *City* that lands designated on Map 15 as a Class 1 Industrial District should be reserved for the use of industrial and related activities which require or can benefit from the visual prominence of a location in a highway corridor and which are likely to contribute to the aesthetic appeal of the urban composition at the *City's* principal edges and entrances. Subject to the provisions of Section 2 of this plan, *Council* may pass by-laws, acquire and develop lands or otherwise facilitate or encourage the *development* and use of such lands for the following purposes:

- a) any industrial activity which is entirely conducted within wholly enclosed buildings, and complies with the provisions of the Environmental Protection Act;
- b) facilities for industrial research and development;
- c) publishing and broadcasting facilities;
- d) an office building in which at least 1,860 m² of gross floor area are provided for occupancy by one or more of the following uses:
 - i) printing, publishing or broadcasting facilities;
 - ii) a data services establishment;
 - iii) a branch bank or trust company;
 - iv) a food services establishment of not more than 500 m² of gross floor area which is not freestanding on the site;
 - v) the offices of a professional business consultant, such as architectural, engineering, town planning, land surveying, market research, management, industrial design, legal, or health care services;
 - vi) the executive and/or administrative or business offices of one or more of the following:

- an industrial enterprise whose industrial activities may be conducted off-site either in the City of Cambridge or elsewhere;
 - a financial, insurance or real estate establishment;
 - a religious or non-profit institution;
 - a retail/wholesale business in which no sales are offered on site;
 - a service industry specifically limited to construction, transportation, communication and utilities uses;
- e) a hotel or motel in which at least 50 guest rooms are provided;
- f) in the Pinebush Road Special District shown in Figure 4, the uses specified in Policy 17.3;
- g) in the Dunbar Road Special District shown in Figure 5, the uses specified in Policy 17.4;
- h) any use permitted in all Districts in accordance with the provisions of Policy 11.2 of this plan.

13.4.2.2 Notwithstanding the provisions of Policy 13.4.2.1 of this plan, it is the policy of the *City* that the following sites designated as Class 1 Industrial Districts in this plan may be used for the retail sale, service, rental and storage of truck, trailer and parts where *Council* has made specific provision in the *City's* Zoning By-law:

- a) Lot 17, Registered Plan 1427, McGovern Drive.

13.4.3 Class 2 (General) Industrial Districts

13.4.3.1 Subject to the provisions of Section 2 of this plan, *Council* may pass by-laws, acquire and develop lands or otherwise facilitate or encourage the *development* and use of lands in a Class 2 Industrial District for the following purposes:

- a) any industrial activity which complies with the provisions of the Environmental Protection Act and is not prohibited by Policy 11.3 of this plan;
- b) the retail sales of products manufactured on the same site;
- c) offices required for the administration of an industrial activity or for the provision of technical and professional services to an industrial activity;
- d) any other business office or professional office only where it is located in an industrial mall, a local shopping centre or a strip commercial area as defined or shown in this plan;
- e) display, sales and service of industrial or commercial motor vehicles or motorized equipment having a Gross Vehicle Weight of at least 5,600 kg. and for the retail sale of replacement parts for such vehicles and equipment;
- f) small equipment and business machine sales and service and photocopying service establishments;
- g) fitness clubs and health centres, including employee rehabilitation facilities;
- h) landscaping and garden centre sales and service, builders and contractors' yards;
- i) veterinary offices;
- j) establishments for the instruction, development, application or use of computer-based technologies and related services as well as industrial research, development or quality control;
- k) printing and/or publishing establishments;
- l) dry cleaning plants;
- m) restaurants or caterers' establishments where such uses are not free standing;
- n) propane transfer facilities;
- o) courier or delivery services;
- p) training facilities, including industrial trades, instruction in arts and crafts and craftpersons shops;

- q) public garages excluding the retail sale of gasoline and other petroleum fuels, car washes, taxi dispatching offices, sales of automotive parts and equipment parts;
- r) “Rent-All” establishments;
- s) security or janitorial services;
- t) indoor recreational amusement facilities, where extensive floor areas are required;
- u) recycling facilities which conform to the provisions of the Fire Code and other applicable law and are approved by the City of Cambridge Fire Chief;
- v) a commercial use specified in, and in accordance with the provisions of Policies 13.3.7.1, 13.3.7.2, 13.3.7.3, 13.3.7.6, and 13.3.7.7;
- w) banks, trust companies or credit unions;
- x) in the East Main Street Special District shown in Figure 6, the additional uses specified in Policy 17.5; and
- y) any use permitted in all Districts in accordance with the provisions of Policy 11.2 of this plan.

13.4.3.2 It is the policy of the *City* to further regulate industrial uses through the *City’s* Zoning By-law.

REASON: Updated employment policies (8.5) included in draft plan.

Policy 13.4.4 Truck Terminals and Courier Depots

13.4.4.1 It is the policy of the *City* to permit the use of lands designated on Map 15 as Class 2 Industrial Districts for the purposes of a transport terminal, terminal warehouse, bonded or customs warehouse or courier depot, and to permit the extension or enlargement of such existing use, without amending this plan, in accordance with the following provisions:

- a) the zoning classification of the lands used or proposed to be used for such purposes generally permits the establishment of heavy industrial uses or, alternatively, the by-law proposed to be enacted to permit lands to be used for such purposes is specific to such lands;
- b) vehicular access to the lands used or proposed to be used for such purposes may be obtained exclusively from a major arterial road shown on Map 6 or from a road serving a Class 2 Industrial District designated on Map 15 and, where a *Regional* road is involved, the *Region* has issued the appropriate road entrance permits;
- c) the roads required to provide vehicular access to the lands used or proposed to be used for such purposes are, in the opinion of the appropriate authority, adequate in terms of both load-bearing construction and traffic-carrying capacity to accommodate such use; and
- d) adequate provision is made for the protection of other activities on adjoining lands from the negative effects of stormwater drainage, noise, dust, lighting and unsightly storage on the site used or proposed to be used for such purposes.

13.4.4.2 For the purposes of Policy 13.4.4.1 a), it is the policy of the *City* that special consideration shall be given to sites adjacent to a railway facility which is proposed to be used; provided, however, that the other criteria of Policy 13.4.4.1 can also be met.

13.4.4.3 Notwithstanding the provisions of Policies 13.4.4.1 and 13.4.4.2, it is the policy of *City* that no new transport terminal, terminal warehouse, bonded or customs warehouse or courier depot shall be located near a Residential District designated on Map 15 or in a location which requires vehicular access to be obtained from a road which passes through any such Residential District if it is intended that such facility shall be used to receive, store or ship materials which in the opinion of the Fire Chief or designate for the City of Cambridge would constitute a hazard to life or property in the event of an accident.

REASON: The policies in Section 13.4.4 are conditions for approval of the Truck Terminal and Courier Depot use which would be addressed through the development process. There is no need to identify these conditions in the Official Plan.

Policy 13.4.5 Junk, Salvage, Wreckers' Yards and Asphalt or Concrete Batching Plants

13.4.5.1 Notwithstanding the provisions of Policies 13.4.2 and 13.4.3, it is the policy of the *City* that no lands in the City of Cambridge may be developed or used as a junk yard, salvage yard, wreckers' yard, asphalt batching plant or concrete batching plant, unless *Council* has, by a site-specific amendment to the *City's* Zoning By-law, provided for the establishment of one or more such uses. Subject to the provisions of Section 2 of this plan, *Council* may pass by-laws to permit such uses on such lands without amending this plan; provided, however, that *Council* shall not pass such by-laws for such purposes unless, in the opinion of *Council*:

- a) adequate provision is made or proposed to be made for the protection of other activities on adjoining lands from the negative effects of stormwater drainage, noise, dust, lighting and unsightly storage;
- b) vehicular access to the lands used or proposed to be used for such purposes may be obtained exclusively from an industrial arterial or collector road and such road is adequate to carry the traffic likely to be generated by the use of such lands for such purposes, and, where a *Regional* road is involved, the appropriate authority has issued the required road entrance permit;
- c) the use of such lands for such purposes is a use required by the *City's* residents or businesses which requirement is not being adequately satisfied;
- d) the lands used or proposed to be used for such purposes are not required to accommodate another industrial activity which, in *Council's* opinion, has a higher priority for the use of such lands.

13.4.5.2 Notwithstanding the provisions of Policy 13.4.5.1, it is the policy of the *City* that lands already being used for a purpose described in Policy 13.4.5.1 may continue to be used for such purposes. Subject to the provisions of Section 2 of this plan, *Council* may pass by-laws or otherwise facilitate or encourage the continuation, extension or enlargement of such existing activities on such lands without amending this plan; provided, however, that no extension or enlargement of such existing activities shall be permitted on additional lands adjoining the lands already used for such existing purposes except in accordance with the provisions of Policy 13.4.5.1.

REASON: This Official Plan Update proposes to add Junk, Salvage, Wreckers' Yards and Asphalt or Concrete Batching Plants to the list of uses prohibited in all districts in the General Land Use Policy section of the Official Plan. As a prohibited use, the corresponding policies that support the uses through site specific zoning amendments should be deleted as they are no longer required.

Chapter 14: Residential Environment Districts

Policy 14.1 Classification of Districts

It is the policy of the *City* to recognize three classes of District for the Residential Environment:

- a) Class 1 (Urban) Residential Districts, consisting of those urban areas within the City Urban Area illustrated in Map 1 or otherwise provided for in the plan by a Special District in which

a piped municipal water supply and public sanitary sewers are or will be made available by 2016;

b) Class 2 (Suburban) Residential Districts, consisting of those suburban areas also within the City Urban Area illustrated in Map 1 or otherwise provided for in this plan by a Special District in which municipal sanitary sewers are not likely to be made available before 2016 and in which water supplies are expected to be obtained from private or communal wells;

c) Class 3 (Rural) Residential Districts, consisting of those rural settlement areas outside the City Urban Area illustrated in Map 1 in which neither municipal sanitary sewers nor a municipal water supply or communal well will be made available before 2016.

Policy 14.2 Class 1 (Urban) Residential Districts

Policy 14.2.1 It is the policy of the *City* that lands in a Class 1 Residential District designated on Map 15 may be developed and used for any of the following purposes:

a) where a municipal water supply and municipal sanitary sewers have been made available;

b) dwelling units in buildings designed for occupancy by one or more households, including multiple unit residential buildings;

c) a use specified in Policy 11.2 of this plan as a use permitted in any District;

d) a use accessory to a permitted use, including those uses described in Policy 9.3.4.1;

e) a commercial use or mixed residential-commercial use specified in, and in accordance with the provisions of Policy 13.3.7;

f) in the Paisley Heights Special District shown in Figure 3, only those uses specified in Policy 17.3 of this plan; and *Council* may pass by-laws or otherwise facilitate or encourage the *development* and use of such lands for such purposes in accordance with the policies of Section 2 of this plan.

Policy 14.2.2 It is the policy of the *City* to permit, without amending this plan, the establishment of business or professional offices in Class 1 Residential Districts that do not constitute home occupations as described in Policy 9.3.4 of this plan where:

a) the property uses or proposes to use vehicular access from a major arterial shown on Map 6 of this plan or otherwise determined by the *City*;

b) is deemed by *Council* to be compatible with surrounding land uses through the application of those criteria described in Policy 9.1.4 of this plan;

c) has been recognized site-specifically in the *City's* Zoning By-law;

d) access to a municipal water supply and municipal sanitary sewers have been made available.

Policy 14.3 Class 2 (Suburban) Residential Districts

Policy 14.3.1 It is the policy of the *City* that lands in a Class 2 Residential District designated on Map 15 may be developed and used for any of the following purposes:

a) a detached dwelling designed for occupancy by a single household;

b) a use specified in Policy 11.2 of this plan as a use permitted in any District;

c) a use accessory to a permitted use, including those uses described in Policy 9.3.4.1, and the keeping of horses for the private non-commercial recreational use of a household occupying a permanent dwelling on a lot having an area of not less than 1.0 hectare upon which the *minimum distance separation formulae* and provisions for the disposal of animal wastes recommended by the *Province* are observed;

d) a commercial use specified in, and in accordance with the provisions of Policy 13.3.7; in area "7a" of the Blair Village Special District shown in Figure 7, a use specified in Policy 17.7.4;

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 where the Medical Officer of Health, the *Region*, or other legislated authority has approved the installation of private or communal well water supply systems and individual wastewater treatment systems.

Policy 14.3.2 It is the policy of the *City* that vacant lands in a Class 2 Residential District designated on Map 15 may also be used for any of the following purposes:

- a) *agricultural uses*, where no intensive livestock operation, fur farming or fish farming is involved;
- b) any use accessory to a permitted use;

and, subject to the provisions of Section 2 and Policy 11.4 of this plan, *Council* may pass by-laws or otherwise facilitate and encourage the use of such vacant lands for such purposes until a draft plan of subdivision to accommodate the *development* and use of such lands for a purpose specified in Policy 14.3.1 has been registered.

Policy 14.4 Class 3 (Rural) Residential Districts

Policy 14.4.1 It is the policy of the *City* that lands in a Class 3 (Rural) Residential District designated on Map 15 may be used for any of the following purposes:

- a) a detached dwelling designed for occupancy by a single household;
- b) a use specified in Policy 11.2 as a use permitted in any District;
- c) *agricultural uses* where no intensive livestock operation, fur farming or fish farming is involved;
- d) a use accessory to a permitted use, including those uses described in Policy 9.3.4.1, and the keeping of horses for the private, non-commercial, recreational use of a household occupying a permanent dwelling on a lot having an area of not less than 1.0 hectare upon which the *minimum distance separation formulae* and provisions for the disposal of animal wastes recommended by the *Province* are observed;
- e) a commercial use specified in, and in accordance with the provisions of Policies 9.3.4, 13.3.7.4, 13.3.7.6 and 13.3.7.7;

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 where the Medical Officer of Health, the *Region*, or other legislated authority, have approved the installation of private or communal well water supply systems and individual wastewater treatment systems.

REASON: These policies are proposed to be deleted and will be replaced by new residential designations and associated policies that separate the former residential districts into low/medium density, high density and rural residential. This update will provide assurances for existing residential development that new development in residential areas to be compatible with respect to densities and height.

Chapter 15. Institutional Districts

15.1 Classification of Institutional Uses

It is the policy of the *City* to recognize two classes of institutional use:

- a) Class 1 institutional uses, which consist of any public or private non-profit educational, correctional, religious, social, fraternal, community or government institution and any use specified in Policy 15.1 b), including related recreational and accessory uses, occupying a site or group of adjoining sites comprising a total area of not less than 15 hectares;
- b) Class 2 institutional uses which consist of:

- i) any public or private non-profit educational, religious, social, fraternal, community or government institutions and related recreational uses;
 - ii) a hospital;
 - iii) a use accessory to a permitted use;
- and, occupy a site or group of contiguous sites comprising a total area of less than 15 hectares.

REASON: The development of a single definition of institutional use removes the need to list the types of uses permitted in this designation, which allows for streamlining of the Plan and clearer interpretation of the term *institutional* when used throughout the Plan. Some *institutional* uses do have a greater impact on the surrounding areas, as a result of factors such as, their size, hours of operation, type of activity and the amount of traffic generated. Given there are more variables in determining impact than just property size, it is recommended that all new proposals for an *institutional use* and major expansions to existing *institutional* uses, should be evaluated in light of the *City and Provincial Land Use Compatibility Guidelines*.

Policy 15.2 Class 1 Permitted Uses It is the policy of the *City* that lands in a Class 1 (Major) Institutional District designated on Map 15 may be used for any purpose specified in Policies 11.2 and 15.1. 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.

Policy 15.3 Class 2 Permitted Uses It is the policy of the *City* that lands in any District established by this plan and having an area of less than 15 hectares may be used for any purpose specified in Policies 11.2 and 15.1 b). 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.

REASON: The terms Class 1 and Class 2 have been replaced by *institutional use* as per a new definition. Given the increased range of variables to be considered in determining whether an *institutional use* or major institutional use is compatible surrounding area it is considered appropriate to evaluate all *development* proposals for a new or expanded *institutional uses* in light of the compatibility guidelines established in Section 15.4 of the current Official Plan. The *City* would have the flexibility to determine what background information and technical studies are needed to evaluate an *institutional development* proposal. This would allow for the expeditious processing of these applications, where there is no *significant* impact on the surrounding area or municipal *infrastructure*.

Policy 16.1.3 Subject to Policy 3.2.1.3, the designation of additional lands for new non-farm development will not be permitted on lands designated as Agricultural Resource District.

REASON: Redundant with Draft Policy 2.8.

Policy 16.1.8 Notwithstanding the provisions of Policy 16.1.5, those uses which implement the Grand River Corridor policies established in this plan in accordance with the provisions of Policy 3.2.3 may be permitted within an Agricultural Resource district, provided that impact on *farm* uses is minimized.

REASON: Not needed since: “Policy 3.2.3 Grand River as a Canadian Heritage River - The City recognizes and supports the designation of the Grand River as a Canadian Heritage River. This designation was confirmed by the federal government in 1994, and also applies to the major tributaries of the Grand, including the Speed River through Cambridge. The City will participate

in appropriate initiatives which protect, enhance and promote this resource, including the development and implementation of land use strategies dealing with the Grand River Corridor.” has been replaced with: “Policy 3.A.2.15 The *City* will collaborate with the *Region* and the GRCA in an effort to maintain the character of the Grand and Speed Rivers by identifying, conserving, interpreting and enhancing *cultural heritage* resources of recreational and scenic value.”

Policy 17.7.1 Deferral No. 10 – Applies to lettered areas as shown on Figure 7, excluding Langdon Hall and 7a). The words “Class 1 Industrial District” are deferred for all remaining lands in this Special District.

REASON: deferral has been satisfied and cleared by Region.

Policy 17.7.2 – Portions of Vision Statement [It is the policy of the *City* that the following Vision Statement for the Blair area will be used as a general guide in regulating *development* and land use in the Blair Village Special District:

The development of a “village green” at the historic intersection of Old Mill and Blair Roads will be encouraged to provide a central community focal point, where residents and visitors can interact in a compact, garden parkette setting.

The vision of the recommended land use plan anticipates the completion of the village community to a logical bio-physical boundary. The vision incorporates a range of housing types that will allow for integration of social and economic classes, and ages including young adults with children to senior citizens. New residential development will evolve through infilling and subdivision of land as a logical extension of Blair south of the existing village to the municipal boundary, and this will constitute completion of the village to a logical boundary. An integrated trail system will be developed, for passive recreational use, linking the Blair and Bechtel Creeks with the Grand River Blair Trail, the Langdon Hall property and historic railway lands. In addition to the expansion of the existing trail network in Blair, an active neighbourhood park will be developed to provide an opportunity for children and adults alike to pursue active recreation. This park will become a neighbourhood focal point for the entire Blair community. Significant heritage attributes of the community will provide the impetus for the completion of a Heritage Conservation District Plan under the provision of the Ontario Heritage Act to ensure the protection of the remarkable heritage features in Blair. The heritage plan will also provide a design code that will define guidelines for building form, materials and details to best reflect the existing Blair community architecture, landscapes and land uses. Diverse village streetscapes ranging from narrow streets to wider more open streetscapes with a diversity of lot sizes and housing types will be directed by this guideline.

Construction of the North-South Arterial Road around Blair would significantly reduce the volume and speed of traffic on Blair Road that currently bisects the village, creating the single most negative impact to the existing community. This reduction of through traffic will allow for the continued village core growth along Blair Road and promote Blair as a destination for its historic streetscape, views and access to the Grand River, natural features and unique village attributes. **Deferral No. 11 – Applies to areas shown on Figure 7, excluding Langdon Hall and 7a).**

Policy 17.7.3 It is the policy of the *City* to undertake a *Heritage Conservation District* study for the Blair Village Special District shown as Figure 7 of this plan. The purpose of this study is to

examine the merits of designating all or a portion of the Blair Village Special District as a *Heritage Conservation District* pursuant to the Ontario Heritage Act.

REASONS: Heritage Conservation District completed. North/South Arterial Road and Trails no longer planned. Village Green never planned or constructed. Deferrals satisfied.

Policy 17.7.4 It is the policy of the *City* that the lands designated as a Class 2 Residential District on Map 15, generally known as the village core, and more particularly shown as area “7a” on Figure 7 may also be used for the following additional purposes:

- c) a restaurant;
- d) a clinic;
- e) a funeral home;
- f) an automobile service station but not a gas bar;
- g) a “village green” *community park*;

and, subject to the provisions of Section 2 of this plan, *Council* may pass site specific amendments to the *City’s Zoning By-law* to accommodate the *development* and use of lands in the area “7a” for such additional purposes without amending this plan.

REASONS: Clinic, Funeral Home, and Restaurant included under retail and service commercial uses. Service Station deleted completely since this is not a recommended use for this area. Addition of educational/institutional uses to recognize rare.

Policy 17.7.5 e) It is the policy of the *City* to encourage the rehabilitation, preservation and economically viable use of the lands and buildings comprising the Langdon Hall estate designated on Map 15 as Class 1 Open Space District and Class 1 Agricultural Resource District and more particularly shown in Figure 7 as area “7b”. Subject to the provisions of Section 2 and Policy 17.7.2 of this plan, *Council* may pass site-specific amendments to the *City’s Zoning Bylaw* to permit the use of the property for the following purposes:

- e) any use permitted in all Districts in accordance with Policy 11.2 of this plan.

REASONS: e) Redundant policies. Public and private Trails also specifically added and now require completion of an Environmental Impact Statement.

Policy 17.7.6 [It is the policy of the *City* that those lands designated as Class 2 Residential District on Map 15 and more particularly shown on Figure 7 as area “7c” may only be *developed* as a compatible extension to the existing village and consisting of a maximum of sixty residential units (and potentially in the range of forty to sixty residential units) upon completion and approval of the following:

- a) *Heritage Conservation District Plan* under the Ontario Heritage Act to ensure that the new *development* will be compatible and harmonious with the existing village heritage and character through detailed guidelines for building design, streetscapes, landscapes and scenic roads. Should a *Heritage Conservation District Plan* not be adopted by *Council*, *development* will be required to comply with other design guidelines established by *Council*;
- b) an Environmental Assessment to identify the appropriate method of sanitary, water and storm sewer services, as necessary;
- c) an Environmental Assessment, if a road connection is anticipated from Langdon Drive to the subject lands over Bechtel Creek;
- d) *Environmental Impact Statement (EIS)* for lands adjacent to (within 120 metres) of core greenspace, comprising the Regionally Significant Environmentally Sensitive Policy Area

No. 37 (Blair Swamp), *Provincially Significant Wetlands* (Class 2 - Blair Creek Wetland and Class 3 - Bechtel Creek/Orr's Lake Wetland Complex) and Grand River Conservation Authority regulated floodlines to satisfy the requirements of the *City*, the *Region* and the *Province*, and to implement the findings of the Blair, Bechtel and Bauman Creeks Subwatershed Plan (BBBSP). Refinement in the delineation of greenspace boundaries should be undertaken as part of the required full site EIS and appropriate buffers should be identified based on the proposed land uses, servicing strategies, and the specific habitat sensitivities and requirements. A scoped EIS is required for all non-adjacent lands focusing on management of the water budget and stormwater management, and conforming to the BBBSP. The EIS should also address opportunities and enhancement of the greenspace system;

e) Stormwater Management Analysis and Implementation Plan to address the findings of the BBBSP, including the Impervious Cover Limits (ICLs), to provide at-source stormwater management to address water quantity and quality issues, as well as to examine enhancement retrofit opportunities for the existing John Bricker Road stormwater management swale connection to Blair Creek. This analysis should examine the maximization of infiltration, including dry wells, infiltration galleries, and perforated pipe alternatives, while minimizing end-of-pipe solutions; and

f) Traffic Impact Analysis identifying the impacts to the existing local village road network, particularly Ashton Street, Meadowcreek Lane, Old Mill Road, Langdon Drive, and the intersections of Old Mill/Blair Roads and Langdon Drive/Blair Road. Road improvements to carry traffic generated by future *development* shall be discouraged that would have a negative impact on the existing village character and historic roads, for example through the requirement for road widening and removal of mature treed boulevards, canopied road landscapes and vegetated shoulders. Road improvements must not contravene any Heritage Conservation District Plan affecting the Blair Village Special District.] **Deferral No. 13**

REASONS: – John Bricker subdivision completed and registered. All criteria have been satisfied.

Policy 17.7.7 a), b), e), f) [It is the policy of the *City* that the lands designated as Class 1 Industrial District on Map 15 and more particularly shown on Figure 7 as areas “7d” and “7e” may only be *developed* upon completion and approval of the following:

a) a Heritage Conservation District Plan under the Ontario Heritage Act to ensure that the new *development* will be compatible and harmonious with the existing village heritage and character through detailed guidelines for building design, streetscapes, landscapes and scenic roads. Should a Heritage Conservation District Plan not be adopted by *Council*, *development* will be required to comply with design guidelines established by *Council*. The Heritage Conservation District Plan or other design guidelines shall ensure a horizontal form of *development* in a campus setting with significant landscaping, buffering and screen details to minimize visual, sound, lighting and other impacts to existing and future residential areas, particularly on Morningside Drive, Highgrove Court and Old Mill Road;

b) an Environmental Assessment to identify the appropriate method of sanitary service;

e) This traffic impact analysis may identify the necessity for the North-South Arterial Road to be constructed as a minimum between Blair Road and Fountain Street, prior to the *development* of these lands. The traffic impact analysis is to be approved by *Council*;

f) a Justification Analysis to address the issue of need for additional prestige industrial business park lands;.] **Deferral No. 13**

REASONS: Heritage Conservation District Plan prepared and Environmental Assessment completed for the College lands. Justification Analysis completed. No bridge is planned for the Blair Area.

Policy 17.7.8 [It is the policy of the *City* that those lands designated as a Class 2 Residential District on Map 15 and more particularly shown on Figure 7 as area “7f” may only be *developed* to a maximum of thirteen residential units upon completion and approval of the following:

- a) Heritage Conservation District Plan under the Ontario Heritage Act to ensure that the *newdevelopment* will be compatible and harmonious with the existing village heritage and character through detailed guidelines for building design, streetscapes, landscapes and scenic roads. Should a Heritage Conservation District Plan not be adopted by *Council*, *development* will be required to comply with design guidelines established by *Council*;
- b) an Environmental Assessment to identify the appropriate method of sanitary, water and storm sewer services, as necessary;] **Deferral No. 13**

REASONS: Heritage Conservation District prepared and Environmental Assessment completed for College lands.

Policy 17.7.9 It is the policy of the *City* that the following policies shall also apply in respect of the areas shown on Figure 7 as the Blair Village Special District:

- a) for any request for change in land use on lands adjacent to (within 120m of) the proposed greenspace system, comprising *Provincially Significant Wetlands* or *Regionally Significant Environmentally Sensitive Policy Areas*, an *Environmental Impact Statement* (EIS) shall be undertaken to refine the delineation of the greenspace boundaries and define appropriate buffers based on the proposed land use, servicing strategies, and the specific habitat sensitivities. A scoped EIS would be required for all non-adjacent lands focusing on management of the water budget and stormwater management, and conforming to the BBBSP. The EIS should also address opportunities and enhancement of the greenspace system, where appropriate. The EIS must satisfy the requirements of the *Region*, and the *Province* and respect the findings of the BBBSP;
- b) the lands owned by the City of Kitchener on the east side of Morningside Drive, north of Fountain Street and south of Highway 401 and more particularly shown on Figure 7 as area 7g are designated in the City of Cambridge Official Plan as Class 1 Open Space District to reflect the designation of those lands as *Regional Environmentally Sensitive Policy Area No. 36* (Speed River and Grand River Confluence). Any use of those lands for the extension of the Doon Valley Golf Course, shall be subject to:
 - i) an *Environmental Impact Statement*;
 - iii) a public community trail being provided through those lands to connect the existing Blair Trail along the former Grand Trunk Railway and integrate the City of Cambridge Heritage Riverbank Trail with the City of Kitchener community trails extended into Homer Watson Park;
 - vi) The dedication of a road widening across the Fountain Street frontage of the site to the satisfaction of the Regional Municipality of Waterloo; and
 - vii) A Letter of Clearance has been received from the Ministry of Culture in regard to conservation and preservation of the significant archaeological resources on site;

d) in addition to the environmental buffers to be identified through the completion of an *Environmental Impact Statement* for the lands adjacent to the Blair Outdoor Education Centre, that an additional buffer of 20 metres or more be provided where possible, extending from John Bricker Road to the City of Cambridge municipal boundary with the Township of North Dumfries. This buffer would provide for the creation of an integrated trail system outside of the sensitive natural features associated with Blair Creek, providing additional protection to the Outdoor Education Centre and the natural features;

e) an integrated trail system be investigated providing a looped passive recreational trail around and through the Blair Village Special District, adjacent to the Blair and Bechtel Creeks, and the informal Langdon Hall trails be connected and integrated into the City of Cambridge Heritage Riverbank Trail and City-Wide Multi-Use Trail network, subject to the approval of property owners. A key component to the completion of an integrated village trail is the linking of the Blair and Bechtel Creek open space areas along the City of Cambridge municipal boundary;

f) the Regional Municipality of Waterloo is encouraged to undertake an Environmental Assessment of the North-South Arterial Road (former Highway 8 by-pass), including as a priority the section of the North-South Arterial which could reduce traffic through Blair Village, and that the North-South Arterial ultimately be constructed to implement the results of the Environmental Assessment;

g) to address the issue of excessive speed of vehicular traffic, the Region of Waterloo is encouraged to investigate traffic calming techniques on Blair Road, particularly from Meadowcreek Lane to Langdon Drive.

REASONS: Golf Course constructed completed and above criteria satisfied. Requirement for Integrated Trail System referred to in d) and e) eliminated by Council on approval of John Bricker Subdivision. Traffic calming/Arterial Road - Arterial Road no longer planned.

Policy 18.1.4b) The Medical Officer of Health, the *Region*, or other legislated authority, has approved the installation of private or communal well water supply systems and individual wastewater treatment systems to allow such lands to be used for such purposes;

REASON: The City does not support the establishment of industrial uses to on private or communal services.

Policy 18.2.2 It is the policy of the *City* will regulate the orderly development of lands designated in this Plan as a Class 1 Commercial District and/or Class 5 Commercial District, as more particularly provided for in Policy 13.3 of this plan. *Council* may apply the holding symbol '(H)' to the zoning of lands designated as a Class 1 Commercial District and/or a Class 5 Commercial District to stage or otherwise regulate the amount of *gross leasable retail commercial floor area* that may be *developed* within specified time periods, or in accordance with the findings of a *retail impact statement* endorsed by *Council* and affecting lands in the Class 1 Commercial District and/or lands in the Class 5 Commercial District. The holding symbol shall be removed by amendment to the *City's* Zoning By-law.

REASON: Deleted as the orderly development of lands and implementation of a retail impact statement are included in the list of issues which should be addressed for the removal of a holding symbol.

Policy 18.4.1c) by by-law provide that no parking shall be required in all or any part of an area of the municipality, including the Community Core Areas;

REASON: Sufficient parking should be provided on site where possible. The enabling ability for a reduction or elimination in parking is addressed through policy 10.10.2.

Policy 20.4 Where *City* approval is required in its role as the delegate of the Regional Municipality of Waterloo, *development* applications may be deemed premature for acceptance for processing under the Planning Act in the absence of demonstrated pre-consultation between the applicant, the *Region*, the affected area municipalities and other appropriate agencies.

REASON: This policy is deleted because it is redundant. The requirement for preconsultation is covered in Chapter 10.