As approved, in part, with modifications, by the Region of Waterloo on November 21, 2012 and amended by the OMB on April 22, 2014.

Please Note: As of March 1, 2015, parts of this Plan are currently under appeal before the Ontario Municipal Board (OMB). Before using this document, care should be taken to check the updated status of the appeal process on the City of Cambridge’s website (www.cambridge.ca/officialplan).
Explanatory Note

The Region of Waterloo approved the new Cambridge Official Plan, in part, with modifications, on November 21, 2012. The Region’s approval was released in a Notice of Decision dated November 30, 2012, and was subject to a 20 day appeal period under the Planning Act. A total of six appeals were filed to the Ontario Municipal Board (OMB) by various parties. A complete listing of the appellants and the reasons for their appeal are summarized below.

The Region’s decision included a total of 74 modifications to the Cambridge Official Plan. Any text shown in highlighted font illustrates new wording that has been added by the Region’s modification. Any text shown with a highlighted strikethrough illustrates wording that has been deleted by modification. The numbers shown in the box beside each modification correspond to the numbers used in the Region’s Notice of Decision.

The Region’s decision also included a total of 10 deferrals where a decision has not been made with respect to approval. Any text shown grayed-out illustrates deferred wording. The numbers shown in the box beside each deferral correspond to the numbers used in the Region’s Notice of Decision.

Summary of Appeals Submitted to Ontario Municipal Board

1. An appeal, received from Aird & Berlis LLP, on behalf of Loblaw Properties Limited regarding the entire Official Plan.

2. An appeal, received from Goodmans LLP, on behalf of Activa Holdings Inc. and 158905 Ontario Inc. regarding:
   a. All of Chapter 2 except for Section 2.12 and those policies which were deferred by the Region and for which a decision has not yet been made;
   b. Policy 3.A.2.14;
   c. Policy 3.A.4.7;
   d. All of Section 8.2;
   e. Policy 8.4.1.2;
   f. All of Subsection 8.5.3.1;
   g. Policy 8.9.1.8;
   h. Policies 9.5 and 9.6 (as modified by Regional Modification No. 54);
   i. The following definitions in Chapter 13:
      i. “adverse environmental impacts” with respect to examples a) through o);
      ii. “density target”;
      iii. “Environmentally Significant Discharge Area”;
      iv. “Environmentally Significant Recharge Area”;
      v. “Environmentally Significant Valley Features”;
      vi. “provincially constrained environmental areas”
   j. Map 1A as it relates to the lands identified as the East Side Lands on Map 2;
   k. Map 1B in its entirety;
I. Map 2 as it relates to the lands identified as the East Side Lands (including the designations and the delineation of those lands as East Side Lands);  
   m. Map 7A with respect to the delineation of the South Boundary Proposed Road corridor and the Future Conceptual Transportation Study Areas;  
   n. Map 9 in its entirety; and  
   o. Map 10 with respect to the Regulatory Storm Flood Plain for the lands North of Maple Grove Rd. and west of Beaverdale Rd.  

3. An appeal received from Goodmans LLP on behalf of Hallman Construction Limited and Gatestone Development Corp. regarding the same list as Appeal 2 above except item m. in the appeal letter does not refer to the delineation of the South Boundary Proposed Road corridor.  

4. An appeal received from GSP Group Inc. on behalf of Jeff Grimm and Art Brewer regarding site specific Policy 8.10.44 and associated Map 2A and Figure 51.  

5. An appeal received from Goodmans LLP on behalf of Pennwood Development Ltd. and Eastforest Homes Ltd. regarding the southwest corner of Maple Grove Road and Hespeler Road designation on Map 2 as Future Urban Reserve and Natural Open Space.  

6. An appeal received from Gowlings Lafleur Henderson LLP on behalf of Springbank Investments Inc., Kirtaff Holdings Inc., Edmund Patrick and Linda Margaret Taylor, Mary Alma Corbett and John Kostas regarding lands at the northeast corner of Franklin Boulevard and Main Street, specifically Policy 8.7.2.6a) and Policy 8.10.46.
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Chapter 1: Introduction

Cambridge is located in southern Ontario at the confluence of the Grand River, which is a Canadian Heritage River, and the Speed River and along the Galt and Paris Moraines. The city is a vibrant, livable urban community with a beautiful natural environment and built heritage.

Cambridge is within one of the fastest growing and strongest economic areas in Canada with a strategic location on the MacDonald Cartier Freeway (Highway 401). The city is expected to grow to a population of 173,000 people by 2029 with a total employment forecast of 100,000 jobs. Cambridge boasts a diverse economic base and is located in the heart of Canada’s Technology Triangle, known for significant clusters of knowledge-based enterprises.

Cambridge is part of the Region of Waterloo and is comprised of the former Town of Preston, Village of Hespeler, City of Galt and the Village of Blair.

Vision Statement

“Cambridge celebrates the uniqueness of its founding communities and is united by its heritage, rivers, cultures and common future.

Cambridge residents and visitors enjoy the natural environment, safe, clean, caring, sustainable and accessible neighbourhoods, with a wide variety of lifestyle and housing options and ample cultural and recreational opportunities.

Cambridge, as a community of opportunity, encourages business growth and transition, entrepreneurial spirit, strong leadership, efficient government and the provision of municipal services, personal growth and civic pride.”

Note: Margin notes are included to indicate if a proposed policy is:
- taken from the existing Official Plan; or
- new.

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

This document, known as the City of Cambridge Official Plan, provides a long-range, comprehensive land use strategy for areas located within the municipal boundaries of the city. This document will provide the framework for land use decisions for all development and public works projects within the City of Cambridge for the next 20 years by protecting, managing and enhancing the natural environment, directing, influencing and managing growth patterns and facilitating the vision of the city. The Plan also provides an avenue through which Provincial and Regional policies are implemented in the local context.

1.2 Structure of the Plan

The land use strategy contained in this Plan consists of Chapters as follows:

a) General development policies, consisting of Growth Management Structure, Natural Heritage and Environmental Management, Cultural Heritage Resources, Urban Design, Transportation and Infrastructure, and Parks and Open Space in Chapters 2 through 7;

b) Land Use Policies and Designations in Chapter 8;

c) Interpretation Policies, Implementation Policies, Amendment, Monitoring and Review Policies in Chapters 9 through 12;

d) Glossary of Terms in Chapter 13;

e) Maps in Chapter 14;

f) Appendices in Chapter 15; and

g) Figures in Chapter 16.

1.3 Legal Status of the Plan

1. This Official Plan has status in law pursuant to the provisions of the Planning Act and requires that the City and private sector development conform to the Official Plan when undertaking public works or any action of Council. Approval of this Official Plan by the Region means that the policy framework is appropriate to generate decisions that will be “consistent with” Provincial and Regional policies.

2. The City of Cambridge Official Plan, as the municipality’s land use strategy, is required under the Planning Act to conform to both the Regional...
Official Plan and to applicable *Provincial* legislation. This Plan has been prepared in recognition of these conformity requirements. If a conflict between *City* and applicable *Provincial* or *Regional* legislation and policies exists, *Provincial* and *Regional* legislation takes precedence, in that order.

3. Chapters 1 through 16 of this Plan provide goals, objectives, policies, criteria, guidelines, terms, figures, maps, tables and appendices to govern the development and use of all land in the city. These sections form the legal portion of the Plan. Schedules and margin notes are provided as information and shall not be construed as constituting *Council* policy or as conferring *Council* approval. Terms defined in the Glossary are identified in italics throughout the Plan.
Chapter 2: Growth Management

2.1 Growth Management and the Urban Structure

1. The policies of this Plan implement the Growth Plan for the Greater Golden Horseshoe (Provincial Growth Plan) and are intended to plan and manage growth in accordance with the complete community concept. Cambridge, as a complete community, will be a well-designed, compact vibrant city that provides:

   a) an appropriate mix of jobs;

   b) a range of housing options;

   c) convenient access to local services and community infrastructure including affordable housing, schools, recreation and open space; and

   d) access to a range of transportation options including public transit.

2. This Plan will guide land use planning in the City of Cambridge to the year 2031. New growth will be accommodated where municipal services are available within the urban area and a significant portion will be directed to the built-up area of the community. The urban structure of Cambridge is contained within the urban area boundary and consists of the built-up area, the Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas, Reurbanization Corridors, Major Transit Station Areas and the designated greenfield area. The urban structure is shown on Maps 1A, 3, 4, 5 and 6 of this Plan.

3. This Plan protects and preserves our rural, agricultural and natural heritage areas from urban development.

2.2 Objectives

The following objectives provide a foundation for the growth management policies of this Plan:

   a) to plan for a moderate and environmentally sustainable level of growth in the City of Cambridge to a forecast population of 173,000 and employment of 100,000 jobs by the year 2029;

   b) to encourage balanced growth between residential and employment uses;
c) to direct and encourage new development within the built-up area of the city where appropriate to accommodate projected population and employment growth;

d) to plan new growth areas within the designated greenfield area as complete communities;

e) to support a balanced approach to growth in which the focus for new development will increasingly be shifted from greenfield areas to intensification within the built-up area;

f) to plan for compact urban development that maintains a balanced land supply, including residential, employment and commercial uses, and promotes mixed-use, transit oriented development;

g) to encourage the continued development of the Galt City Centre, Preston Towne Centre and Hespeler Village as Community Core Areas of higher intensity and mix of land uses, promoting such elements as mixed use buildings, intensification, heritage conservation, social facilities, the reuse of existing buildings and infrastructure renewal;

h) to identify and promote areas for intensified, mixed use activities generally serving more localized functions;

i) to encourage the development of a range of existing and proposed corridors in this Plan to serve as key transportation linkages with areas both within and outside the city, including roads, rail lines, rivers, and cycling and pedestrian routes. One of the corridors will delineate the general alignment of the rapid transit system linking Cambridge with Kitchener and Waterloo. Stage 1 of the rapid transit system within the portion of the corridor located between the Ainslie Street Terminal in Cambridge and the Fairview Park Mall in Kitchener will use adapted bus rapid transit (aBRT) technology. Stage 2 provides the opportunity for the aBRT technology to be converted to light rapid transit (LRT) technology when funding is available and/or when warranted by ridership;

j) to provide for the development of new neighbourhoods which, through the use of sensitive urban design, are safe, attractive, pedestrian friendly, integrated with the natural heritage system, existing built areas and supporting facilities and services; and are readily linked by nearby travel routes to other areas of the city;

k) to support the city’s urban structure with adequate infrastructure, including transportation routes, public transit, fire protection, water, sewage treatment, stormwater management and other public services and community facilities;
l) to promote the principles of conservation and sustainability, including; the efficient use of energy and water; the intensification of development in the built-up area, and the protection, enhancement or, wherever feasible and appropriate, restoration of the natural environment and cultural heritage resources; and

m) to protect the city’s prime agricultural areas from urban development.

2.3 Population and Employment Forecasts

1. The City of Cambridge will plan to accommodate by the year 2029:
   a) a population forecast of 173,000 people; and
   b) a total employment forecast of 100,000 jobs.

2. Longer term forecasts, beyond the 2029–2031 planning horizon, may be used for infrastructure planning studies undertaken by or for the City provided that they are prepared using the same methodology as the Region’s forecasts.

3. The population and employment forecasts and any additional land supply required to address compliance with the Provincial Growth Plan and the Regional Official Plan targets will be added to this Plan upon approval of the Regional Official Plan by the Ontario Municipal Board.

2.4 Urban Area Boundary

The urban area boundary is established by the Region through the Regional Official Plan and is identified on Map 1A. The forecasted population and employment growth will be accommodated within the urban area to the year 2029–2031.

2.4.1 Urban Area Boundary Expansions

1. An urban area boundary expansion is only considered as part of the municipal comprehensive review of the Regional Official Plan.

2. In accordance with the Regional Official Plan, expansions to the urban area boundary are not intended within the planning horizon of this Plan.
2.5 Designated Greenfield Area

1. The designated greenfield area is shown on Map 1A of this Plan. The designated greenfield area is located between the urban area boundary and the built boundary.

2. Development within the designated greenfield area will be planned and designed to:

   a) assist the Region in achieving or exceeding the following density targets in accordance with the urban designated greenfield policies in the Regional Official Plan;

   b) contribute to the creation of complete communities;

   c) integrate with and provide connections to existing communities;

   d) support walking, cycling and transit;

   e) provide a diverse mix of land uses, including residential and employment, to support vibrant neighbourhoods; and

   f) protect, enhance and restore the natural environment.

3. In accordance with the Regional Official Plan, the minimum density targets in Policy 2.5.2 a) will be measured over the entire designated greenfield area of the Region, excluding only those areas that are identified as provincially constrained environmental areas.

4. Phasing policies and other strategies will be developed to ensure logical and orderly development of the designated greenfield area. Consideration will be given to the provision of municipal services, the early introduction of transit services and minimization of partially developed communities.

5. Community Plans or Secondary Plans will be prepared for new residential and employment areas in the designated greenfield area to ensure that development occurs at the densities and form consistent with this Plan. Community Plans or Secondary Plans will allocate appropriate density ranges to various areas based on...
their local characteristics, access to transportation and availability of amenities (e.g. parks and schools).

### 2.6 Built-Up Area

The *built-up area* is identified on Map 1A through the delineation of the *built boundary*. The *built boundary* is a fixed boundary that identifies the limits of the developed urban area of the City of Cambridge as of June 16, 2006.

#### 2.6.1 Intensification within the Built-up Area

1. Future *development* within the City of Cambridge *built-up area* will contribute to meeting or exceeding the *Regional* reurbanization target. By the year 2015 and for each year thereafter, a minimum of 45% of all residential *development* will occur within the *built-up area* of the *region* as a whole. The *City* in collaboration with the *Region* will monitor *development* within the *built-up area*.

2. *Intensification* is encouraged throughout the *built-up area* of Cambridge, particularly within the following areas:
   
   a) The *Urban Growth Centre* (identified on Maps 1A and 3);
   
   b) Community Core Areas (identified on Maps 1A, 3, 4 and 5);
   
   c) Nodes (identified on Figures 1-4);
   
   d) Regeneration Areas (identified on Maps 1A and 6);
   
   e) Reurbanization Corridors in accordance with Section 2.6.5; and
   
   f) *Major Transit Station Areas* in accordance with Section 2.6.6.

3. These areas for *intensification* are intended to attract a significant portion of future population and employment growth.

4. The appropriate type and scale of *development* within the areas identified for *intensification* in Policy 2.6.1.2 may be determined through *Community Plans, Secondary Plans* and/or other supporting studies.

5. The *City*, in collaboration with the *Region* will, where appropriate, establish minimum *density targets* for *intensification* consistent with existing or planned transit service levels.
6. **Intensification** within the *built-up area* will be planned and designed to:

   a) support vibrant neighbourhoods through the inclusion of a diverse and *compatible* mix of land uses, including residential and employment uses;

   b) provide for a range and mix of housing that takes into account *affordable* housing needs;

   c) incorporate high quality public open spaces;

   d) support walking, cycling and transit;

   e) support the cultural heritage of the area;

   f) generally achieve higher densities than surrounding areas; and

   g) ensure an appropriate transition of built form to adjacent areas; and

   h) maintain, enhance or wherever feasible and appropriate, restore the natural environment.

7. The *development* of land or existing buildings in the *Urban Growth Centre*, Community Core Areas, Nodes, Regeneration Areas, Reurbanization Corridors and *Major Transit Station Areas* is encouraged for mixed uses such as residential with office, commercial, and business uses. The *City* may provide support for mixed use *development* by:

   a) providing incentives such as reductions in the parking requirements for the residential component of mixed use projects; and

   b) requiring and assisting where appropriate with the remediation of *contaminated sites*.

8. Infill, *intensification* and *redevelopment* within existing neighbourhoods will be minor in nature and will be designed to respect existing character and provide connections and linkages *where possible*.

9. *Greyfield* and *brownfield* sites will be revitalized through *intensification*, *redevelopment* and/or the adaptive reuse of existing buildings in accordance with the policies of this Plan.

Region-Approved November 21, 2012
2.6.2 Urban Growth Centre

1. The area to the east of Water Street in the Galt City Centre Core Area is the Urban Growth Centre. The location and boundary of the Urban Growth Centre is identified on Maps 1A and 3.

2. The Urban Growth Centre will be planned to achieve a minimum gross density of 150 residents and jobs combined per hectare by the year 2029-2031.

3. The Urban Growth Centre will be planned and designed:
   a) as the focal area for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses;
   b) to accommodate and support major transit infrastructure and a Major Transit Station Area including a rapid transit station;
   c) to serve as a high density major employment centre that will attract significant employment uses, including major offices;
   d) to accommodate a significant share of population and employment growth; and
   e) as a pedestrian oriented, walkable centre with active streetscapes.

4. Development within the Urban Growth Centre will be sensitive to its context, particularly along the riverfront, preserve heritage character and provide an appropriate transition in height and massing from adjacent buildings.

5. A Community Plan and Urban Design Guidelines will be prepared for the Urban Growth Centre and the Galt City Centre to:
   a) establish minimum and maximum densities; and
   b) address context, heritage character, height and massing and types and forms of development.

6. Until such time as a Community Plan and Urban Design Guidelines are prepared and approved for the Urban Growth Centre and the Galt City Centre, development proposals will be required to:
   a) meet a minimum density of 0.75 Floor Space Index; and
b) submit and adhere to an urban design study approved by the City that addresses alternative built forms, massing, building materials and the integration of the proposal into the surrounding neighbourhood.

### 2.6.3 Community Core Areas

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

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

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

a) areas which offer residential, employment, institutional, commercial, open space and cultural uses and activities;

b) specialized shopping areas, providing goods and services to customers within and outside of Cambridge;

c) areas of concentrated and mixed land uses which requires the application of such key elements of urban design, cultural heritage resources, natural environment conservation, a well-linked transit oriented and pedestrian transportation network, and development that is designed to reflect the character of the area and the concept of complete communities;

d) areas which benefit from the preservation of historic buildings, including their adaptive re-use;

e) areas which benefit from appropriate active and passive use of the natural environment, including the Grand and Speed Rivers and their shorelines;

f) tourist-oriented areas, including shopping, integrated trail systems, cultural events, scenic features, and water access along the Grand and Speed Rivers;

g) concentrated, mixed use areas which support the neighbourhoods that have developed around them; and

h) locations where residents can access local food through farmers’ markets.

4. In addition to policies contained in 2.6.3.3, the Galt City Centre:

a) is recognized as the Downtown of Cambridge;

b) is the City’s designated Urban Growth Centre in accordance with Provincial legislation;

c) contains the Civic Square; and

d) is the hub for Regional transit in Cambridge.

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

1. Nodes are areas where a mix of transit oriented development, such as housing, employment, and services are concentrated. Existing and potential Nodes are designated on Figures 1 to 4 and generally identified on Map 1A. Nodes are generally located at major intersections and are served by transit. Detailed land use policies for existing and future nodes will be established through a Secondary Plan and implemented through a further amendment to this Plan. Additional nodes within the built-up area and the designated greenfield area may be identified through planning studies and will require an amendment to this Plan. Detailed policies regarding development in Nodes are located in Section 8.7.

2. Nodes within the built-up area of the city are areas intended to accommodate additional population and/or employment growth consistent with existing or planned transit service levels.

3. Nodes are those areas which contain or will be planned to contain the following features and functions:

   a) mixed uses, including residential, employment, recreational and institutional activities;

   b) concentrated uses, including higher density residential forms;

   c) internal and external linkages (e.g. pedestrian, vehicular, cycling);

   d) public transit availability;

   e) transit oriented development;

   f) pedestrian scale development and pedestrian linkages;

   g) employment activities, including office, retail and service commercial uses;

   h) recreational and cultural activities; and

   i) a variety of services and facilities oriented to particular areas of Cambridge (e.g. neighbourhoods and communities), and generally serving more localized functions than the city’s three Community Core Areas.

4. Planning studies will identify and/or confirm:

   a) the boundaries of the Node;
b) role and function of the Node including existing, permitted and proposed land uses in and adjacent to the Node;

c) linkages between properties, buildings and uses of lands both within and adjacent to the Node;

d) public transit availability;

e) pedestrian, cycling and vehicular movement, including the findings of any traffic impact study;

f) phasing of development, where appropriate;

g) overall relationship of the Node to the rest of the city; and

h) urban design guidelines.

2.6.5 Reurbanization Corridors

1. Reurbanization Corridors are recognized as areas located along an existing or planned transit corridor that link directly with rapid transit and have considerable potential for medium and higher density reurbanization. Reurbanization Corridors serve as connectors, between the Urban Growth Centre, Major Transit Station Areas and Nodes.

2. Reurbanization Corridors will be designated in accordance with the Regional Official Plan.

3. Reurbanization Corridors will be planned and developed to:

   a) accommodate additional population and employment growth served by rapid transit and/or frequent transit service, which may or may not operate on an exclusive right-of-way;

   b) achieve higher development densities to support and ensure the viability of existing and planned transit service levels; and

   c) provide a mix of residential, office, including major offices, institutional and commercial development, wherever appropriate.

4. The designation of Reurbanization Corridors, such as Hespeler Road, will require an amendment to this Plan, once the necessary analysis is undertaken to resolve relevant issues including servicing, drainage, transportation, land use, commercial policy and urban design.
2.6.6 Major Transit Station Areas

1. Major Transit Station Areas include a transit station or a planned transit station area and the lands surrounding the station. Major Transit Station Areas are lands typically located within a 600 to 800 metre radius of a rapid transit station.

2. The Region will delineate the general alignment of the rapid transit system and designate areas conceptually through a future amendment to the Regional Official Plan. The City will designate Major Transit Station Areas will be designated on one or more Maps and establish associated policies through an amendment to this Plan in accordance with the Regional Official Plan.

3. A Station Area Plan will be prepared for each Major Transit Station Area located outside of the Urban Growth Centre in collaboration with the Region and in accordance with the Regional Official Plan.

4. Major Transit Station Areas will be planned in consultation with the Region to:
   
a) achieve increased residential and employment densities to support and ensure the viability of existing and planned transit service levels;
   
b) achieve a mix of residential, office, including major offices, institutional and commercial development where appropriate; and
   
c) development located within an existing or planned Major Transit Station Area will be planned and designed based on the principles of transit oriented development in accordance with Section 5.3 of this Plan, provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick up/drop off areas.

5. Development and redevelopment within Major Transit Station Areas is encouraged to redevelop in a manner consistent with Policy 2.6.6.4 of this Plan.

6. Until such time as such policies for Major Transit Station Areas are established, any application for development submitted within a Major Transit Station Area will be reviewed in accordance with the transit oriented development provisions described in Section 5.3 of this Plan and in Section 2.D.6 of the Regional Official Plan. Any such applications that do not fully meet the transit oriented development provisions may be permitted, provided the owner/applicant demonstrates, to the satisfaction of the Region and the City, that the proposed development is designed in such a way that subsequent phases or infilling would meet the transit oriented development provisions.
7. Non-transit supportive uses such as lower density office uses or commercial
uses oriented to vehicular travel shall be discouraged from locating within Major
Transit Station Areas.

2.7 Employment Lands

Employment Lands are identified on Map 2.

2.7.1 Planning for Employment Lands

1. The City will plan to provide a sufficient supply of employment lands for a
variety of employment uses to accommodate the forecasted employment growth to
the year 2029.

2. Economic development and competitiveness will be promoted by:

   a) allowing for an appropriate mix of employment uses through the
designation of lands for industrial, commercial and institutional uses to
meet long term needs;

   b) ensuring that opportunities exist for a diversified economic base that
includes a range and choice of suitable sites for employment uses
supporting a wide range of economic activities and ancillary uses;

   c) planning for, protecting and preserving employment areas for current and
future uses;

   d) ensuring the necessary infrastructure is provided to support current and
forecasted employment needs;

   e) permitting major office and major institutional development within the
Urban Growth Centre, Major Transit Station Areas, Reurbanization Corridors or areas with existing frequent transit
service and within the vicinity of Highway 401; and

   f) designating and preserving lands within the vicinity of existing major
highway interchanges, rail yards and airports as employment areas.

2.7.2 Conversion of Employment Lands

1. The conversion of employment lands within employment areas to non-
employment uses may only be permitted through a municipal comprehensive
review where it has been demonstrated that:
Chapter 2  Growth Management

a) there is a need for the conversion;
b) the employment forecasts pursuant to this Plan will be met;
c) the conversion will not adversely affect the viability of the employment area, and achievement of the intensification target, density targets and any other policies of this Plan;
d) there is existing or planned infrastructure to accommodate the proposed conversion;
e) the lands are not required over the long-term for the employment purposes for which they are designated; and
f) cross-jurisdictional issues have been considered.

2. Policy 2.7.2.1 only applies to those employment areas that are not designated as an Urban Growth Centre or situated in a Community Core Area or a Regeneration Area as delineated on Maps 1A, 3, 4, 5 or 6. For these areas, Policy 1.3.2 of the Provincial Policy Statement, 2005 applies.

3. For the purpose of implementing Policy 2.7.2.1 of this Plan, non-employment uses include retail commercial centres including local shopping centres, power centres and a grouping of individual retail uses.

2.7.3 Regeneration Areas

1. Regeneration Areas are areas within the city where a transition of use from one use, such as industrial to another use is anticipated during the planning horizon of this Plan. Regeneration Areas are identified on Maps 1A and 6.

2. Regeneration Areas will be the subject of planning studies to determine appropriate land use designations.

3. For the purposes of Policy 2.7.2.1, Regeneration Areas are not considered to be employment areas. Applications for official plan amendments to expand the range of uses from industrial to other appropriate land use designations for sites within the Regeneration Areas will be considered in accordance with the policies of this Plan.
2.8 Residential Lands

The City will:

a) encourage the development of a wide range of housing unit types to accommodate the needs, preferences and economic resources of the city’s households;

b) promote and maintain an adequate supply of both ownership and rental housing stock;

c) promote the use of compatible urban design;

d) establish residential densities which are both appropriate to existing and new neighbourhoods and result in the compact development of the city’s residential lands;

e) promote balanced residential intensification including individual lot intensification that is compatible with existing and permitted uses on neighbouring properties, as well as any other key natural and cultural heritage resources;

f) pursue housing rehabilitation as a means of increasing the life of the existing housing stock;

g) recognize the unique needs of persons in special circumstances with respect to income, social or physical limitations or other barriers, and who, without intervention, might not have adequate housing;

h) maintain an adequate supply of land for residential development;

i) provide opportunities for affordable housing;

j) support mixed use and multi-unit residential developments; and

k) require development to include pedestrian, cycling and vehicular movement, other modes of transportation and linkages and access where applicable to public transit.
2.8.1 Residential Land Supply

1. The City will maintain a continuous 10-year supply of land for residential intensification and redevelopment on lands which are designated and available for residential development.
2. Where new development is to occur, the City will maintain at all times land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment and land in draft approved and registered plans.
3. The City will prepare a Staging of Development Plan with input from key stakeholders including the Region to address the capital works necessary to allow the planned residential and employment growth to occur, as described in Policy 2.8.1.2.

2.8.2 Range and Mix of Housing Types

1. The City will plan for a range and mix of housing that is affordable, accessible, and safe incorporating Crime Prevention Through Environmental Design principles, and will accommodate the varying needs, abilities and economic resources of Cambridge residents.
2. The City will encourage developers to make housing accessible and adaptable to people with disabilities and may require that a proportion of dwellings in residential developments and redevelopments be accessible and adaptable to people with disabilities, generally in keeping with the proportion such people represent in the City of Cambridge and in accordance with the Accessibility for Ontarian’s Disability Act.
3. The City will ensure the creation of 45% of new housing units through infill, conversion, intensification and the redevelopment of built-up areas of the City, particularly in the Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas, Reurbanization Corridors and Major Transit Station Areas.
4. The City may allow for appropriate reductions in off-street parking requirements associated with the residential component of mixed use developments, to reflect the opportunities for the shared use of the parking spaces and in proximity to Major Transit Station Areas.
5. The City will encourage the inclusion of a compatible residential component in the development of commercial projects in the Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas, Reurbanization Corridors, Major Transit Station Areas, or in residential communities.
6. The City will promote the maintenance of an adequate supply of both ownership and rental housing stock to meet the varying needs of City residents by:

   a) encouraging residential intensification and the development of multi-unit residential development in the Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas, Reurbanization Corridors and Major Transit Station Areas;

   b) providing opportunities for the development of smaller lot single and semi-detached dwellings, plexes, townhouses and apartments; and

   c) encouraging the construction of affordable rental and ownership housing, including community housing.

7. The City will encourage individual lot intensification, through the creation of a secondary residential unit in a dwelling throughout the Urban Area where appropriate, or garden suite subject to compatibility criteria in Section 8.4.2.

Secondary Residential Unit

8. The City will permit the establishment of a secondary residential unit within or attached to the existing residential buildings in all zones where residential uses are permitted without an amendment to the City’s Zoning By-law. Secondary residential units must be established in accordance with the following criteria:

   a) appropriate parking arrangements can be accommodated on the property;

   b) no separate access to a municipal road is required;

   c) the secondary residential unit is compatible with neighbouring residential properties and the surrounding residential neighbourhood;

   d) adequate potable water and wastewater treatment is available to accommodate the secondary residential unit;

   e) the secondary residential unit is subordinate in scale and function to the main dwelling unit; and

   f) compliance with the City’s minimum standards of maintenance and occupancy, and any other applicable legislation.
Garden Suites

9. The City will permit the establishment of a garden suite on existing lots in all zones where residential uses are permitted subject to a temporary use by-law and an implementing development agreement. Garden suites must be established in accordance with the following criteria:

a) appropriate parking arrangements can be accommodated on the property;

b) no separate access to a municipal road is required;

c) the garden suite will be used for the purpose of temporary accommodation as specified in Policy 10.5.6;

d) the lot size and layout can accommodate a garden suite without unreasonable loss of private outdoor amenity area;

e) the garden suite is compatible with neighbouring residential properties and the surrounding residential neighbourhood in terms of massing, height, visual appearance, amenity area, privacy and noise;

f) adequate potable water and wastewater treatment is available to accommodate the garden suite;

g) the garden suite is placed in the rear yard of the property;

h) the garden suite is subordinate in scale and function to the main dwelling on the lot; and

i) placement of the garden suite is not excessively removed from the existing dwelling.

10. Garden suites will be required to comply with regulations for garden suites enacted under the City’s Zoning By-law.

2.8.3 Residential Densities

1. The City will allow compatible higher density residential development in the Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas, Reurbanization Corridors, Major Transit Station Areas and high density residential designations to support and ensure viability of existing and planned transit service levels.
2. The City encourages compatible higher density development on sites where such development will result in the preservation of significant natural or cultural heritage resources.

3. The following are the City’s minimum and maximum residential densities and heights in specified areas. Residential densities in residential designations are subject to Policy 8.4.6.3.

Table 2: Minimum and Maximum Residential Densities and Heights

<table>
<thead>
<tr>
<th>AREA</th>
<th>MINIMUM</th>
<th>MAXIMUM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Density</td>
<td>Height</td>
</tr>
<tr>
<td>Urban Growth Centre subject to a gross density as prescribed in section 2.6.2</td>
<td>0.75 FSI</td>
<td>2 storeys</td>
</tr>
<tr>
<td>Galt City Centre outside Urban Growth Centre</td>
<td>0.5 FSI</td>
<td>2 storeys</td>
</tr>
<tr>
<td>Preston Towne Centre and Hespeler Village</td>
<td>0.5 FSI</td>
<td>2 storeys</td>
</tr>
<tr>
<td>Nodes (Designated Greenfield Area)</td>
<td>0.5 FSI</td>
<td>4 storeys</td>
</tr>
<tr>
<td>Nodes (Built up Area)</td>
<td>0.5 FSI</td>
<td>4 storeys</td>
</tr>
<tr>
<td>Regeneration Areas</td>
<td>0.5 FSI</td>
<td>2 storeys</td>
</tr>
<tr>
<td>Reurbanization Corridors</td>
<td>0.5 FSI</td>
<td>2 storeys</td>
</tr>
</tbody>
</table>

FSI – Floor Space Index (see glossary for graphic depiction)

4. Notwithstanding Policy 2.8.3.3 the City may permit a higher maximum height and/or density, without amending this Plan through the height and density bonusing provisions in Section 10.16.

5. The City will prepare a height and density massing study to assist in addressing height and density bonusing opportunities.

6. Notwithstanding Policy 2.8.3.3 the City may permit a lower minimum density, without amending this Plan, in the Preston Towne Centre, Hespeler Village, Nodes, Regeneration Areas or Reurbanization Corridors where an evaluation of all possible alternatives is undertaken and the lower density is warranted by more than one of the following criteria:

   a) the nature of the soils, topography, geomorphology, vegetation or other environmental features of the lands proposed for development;

   b) the established character of the neighbourhood in which the lands proposed for development are located;

   c) the unreasonably high cost of providing and/or upgrading required infrastructure such as water supply, sewage disposal, stormwater drainage or access road facilities;
d) the potential negative impact of the proposed development on adjoining natural features; and/or

e) the potential negative impact of the proposed development on cultural heritage resources.

7. Where a proponent is proposing to develop more than one building on a site the proponent may increase the density and/or height of one or more buildings provided the average density and height on the site does not exceed the maximum allowable in Policy 2.8.3.3.

8. Notwithstanding Policy 2.8.3.3 the City may permit a lower minimum density for infilling lot severances, without amending this Plan.

9. Residential lands in Designated Greenfield Areas will be planned and designed to achieve a density target of not less than 55 persons and jobs combined per hectare on lands subject to a plan of subdivision application after June 16, 2006.

2.9 Countryside

Lands outside the urban area boundary are countryside. Lands within the countryside shown as Prime Agricultural on Map 1B of this Plan, are not contemplated to be incorporated into the urban area boundary within the twenty year time horizon of this Plan. Lands in the countryside will be predominately designated to reflect their agricultural and natural features and functions, as established in Section 3.A of this Plan, and may only be brought into the urban area boundary in accordance with the provisions of Section 2.4.1 of this Plan.

2.10 Protected Countryside

1. Lands lying within the Protected Countryside, as shown on Map 1B of this Plan, are not contemplated to be brought into the urban area boundary, in order to be permanently protected.

2. Land uses within the Protected Countryside will be regulated in accordance with the underlying policies of Prime Agricultural, Rural, or Landscape Level System designations of this Plan and the Regional Official Plan.
2.11 Countryside Line

The Countryside Line is designated as shown on Map 1B. The Countryside Line represents the long-term boundary between the urban area boundary and the countryside in Cambridge. In Blair, where the Countryside Line coincides with the Protected Countryside designation, the Countryside Line is considered a permanent boundary.

2.12 Blair Village

1. The lands designated on Map 2 for Blair Village may only be developed and used in conjunction with the following policies governing the Blair Village. These policies have largely been established based on the findings of two key documents, namely the Blair, Bechtel and Bauman Creeks Subwatershed Plan and the Blair Area Special Study.

2. The following Vision Statement for Blair Village will be used as a general guide in regulating development and land use in Blair Village:

“The community of Blair is a village in character, form and functions, protected from suburban development with strong policies to protect and enhance the natural environment and heritage features, and promote village design. New development must be assimilated into the village - not be an entity unto itself, nor engulf the village.

Blair will remain small and compact, walkable and self-contained with a central village core. The village core will promote the interaction of residents and become the centre of the community with a mix of residential, commercial and institutional land uses. Commercial uses will primarily provide convenience goods and services to the community residents and promote some tourism. Mixed uses within buildings will be encouraged. New residential development will evolve only through infilling.

In addition, the Blair Heritage Conservation District Plan (HCD) provides for the conservation and preservation of the significant heritage attributes of the community and ensures the protection of the remarkable heritage features in Blair. The HCD also provides for unique design criteria that define the guidelines for building form, materials and details to best reflect the existing Blair community architecture, landscapes and land uses.

The community of Blair will remain a village within the city, unspoiled by urban development and the pressures for suburbanization, yet vibrant with new and existing residential land uses and a traditional village core. Blair shall remain a harmonious village community.”
2.12.1 Blair Village Core Area and Residential Area

1. The lands designated on Map 2 as Blair Core Area may be used for the following purposes:
   
   a) mixed use residential;
   
   b) limited multi-unit residential including bed and breakfast establishments;
   
   c) retail and service commercial uses (excluding motor vehicle repair shops, auto body repair shops, and automobile service stations or gas bars);
   
   d) public or private institutional uses including outdoor educational facilities and their accessory uses; and
   
   e) small scale business or professional offices supporting Blair Village.

2. The lands in Blair designated on Map 2 as Rural Residential may be used in accordance with Policy 8.4.6.13, excluding agricultural uses.

2.12.2 Langdon Hall Area

1. The lands and buildings comprising the Langdon Hall estate shown on Figure 49 and designated on Map 2 as Natural Open Space System and Rural may also be used for the following purposes:
   
   a) a hotel in which rooms are provided for the accommodation of guests, and food and beverage services, meeting rooms and indoor recreational facilities;
   
   b) secondary or ancillary accommodations, such as cottage-style units;
   
   c) outdoor games courts, swimming pools, skating rinks, outdoor sitting areas, gardens and garden structures, primarily for the use of guests of the hotel; and
   
   d) the growing of fruits and vegetables for the use of the hotel.

2. In addition to the uses referred to in Policy 2.12.2.1, public or private trails may be provided in the Langdon Hall Area on lands designated on Map 2 as Natural Open Space System only with the submission and approval of an Environmental Impact Statement in accordance with the provisions of Section 3.A.8 of this Plan.
2.12.3 Blair Business Park

Lands designated as Employment Corridor on Map 2 may only be developed upon completion and approval of the following:

a) a scoped Environmental Impact Statement to assess potential impacts on and to define environmental buffers contiguous to the natural heritage system associated with Blair Creek at Fountain Street and particularly, managing the water budget, stormwater management and any modifications to the Fountain Street swale;

b) a Stormwater Management Analysis and Implementation Plan to address the findings of the Blair, Bechtel and Bauman Subwatershed Plan including the Impervious Cover Limits (ICLs) to provide at-source stormwater management to address water quality and quantity, while minimizing end-of-pipe solutions. This analysis should examine the maximization of infiltration, including dry wells, infiltration galleries, and perforated pipe alternatives;

c) a Traffic Impact Analysis identifying how the development of these lands will impact the local and Regional road network. This impact analysis must address the issue of traffic impacts to the Blair Village Area, whereby no significant increases in the volume of traffic on Blair Road will be permitted as a result of the development. The traffic impact analysis is to be approved by Council;

d) a detailed site plan analysis specifying the coverage of the lands, whereby the total will not exceed 35% coverage for the lands bounded by Highway 401, Morningside Drive and Fountain Street; and will not exceed 25% coverage for the lands bounded by Highway 401, Old Mill Road, Dickie Settlement Road and Fountain Street. Coverage shall include all hard surface areas, including but not limited to roads, sidewalks, walkways, parking area, driveways, and buildings. The maximum Impervious Cover Limits may be increased through innovative and proven (quantity and quality) techniques to the satisfaction of the City and the GRCA; and

e) buffers shall be incorporated into developments for future business park land uses where possible, particularly for those lands located on the west side of Morningside Drive, the north side of Fountain Street, the north side of Old Mill Road, and the west side of Dickie Settlement Road north of Old Mill Road. These buffers are to provide a visual and sound screen between the future business park land uses, particularly respecting the residences on Morningside Drive, Highgrove Court and Old Mill Road. It is anticipated that these buffers will constitute a combination of berms and landscaping and not be in the form of walls or barriers to ensure a natural buffer between potentially incompatible land uses.

Region-Approved November 21, 2012
2.12.4 Doon Valley Golf Course

The following policies shall also apply to 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 47 as the Doon Valley Golf Course Area designated in this Plan as Natural Open Space System to reflect the designation of those lands as Regional Core Environmental Features (Speed River and Grand River Confluence). Any use of those lands for the Doon Valley Golf Course, shall be subject to:

a) no vehicular access being provided to those lands from the City of Cambridge side of Highway 401;

b) 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 extending into Homer Watson Park;

c) the registration of a conservation easement in favour of the Region, to the satisfaction of the Regional Commissioner of Planning Housing and Community Services, prepared in consultation with the City of Cambridge, the City of Kitchener, the Grand River Conservation Authority (GRCA) and the Province which contains or provides for implementation of:

i) a site plan(s) which identifies: tees; greens; fairways; cart paths; bridges; public recreational trail; ponds; wetlands; drainage courses; critical habitat of endangered species; environmental constraint areas; environmental buffers (flora/fauna/wetland); riparian buffer; trees to be retained; vegetation/landscape enhancements; fencing and other structures;

ii) appropriate restrictions on activities within the critical habitat of endangered species, environmental constraint areas, environmental buffers (flora/fauna/wetland) and the riparian buffer to protect their associated features and functions;

iii) a Pesticide and Fertilizer Management Plan;

iv) a Mitigation/Human Use Management Plan, which includes restrictions on the use of the golf course from November 15th to March 31st annually, or as determined in consultation with the Ministry of Natural Resources, and fencing installation, maintenance, monitoring and education requirements;

Region-Approved November 21, 2012
v) a Vegetation/Landscape Planting and Management Plan;

vi) a Stormwater Management Plan;

vii) a Lot Grading and Drainage Control Plan;

viii) an Erosion and Sedimentation Control Plan;

ix) a strategy for the protection of heritage features (bridge abutments and former rail lines); and

x) an Archaeological Resource Management Strategy; and

d) the dedication of a 30 metre wide easement or licence in favour of the City over the land for which a public recreational trail is to be provided and that such easement or licence is in a form and configuration satisfactory to the City of Cambridge Commissioner of Community Services.

2.12.5 Conestoga College Cambridge Campus

1. Lands designated as Employment Corridor on Map 2 and more particularly shown on Figure 48 may be used for the purposes of a post-secondary education facility and associated accessory uses and uses permitted in the Employment Corridor designation subject to the policies in this Plan.

2. Notwithstanding Policy 2.12.5.1, the lands designated as Rural Residential on Map 2 and more particularly shown on Figure 48 may also be developed to a maximum of 13 residential units upon completion and approval of the following:

   a) a scoped Environmental Impact Statement to the satisfaction of the City, Region and GRCA to assess potential adverse environmental impacts on the natural heritage system, and particularly in reference to managing the water budget, stormwater management and any impacts on Blair Creek;

   b) a detailed site plan analysis specifying the coverage of the lands, whereby the total will not exceed a 35% Impervious Cover Limit (ICL) for these lands. Coverage shall include all hard surface areas, including but not limited to roads, sidewalks, walkways, parking areas, driveways, and buildings. The maximum ICL may be increased through innovative and proven (quantity and quality) techniques to the satisfaction of the City and the GRCA; and

   c) a Stormwater Management Analysis and Implementation Plan to address the findings of the Blair, Bechtel and Bauman Creeks
Subwatershed Plan including the ICLs to provide at-source stormwater management to address water quality and quantity, while minimizing end-of-pipe solutions. This analysis should examine the maximization of infiltration, including dry wells, infiltration galleries, and perforated pipe alternatives.
Chapter 3: Natural Heritage and Environmental Management

The protection, enhancement and/or restoration of Cambridge’s natural heritage is a priority for the City. Cambridge contains a diversity of natural features and associated ecological functions which together help to sustain its urban areas. Through the application of the natural heritage and environmental management policies of this Plan, the City will endeavour to ensure that development will maintain and improve the quality of the natural environment within the city while protecting and contributing to the health and well-being of its residents.

3.0 Objectives

The following are objectives of the natural heritage and environmental management section of this Plan to:

a) maintain and improve the city’s natural environment, including the linked natural heritage system of the Grand and Speed Rivers and their tributaries, fish habitat, wetlands, woodlands, remnant prairie and savannah habitat, groundwater, soils and atmospheric resources in the interests of overall ecosystem integrity;

b) integrate the city’s built environment with its natural features in a manner that respects, protects and enhances natural features and their ecological functions wherever possible;

c) recognize and protect Landscape Level Systems, Core Environmental Features, Locally Significant Natural Areas, Natural Features Linkages and Fish Habitat as key elements of the city’s natural heritage system;

d) protect flood and erosion prone areas in co-operation with the Grand River Conservation Authority (GRCA) and other agencies;

e) undertake watershed and subwatershed-based planning as a means of sustainably integrating future areas of development with the natural environment;

f) plan for, construct and operate local infrastructure in an environmentally sensitive manner, such as the use of natural channel design and where possible, protecting, rehabilitating or re-establishing natural features;
g) maintain, replace and enhance, where feasible, street trees and trees on municipal property, with an emphasis on indigenous species;

h) encourage and support positive community action for the city’s environment, including actions to reduce, reuse, recycle and recover;

i) identify and protect mineral aggregate resource areas and to establish conditions under which extraction may be permitted; and

j) support a culture of stewardship amongst citizens and the City.

3.A Natural Heritage System

The Natural Heritage System within Cambridge contains a diversity of natural features and associated ecological functions, in which the Grand River and its tributaries predominate. Other natural features, such as wooded lands, wetlands, remnant prairie and savannah habitat also form part of the Natural Heritage System. The natural environment in Cambridge is linked to other elements of the larger Grand River watershed and expands on the Region’s Greenlands Network described in the Regional Official Plan. The Natural Heritage System policies recognize the significant elements of the system and the interrelationships of these elements to each other and to surrounding areas.

3.A.1 Natural Heritage System Components

1. The Natural Heritage System consists of natural features and associated ecological functions that have been identified at the federal, provincial, regional and local levels. They are categorized in policy as Landscape Level Systems, Core Environmental Features, Locally Significant Natural Areas, Fish Habitat, the natural features linkages between them and lands that may be suitable or required for restoration.

2. The boundaries of natural features are dynamic in some cases and may change over time. The City will work with the Region, Province and GRCA to review and provide updates at the five-year Official Plan review. The interpretation policies of this Plan will be used for boundaries of natural features.

3.A.2 Landscape Level Systems

1. Landscape Level Systems are large-scale natural features or significant concentrations of natural features. They are identified and designated by the Region in the Regional Official Plan. The south half of Cambridge is surrounded by three Environmentally Sensitive Landscapes, all of which encompass some lands.
within the city. The valleys of the Grand and the Speed are identified as Significant Valleys.

2. The designation of lands as Landscape Level System(s) will not affect agricultural uses and associated normal farm practices as defined in applicable Provincial legislation and regulations in conformity with this Plan and the City’s Zoning By-law as well as statutes, policies and regulations of other government agencies including agricultural drainage through municipal or agreement drains.

Environmentally Sensitive Landscapes

3. Environmentally Sensitive Landscapes (ESLs) are designated in accordance with the Regional Official Plan. Three ESLs are partially located within Cambridge: Blair-Bechtel-Cruickston, Dumfries Carolinian and Beverly on Map 9.

General

4. The following uses may be permitted within the ESLs in accordance with the policies of this Plan and the policies and regulations of other public agencies having jurisdiction: minor intensification of existing industrial, commercial, recreational and/or institutional uses, including minor changes in the uses thereof, subject to additional criteria found in Regional Official Plan Section 7.B.

5. Notwithstanding Policy 3.A.2.4, the list of land uses that are explicitly prohibited within ESLs in the Regional Official Plan Section 7.B will not be permitted within the portions of the ESLs located within the city.

6. Where development or site alteration is proposed on lands within or contiguous to an Environmentally Sensitive Landscape, the owner/applicant will be required to submit an Environmental Impact Statement to the satisfaction of the Region, in consultation with the City and the GRCA, which addresses landscape impacts in addition to any other requirements in accordance with the policies in Section 7.G of the Regional Official Plan.

7. The designation of an ESL will not affect existing aggregate extraction and processing operations licensed under the Aggregate Resources Act.

8. The locating of new infrastructure within an ESL is discouraged.

9. Where construction of infrastructure is proposed within or contiguous to the portions of the ESL located within the city, the submission of an Environmental Impact Statement or other appropriate study to the satisfaction of the Region in consultation with the City and the GRCA which evaluates landscape level impacts, will be required, unless the proponent is expressly exempt by other legislation.
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10. Where review of a study, completed in accordance with Policy 3.A.2.9, demonstrates to the satisfaction of the City and the Region that the construction of the infrastructure project will:

a) result in localized and/or reversible impacts to the natural features and ecological functions of the ESL, and that other alternatives are reasonably less feasible from a technical, environmental and/or financial perspective, the City and the Region will:

i) require that the appropriate mitigation measures be implemented; and

ii) approve the undertaking; or

iii) support the undertaking in comments, submissions or recommendations; or

b) result in widespread adverse environmental impacts to the natural features and ecological functions of the ESL or result in long-term damage to its significant features and functions, and that other technically and financially feasible alternatives exist that would have less negative impact on the ESL, the City and the Region will:

i) not approve the undertaking; or

ii) not support the undertaking in comments, submissions or recommendations; or

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**Blair Village Blair-Bechtel-Cruickston ESL Policies**

11. Development may be considered within the Blair-Bechtel-Cruickston ESL (shown on Map 9) on lands designated to permit urban and recreational development within Blair Village as designated in this Plan on Map 2, subject to the other policies of this Plan, the Regional Official Plan and the policies and regulations of other government agencies.

12. The creation of new infilling lots for non-farm-related residential units is permitted within the Blair-Bechtel-Cruickston ESL on lands designated to permit development within Blair Village as designated in this Plan on Map 2, subject to the other policies of this Plan, the Regional Official Plan and the policies and regulation of other government agencies.

13. Urban and recreational development beyond the boundaries of Blair Village as designated in this Plan are not permitted within the Blair-Bechtel-Cruickston ESL.

**Significant Valleys (Grand and Speed)**

14. Significant Valleys are designated in accordance with Section 7.B of the Regional Official Plan. Within the city, the valleys of the Grand and Speed Rivers are designated as Significant Valleys on Map 9.

15. The City will collaborate with the Region and the GRCA in an effort to maintain the Canadian Heritage River national recognition of the Grand and Speed Rivers by identifying, conserving, interpreting and enhancing cultural heritage resources of recreational and scenic value.

**3.A.3 Core Environmental Features**

1. Core Environmental Features are those natural features identified or approved as being provincially or regionally significant. These features are the most significant elements of the regional landscape in terms of maintaining, protecting and enhancing biodiversity and important ecological functions. They are identified and designated by the Region and, with the exception of the significant habitat of endangered or threatened species, shown on Map 9. The Core Environmental Features policies apply to lands that meet the criteria as:

   a) Significant Habitat of Endangered or Threatened Species;

   b) Provincially Significant Wetlands;

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c) Environmentally Sensitive Policy Areas;

d) Significant Woodlands; or

e) Environmentally Significant Valley Features.

2. Core Environmental Features are designated in accordance with Section 7.C of the Regional Official Plan.

3. The designation of lands as Core Environmental Features is not intended to limit the ability of agricultural uses and associated normal farm practices to continue as defined in applicable Provincial legislation and regulations in conformity with this Plan and the City’s Zoning By-law as well as statutes, policies and regulations of other government agencies including agricultural drainage through municipal or agreement drains.

4. Development or site alteration will not be permitted within Core Environmental Features, except as provided for in ROP Section 7.C.

5. Any application for development or site alteration for the above uses within a Core Environmental Feature will require the submission of an Environmental Impact Statement, to the satisfaction of the City, Region, GRCA and/or Province, as appropriate, to determine the mitigation measures to be implemented, as appropriate, through the development review process.

6. Development or site alteration will only be permitted on land contiguous to a Core Environmental Feature where an Environmental Impact Statement, or similar study, submitted in accordance with the policies in Section 3.A.8, has determined to the satisfaction of the City, Region, GRCA and/or Province, as appropriate, that approval of the proposed development or site alteration would not result in adverse environmental impacts on the natural features and ecological functions of the Core Environmental Feature. The City may require conditions of approval to implement such recommendations.

7. An Environmental Impact Statement submitted in accordance with Policy 3.A.3.6 will identify appropriate buffers to Core Environmental Features to the satisfaction of the City, Region, GRCA and Province, as appropriate. The location, width, composition and use of buffers will be in accordance with the approved Environmental Impact Statement, with buffers being a minimum of 10 metres as measured from the outside boundary of the Core Environmental Feature. This minimum buffer is meant to protect significant natural features from increased pressure from human intrusion and the negative effects of development which is expected to be increasingly urban and dense, given the density targets and intensification requirements. Buffers will be established and maintained with appropriate self-sustaining indigenous vegetation.
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8. The following buffer width guidelines will be evaluated and addressed through the Environmental Impact Statement:

a) Significant Habitat of *Endangered or Threatened Species*—species specific;

b) *Provincially Significant Wetlands*—30 metres (10 metres minimum);

c) *Environmentally Sensitive Policy Areas*—10 metres minimum;

d) Significant Woodlands—10 metres minimum (measured from the drip line); and

e) Environmentally Significant Valley Features—10 metres minimum.

8. The buffer width for Core Environmental Features will be a minimum width of 10 metres in accordance with the Regional Official Plan. Based on the results of an Environmental Impact Statement these boundary widths may be greater, for instance Significant Habitat for endangered or threatened species will be species specific and *Provincially Significant Wetlands* may be 30 metres.

9. Buffer widths wider than those in Policy 3.A.3.8 for Core Environmental Features may be required if warranted by the natural features and ecological functions, as determined through a review of the Environmental Impact Statement demonstrates to the satisfaction of the approval agencies that a wider buffer is warranted because of modified buffer widths will be determined on a site-specific basis by considering the sensitivity of the natural features, their ecological functions, the potential impacts of the proposed contiguous development and/or land use, the intended function of the buffer and the physiography of the site.

10. Buffers are for protection, enhancement and restoration of habitat. Permitted uses within the buffers of Core Environmental Features will be limited to low impact uses, such as resource management, vegetation restoration, open space, recreational trails and stormwater management facilities.

11. The use of the buffer for recreational trails and stormwater management facilities will be subject to an Environmental Impact Statement to the satisfaction of the City, Region, GRCA and/or Province, as appropriate, which contains an engineering and environmental compatibility analysis. Impervious surfaces and grading will not be permitted within buffers, except for works associated with trails and stormwater management facilities approved through this analysis.

12. Existing community trails and/or stormwater management facilities located within Core Environmental Features and/or the buffers are recognized as existing uses. Expansions will be subject to an Environmental Impact Statement to the
satisfaction of the City, Region, GRCA and/or Province, as appropriate, which contains an engineering and environmental compatibility analysis.

13. The City may require applicants to complete and implement a restoration or management plan for buffer areas as a condition of development approval.

14. Buffers required to ensure the protection of Core Environmental Features will generally be secured in public ownership and will not be considered as contributing to the parkland dedication requirements under the Planning Act.

15. The locating of new infrastructure within a Core Environmental Feature is discouraged.

16. Where construction of infrastructure is proposed within or contiguous to a Core Environmental Feature, the submission of an Environmental Impact Statement or other appropriate study to the satisfaction of the City, Region, GRCA and/or Province, as appropriate, will be required, unless the proponent is expressly exempt by other legislation.

17. Where review of a study, completed in accordance with Policy 3.A.3.16, demonstrates to the satisfaction of the City and the Region that the construction of the infrastructure project will:

a) result in localized and/or reversible impacts to the natural features and ecological functions of the Core Environmental Feature, and that other alternatives are less feasible from a technical, environmental and/or financial perspective, the City and the Region will:

i) require that the appropriate mitigation measures be implemented; and

ii) approve the undertaking; or

iii) support the undertaking in comments, submissions or recommendations; or

b) result in widespread adverse environmental impacts to the natural features and ecological functions of the Core Environmental Feature or result in long-term damage to its significant features and functions, and that other technically and financially feasible alternatives exist that would have fewer adverse environmental impacts, the City and the Region will:

i) not approve the undertaking; or

ii) not support the undertaking in comments, submissions or recommendations; or
c) result in widespread *adverse environmental impacts* to the *natural features* and *ecological functions* of the Core Environmental Feature, or result in long-term damage to its significant features and functions, but that there is a clearly demonstrated need for the undertaking, and that all other alternatives to the recommended undertaking are substantially less feasible from a technical, environmental, and/or financial perspective, the *City* and the *Region* will:

i) require that appropriate mitigation measures be implemented to reduce the impact of the undertaking to the greatest extent feasible; and

ii) approve the undertaking; or

iii) support the undertaking in comments, submissions or recommendations.

### 3.A.4 Locally Significant Natural Areas

1. Locally Significant Natural Areas (LSNAs) (unmapped) are those *natural features* not meeting the criteria for recognition as being *provincially* or *regionally* significant. LSNAs play an important role in maintaining the *ecological functions* provided by the *Natural Heritage System*.

2. To qualify for recognition as a LSNA, a *natural feature* must be:

   a) a wetland which is regulated by the GRCA but which does not qualify as a Core Environmental Feature;

   b) a wooded area identified by the Ministry of Natural Resources but which does not qualify as a Core Environmental Feature;

   c) *significant wildlife habitat* generally consisting of one or more of the following:

      i) seasonal concentration areas;

      ii) rare vegetation communities or specialized habitats for wildlife;

      iii) habitats of species of conservation concern; or

      iv) wildlife movement corridors;
d) perennial or intermittent watercourse(s);

e) Environmentally Significant Groundwater Discharge and Recharge Areas.

3. Development and site alteration will avoid LSNAs wherever feasible. Development or site alteration proposed within or contiguous to a LSNA will require an Environmental Impact Statement. The determination of boundaries and buffers will be done through this study and it must show to the satisfaction of the City that the ecological function of the LSNA will be maintained, enhanced or where feasible, restored.

4. On lands where LSNAs have not been adequately identified and evaluated through a subwatershed study, master environmental servicing plan or any other appropriate natural heritage review, development or site alteration will be prohibited until such time as an Environmental Impact Statement has been prepared for an owner/applicant in accordance with the policies in Section 3.A.8 to identify and evaluate any such elements located on the subject lands.

5. The form of LSNAs may be modified through development or site alteration provided it is demonstrated through an Environmental Impact Statement that ecological function of the natural feature is maintained, enhanced or where feasible, restored.

6. Further to Policy 3.A.4.5, development or site alteration may only be permitted within LSNAs that are wetlands where it is demonstrated through an Environmental Impact Statement that the wetland is not:

   a) located within a riparian community;

   b) hazardous land or a hazardous site;

   c) a bog or fen;

   d) fish habitat;

   e) part of a functional linkage between larger wetlands or natural features;

   f) significant wildlife habitat;

   g) confirmed habitat for a provincially or regionally significant species as determined by the Province or the Region;

   h) part of a groundwater recharge area; or

   i) a groundwater discharge area associated with any of the above.
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7. Where Environmentally Significant Discharge Areas and/or Environmentally Significant Recharge Areas sustain a Core Environmental Feature as documented through a subwatershed study, Greenlands Habitat Inventory, Environmental Impact Statement or other such study prepared in accordance with the policies in ROP Section 7.G, the City, Region and GRCA will:

a) not permit development or site alteration within or contiguous to the Environmentally Significant Discharge Areas and/or Environmentally Significant Recharge Areas, except where it has been determined to the satisfaction of the City, Region and/or GRCA that the development or site alteration would not result in adverse environmental impacts on the natural features and ecological functions of the Core Environmental Feature; and

b) ensure that any proposed public infrastructure projects will avoid Environmentally Significant Discharge Areas and Environmentally Significant Recharge Areas, wherever feasible. Where it is not feasible to avoid these areas, the construction of the infrastructure project will be designed to maintain the hydrologic functions that sustain Core Environmental Features.

8. Further to Policy 3.A.4.5, where the form of a Perennial or Intermittent Watercourse is to be maintained or realigned through development or site alteration and where buffer widths have not been specified through a subwatershed study, a minimum buffer width guideline of 30 metres for Permanent Watercourses and 15 metres for Intermittent Watercourses, applied to each side of the watercourse, will be evaluated and addressed through an Environmental Impact Statement to the satisfaction of the City and the GRCA.

9. Where an Environmental Impact Statement has demonstrated to the satisfaction of the City that a development or site alteration application would have no adverse environmental impact upon the natural features and ecological functions of a LSNA, the City may, subject to appropriate conditions, approve, or recommend approval of the application.

10. Where an Environmental Impact Statement has demonstrated to the satisfaction of the City that a development or site alteration application may have an adverse environmental impact upon the natural features and ecological functions of a LSNA, the City will undertake at least one of the following:

a) require conditions of approval, or require dedication(s) of land to protect lands supporting the natural features and ecological functions of the LSNA;

b) request the Province, the Region, or the GRCA to invoke any applicable statutory authority to enable acquisition for the protection of the LSNA;

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c) consult with the Region, the GRCA and/or other agencies to acquire the lands;

d) consider the acquisition of all or the affected portion of the LSNA; or

e) refuse all or part of the application.

11. Where construction of infrastructure is proposed within or contiguous to a LSNA, the submission of an Environmental Impact Statement or other appropriate study accepted by the City, in accordance with Policy 3.A.4.5 will be required, unless the proponent is expressly exempt by other legislation.

12. Where review of a study completed in accordance with Policy 3.A.4.11 demonstrates to the satisfaction of the City that the construction of the infrastructure project will:

a) result in localized and/or reversible impacts to the natural features and ecological functions of the LSNA, and that other alternatives are reasonably less feasible from a technical, environmental and/or financial perspective, the City will:

i) require that the appropriate mitigation measures be implemented; and

ii) approve the undertaking; or

iii) support the undertaking in comments, submissions or recommendations; or

b) result in widespread adverse environmental impacts to the natural features and ecological functions of the LSNA or result in long-term damage to its significant features and functions, and that other technically and financially feasible alternatives exist that would have less negative impact on the LSNA, the City will:

i) not approve the undertaking; or

ii) not support the undertaking in comments, submissions or recommendations; or

b) result in widespread adverse environmental impacts to the natural features and ecological functions of the LSNA, or result in long-term damage to its significant features and functions, but that there is a clearly demonstrated need for the undertaking, and that all other alternatives to the recommended undertaking are substantially less feasible from a technical, environmental, and/or financial perspective, the City will:
i) require that appropriate mitigation measures be implemented to reduce the impact of the undertaking to the greatest extent feasible; and

ii) approve the undertaking; or

iii) support the undertaking in comments, submissions or recommendations.

13. Where lands identified as LSNA are subsequently designated by the Region as Core Environmental Feature through a Regional Official Plan update or other studies that require an amendment to the Regional Official Plan, the provisions of Section 3.A.3 will apply.

3.A.5 Natural Features Linkages

1. The City will encourage the connection of natural features within the municipality and across its boundaries through the identification of natural features linkages. These areas are intended to provide opportunities for plant and animal movement among natural features, support hydrological and nutrient cycling and contribute to the overall integrity and connectivity of the Natural Heritage System. Landowners will be encouraged to protect the identified corridors and natural features linkages through private stewardship.

2. Natural features linkages will be identified through subwatershed studies, Environmental Impact Statements or other appropriate studies by the City, the Region, the GRCA or through the development review process. Where natural features linkages are identified through the development review process, the lands will be incorporated in the design of the development and protected through zoning and/or conservation easements, as appropriate, on private lands.

3. Once identified, natural features linkages will be maintained, enhanced or where feasible, restored. The introduction of uses that could harm these areas will generally not be supported. Some natural features linkages may need to be created over time through stewardship initiatives such as reforestation or regeneration projects.

4. The City will enhance natural features linkages, where appropriate, by restoring natural habitat on lands owned by the City such as inactive sections of parks and open space.
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3.A.6 Restoration Areas and Vegetation Management

1. The protection, preservation and restoration of indigenous vegetative cover is a priority for the *City*. This priority ranges from the protection of significant *natural features* described in the *Natural Heritage System* to general vegetative cover across the municipality. Private *development* and public works projects are seen as opportunities to increase the vegetative cover quantity and quality in the municipality, as well as *biodiversity*.

2. The *City* shall require as necessary the preparation and submission of a tree management plan prior to draft approval of a plan of subdivision or site plan approval. Tree management plans submitted to the *City* shall be prepared in a manner consistent with the “Tree Management Policies and Guidelines for New Developments”.

3. The “Tree Management Policies and Guidelines for New Developments” shall also guide the *City* in the preservation, protection, management, replacement and possible acquisition of significant tree stands, hedgerows, woodlots and forested areas. They will be applied to tree management practices carried out by the *City* on City-owned lands.

4. In addition to the “Tree Management Policies and Guidelines for New Developments”, the *City* will consider other measures, such as the *Region’s Woodland Conservation By-law*, a local tree protection/preservation by-law under the Municipal Act, designation of heritage trees under the Heritage Act and/or stewardship programs to aid in policy implementation.

3.A.7 Fish Habitat

*Development or site alteration* will not be permitted within *fish habitat*, except in accordance with *Provincial* and *Federal* requirements to the satisfaction of the *federal* Department of Fisheries and Oceans or its delegate.

3.A.8 Environmental Impact Statements

1. An *Environmental Impact Statement* will be required in accordance with the policies of this Plan, to identify and evaluate the potential effects of a *development* or *site alteration* application on elements of the significant *natural features* as described in Sections 3.A.2, 3.A.3, and 3.A.4 to recommend: means of preventing, minimizing or mitigating impacts; opportunities for enhancement; and where appropriate, to interpret the boundaries of the elements. A *Comprehensive Environmental Impact Statement* is a broader scale study.
2. The City requires the completion of a Comprehensive Environmental Impact Statement where;

   a) the proposed development may affect a variety of elements of the Natural Heritage System;

   b) multiple contiguous properties containing elements of the Natural Heritage System are proposed for development;

   c) a Community Plan or Secondary Plan is being prepared;

   d) environmental studies are required to examine changes to the City Urban Area boundaries; or

   e) substantive new information is needed for previously completed subwatershed studies regarding the identification of elements of the Natural Heritage System.

3. Terms of reference for Comprehensive Environmental Impact Statements will be established in consultation with the City, the Region, the Province and the GRCA and abutting municipalities, if applicable.

4. Comprehensive Environmental Impact Statements may be used to fulfill all other requirements for site-specific Environmental Impact Statements that should otherwise be required, or for scoping future Environmental Impact Statements.

5. The need for, scope and acceptability of site-specific Environmental Impact Statements will be determined in collaboration with the City, the Region, the Province and the GRCA. If the significant natural feature extends beyond the boundaries of the city, the adjacent municipality will be offered the opportunity to participate in this determination.

6. A reduction in the scope and/or content or waiving of the Environmental Impact Statement may be authorized by the Commissioner of Planning Services in collaboration with the Region, the Province and/or the GRCA where the impacts of a development or site alteration upon a LSNAs are expected to be limited in area and/or scope, or where other environmental studies fulfilling the requirements of an Environmental Impact Statement have previously been prepared.

7. The City will collaborate with the Region and the GRCA to develop a guideline for the preparation of Environmental Impact Statements required by the policies of this Plan.
3.B Environmental Management

As the city develops, environmental management of air, water and land resources becomes increasingly important. Urban development and intensification requires control and mitigation of environmental impacts such as deteriorating air and water quality, noise and light pollution, contaminated land and growth in energy and resource consumption. The City’s environmental management policies aim to address these issues in a comprehensive, sustainable way.

3.B.1 Master Environmental Servicing Plans

1. Master Environmental Servicing Plans are long range plans which integrate infrastructure requirements for existing and future land uses with environmental assessment planning principles. They examine related infrastructure systems such as water supply, transportation, sanitary sewers, stormwater management and Community Plans or Secondary Plans in order to outline a framework for planning for subsequent projects and developments.

2. Master Environmental Servicing Plans must be prepared prior to development occurring if there is no Council-approved subwatershed study for the area. If there is a Council-approved subwatershed study for the subject area, it will be used as background to the Master Environmental Servicing Plan and may be updated as required.

3. Master Environmental Servicing Plans shall be approved by Council in consultation with the Region, Grand River Conservation Authority (GRCA) and Province, as appropriate, and the adjacent municipality, if it is affected.

4. Development within the boundaries of a Master Environmental Servicing Plan shall demonstrate conformity with the requirements of the Master Environmental Servicing Plan.

3.B.2 Subwatershed Planning

1. Subwatershed planning is an integrated, ecosystem approach to land use planning based on the boundaries of a subwatershed. These boundaries provide natural limits for managing the interconnections that exist between urban development and natural features and processes of the natural environment. The City uses subwatershed planning to provide a broad understanding of ecosystem structure, function and status, recommend actions for appropriate resource management in the subwatershed and provide relevant ecosystem considerations used in guiding future land use and infrastructure decisions. The comprehensive input of environmental considerations into the land use planning process at an early stage is a City priority.
2. The City will participate in the undertaking of subwatershed studies in co-operation with other municipalities, the public, landowners, the GRCA, the Region, the Province, and other agencies. The timing and level of detail required for the subwatershed study to meet resource management objectives will be determined through consultation with these groups and agencies. The subwatersheds in Cambridge are depicted conceptually on Map 13. Those subwatersheds for which there are completed subwatershed studies and/or master drainage plans are also shown on Map 13.

3. The intent of subwatershed planning exercises and evaluating water resources is to protect, maintain and enhance surface and groundwater quality and quantity and natural features and ecological functions through environmentally sound policy development.

4. In determining priorities for subwatershed studies, the following factors will be considered:
   
a) the significance and sensitivity of the environmental issues;

   b) priorities for development; and

   c) funding availability (private and/or public).

5. The City, the Region, the GRCA and the Province, will jointly prepare the terms of reference for subwatershed studies. At a minimum, the terms of reference for subwatershed studies will include:

a) identification, maintenance, enhancement and, wherever feasible, restoration of natural features, surface and groundwater features and ecological functions which are necessary for the ecological and hydrological integrity of the subwatershed;

b) identification, maintenance, enhancement and wherever feasible, restoration of natural features linkages;

c) determination of areas where development and site alteration will be prohibited or restricted to:

   i) protect existing and potential municipal drinking-water supplies and identified vulnerable areas;

   ii) maintain, enhance and/or wherever feasible restore sensitive and vulnerable surface water and groundwater features and their hydraulic and hydrologic functions; and
iii) protect, maintain and enhance Core Environmental Features, Natural Features Linkages and LSNAs;

d) identification of areas where Environmental Impact Statements may be required for the review of development or site alteration proposals. Wherever feasible, subwatershed studies should fulfill the requirements for Comprehensive Environmental Impact Statements for all or part of the subwatershed;

e) protection of the quality, quantity, distribution and direction of flow of existing surface and groundwater;

f) identification of stormwater management practices that maintain or enhance the quality, quantity and distribution of stormwater including infiltration measures, and minimizing stormwater volumes and contaminant loads;

g) development of a monitoring plan and definition of roles and responsibilities for pre-, during and post-construction monitoring to determine and address the impact of development on the Natural Heritage System and surface and groundwater resources; and

h) any other investigation which the study team deems appropriate and necessary.

6. When completion of a subwatershed study has been identified as a priority in accordance with Policy 3.B.2.4, the City will require the finalization of the subwatershed study prior to the adoption of amendments to this Plan or the approval of Community Plans or Secondary Plans which would permit significant areas of new development within the subwatershed.

7. Portions of subwatershed studies that deal specifically with Regional interests identified in the Regional Official Plan shall be approved by the Region prior to the adoption of amendments to this Plan or approval of Community Plans or Secondary Plans or Master Environmental Servicing Plans that implement the subwatershed studies.

8. Council-adopted subwatershed studies will form the environmental foundation for Master Environmental Servicing Plans. They will also provide direction for further planning such as amendments to this Plan, as well as individual development and site alteration applications.
3.B.3 Stormwater Management

1. Stormwater management aims to maintain the health of streams, lakes and aquatic life as well as provide opportunities for human uses of water by mitigating the effects of urban development. To achieve this goal stormwater management strives to maintain the natural hydrologic cycle, prevent an increased risk of flooding, prevent undesirable stream erosion, and protect water quality.

2. The City has adopted “Stormwater Management Policies and Guidelines” which development and site alteration applications must adhere to.

3. Prior to approval of draft plans of subdivision and industrial, commercial, institutional and multi-residential site plans the effects of the proposed development and site alteration on the existing drainage area, including proposed mitigative measures as required shall be considered. The design of subdivision and site plan stormwater management plans will implement the recommendations of Master Environmental Servicing Plans, master drainage plans and subwatershed studies where they exist.

4. For plans of subdivision, stormwater management areas will generally be located on lands dedicated to the City in addition to any lands required to be dedicated for park purposes under the Planning Act. The use of fencing shall be minimized wherever possible through design of facilities to minimize risk to the public.

5. Approved Master Environmental Servicing Plans, master drainage plans or subwatershed studies shall provide guidance for implementation of the City of Cambridge “Stormwater Management Policies and Guidelines”.

3.B.4 Urban Forest and Biodiversity

1. The urban forest in Cambridge is the treed environment, consisting of remnant wooded areas, trees in city parks and open space, street trees and trees on private property. The City recognizes the urban forest as providing significant environmental, social, cultural heritage and economic benefits and encourages its protection, restoration, wise management and expansion.

2. The City recognizes the environmental, aesthetic and heritage values associated with trees lining both urban and rural boulevards and streets. As such, the City shall promote and encourage the protection and management of such trees and encourage public authorities and agencies to give due consideration for their protection when undertaking utility projects and regular maintenance.
3. The City shall protect and preserve street trees located within road rights-of-way wherever feasible. Trees removed from an existing road right-of-way due to development or public utilities projects shall be required to be replaced in the same location or in the vicinity wherever possible by the individual or agency responsible for the removal.

4. The City will encourage private landowners to protect and preserve street trees located outside road rights-of-way through investigation of approaches such as tree preservation by-laws, private stewardship, advice from the City’s Forestry Division and Heritage Conservation District Plans.

5. The City encourages individuals and agencies to use indigenous species as appropriate to the locality when planting within or contiguous to the Natural Heritage System because some non-indigenous species are considered unsuitable and invasive. Guidance in maintaining the biodiversity of the Natural Heritage System will be provided through: the Regional list of trees and shrubs suitable for such use; the list of invasive alien herbaceous species; and any relevant City documents such as the “Tree Management Policies and Guidelines for New Developments” and the “Stormwater Management Policies and Guidelines”.

6. Wherever feasible and appropriate, species indigenous to the region will be used in plantings along local roads and on the grounds of City parks and facilities.

7. All development or site alteration requiring the removal of trees shall meet the requirements of the Region’s Woodland Conservation By-law.

3.B.5 Source Water Protection

1. Source Water Protection Areas are identified by the Region and policies that are applied to them are prescribed in Regional Official Plan Chapter 8. They are identified to protect the current and future municipal drinking-water supply system. These protection areas are significant in that they contribute water, or are in close proximity, to municipal drinking-water supply wells and surface water intakes that are vulnerable to contamination and/or depletion from incompatible land uses. Source Water Protection Areas in Cambridge consist of: Wellhead Protection Sensitivity Areas; a High Microbial Risk Management Zone; and a Surface Water Intake Protection Zone (designated on Map 15). Policies from the Regional Official Plan which apply to lands in the city are included in Appendix A.

2. The City will, in partnership with other public agencies having jurisdiction, provide input into and implement a Source Protection Plan. This Plan will be amended to implement the recommendations of an approved Source Protection Plan, as required.
3.B.6 Environmental Hazards

3.B.6.1 Natural Hazards

Natural hazards such as flooding, erosion and slope failures pose a risk to human health and safety, as well as property. As a matter of public safety, it is important to reduce the potential risks and costs associated with natural hazards by ensuring that development is directed away from these areas. The GRCA is a key partner in this effort through the administration of the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 150/06). In addition to City approval, permission from the GRCA is required to develop in river or stream valleys, wetlands, shorelines or hazardous lands.

3.B.6.1.1 Floodplains

General

1. Major floodplains, defined by the Regulatory Flood as identified and approved by the GRCA, are shown conceptually on Map 10 of this Plan. The precise delineation of the floodplain is determined by the GRCA or through subwatershed studies. This precise delineation does not require amendment to this Plan.

2. The floodplain within Cambridge, as shown on Maps 10, 11, and 12 of this Plan, consists of One-Zone, Two-Zone and Special Floodplain Policy Areas. In One-Zone Floodplain Policy Areas shown on Map 10 of this Plan, development is prohibited or restricted in the entire floodplain. In Two-Zone Floodplain Policy Areas shown on Map 11 of this Plan, the floodplain is divided into two zones, the floodway and the flood fringe. Development may be permitted in the flood fringe provided appropriate floodproofing measures are undertaken. The Galt City Centre Floodplain Special Policy Area shown on Map 12 of this Plan recognizes the need to allow limited development and redevelopment in the floodway to maintain a Community Core Area.

3. Certain activities, including the construction of new public roads, or new structures necessary for conservation, public recreation, water supply, wastewater management, stormwater management, utility or agricultural purposes may be permitted, subject to the approval of the GRCA, within the floodplain in a One-Zone Policy Area or the floodway in a Two-Zone Policy Area.
4. Development or redevelopment is prohibited within the floodplain that is associated with:
   
a) the manufacturing, use or storage of hazardous or toxic substances which would pose an unacceptable threat to public safety if damaged as a result of flooding or failure of flood protection measures;

b) institutional uses, such as hospitals, nursing homes, day care establishments, group homes and schools, which would pose a significant threat to the safety of the inhabitants if involved in an emergency evacuation situation as a result of flooding or failure of flood protection measures, except as provided in Policy 3.B.6.1.22 f) (flood fringe); and

c) emergency services such as police, fire and ambulance stations and electrical and telephone substations, which would be impaired during a flood emergency as a result of flooding or failure of flood protection measures.

5. The creation of lots which extend into flood susceptible areas is generally discouraged but may be permitted provided that the City’s Zoning By-law prohibits the establishment of structures or outdoor storage on that portion of the lot located within the floodplain in One-Zone Floodplain Policy Areas or the floodway in Two-Zone Floodplain Policy Area and that the need for community trails along the watercourse is addressed.

6. Structures in the floodplain which are replaced due to fire or natural disasters will generally be floodproofed to the Regulatory Flood elevation, with reductions as determined appropriate and feasible by the GRCA. All buildings being replaced will be floodproofed to the 100 Year Flood elevation at a minimum.

7. Prior to a building permit being issued by the City for construction within the floodplain, a permit from the GRCA, pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 150/06) will be required.

8. The City will, where appropriate, encourage the vegetation or revegetation of floodplains with species indigenous to the region.
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One-Zone Floodplain Policies

9. One-Zone Floodplain Policies apply to the areas identified as One-Zone Floodplain Policy Areas on Map 10. The One-Zone Floodplain designation includes all lands below the Regulatory Floodline.


11. Notwithstanding Policy 3.B.6.1.10, minor additions or alterations may be undertaken on buildings legally existing in the floodplain at the time of adoption of this Plan provided that:
   a) no new dwelling units are created;
   b) no new floor space (including basements) created within the floodplain is below the elevation of existing first floor space; and
   c) such minor additions or alterations including mechanical and electrical services are generally floodproofed to the Regulatory Flood elevation. Under certain circumstances, reductions in the level of floodproofing may be permitted where deemed appropriate and feasible by the GRCA.

12. Notwithstanding Policy 3.B.6.1.10, non-habitable accessory buildings or structures associated with an existing residential use may be permitted where it can be demonstrated that:
   a) there is no feasible alternative site outside the Regulatory Floodplain;
   b) the site is not subject to frequent flooding;
   c) the building or structure is greater than 9.3 m² but less than or equal to 46.5 m² or in the case of additions, the combined area of the existing building or structure and any proposed addition is equal to or less than 46.5 m²;
   d) the building or structure is securely anchored such that it does not obstruct downstream culverts during a flood event where applicable;
   e) floodproofing is undertaken to the extent practical, where floodproofing to the elevation of the Regulatory flood is not technically feasible; and
   f) there is no opportunity for conversion into habitable space in the future.

13. Outdoor industrial storage is prohibited within the One-Zone Floodplain Policy Area.
Two-Zone Floodplain Policies

14. Two-Zone Floodplain Policies apply to areas identified as Two-Zone Floodplain Area on Map 11. The Two-Zone floodway-flood fringe concept is selectively applied to portions of the floodplain where development could potentially occur without adverse impacts on flood flows, flood elevations or adjacent structures.

15. Two-Zone Floodplain Policies apply to areas of existing development only, and shall not be applied to rural areas or to new areas of growth.

16. Development in the floodway shall be restricted to uses identified in Policy 3.B.6.1.3 and to minor additions or alterations to buildings existing as of the date of adoption of this Plan in accordance with the criteria outlined in Policy 3.B.6.1.11 a) to c) inclusive.

17. Development may be permitted within the flood fringe provided that the following conditions are met:

   a) a permit is issued by the GRCA pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 150/06) on the basis that no adverse effects on the hydraulic characteristics of flood flows will occur;

   b) all development is suitably floodproofed to the Regulatory Flood elevation as determined by and to the satisfaction of the City and the GRCA;

   c) all habitable floor space is constructed at or above the Regulatory Flood elevation as determined by and to the satisfaction of the City and the GRCA;

   d) the creation of any uninhabitable floor space below the Regulatory Flood elevation where there is the possibility of conversion to habitable floor space is not permitted;

   e) notwithstanding d) above, the creation of uninhabitable floor space below the Regulatory Flood elevation may be permitted if it is associated with an apartment building, commercial, industrial or other non-residential development. Such areas in an apartment building may include foyers, recreation rooms, communal storage areas, or other uninhabitable floor space that is normally associated with this type of development. All such floor space in any development must be floodproofed to the Regulatory Flood elevation with the maintenance of safe access ensured;
f) access for all new habitable buildings located in the flood fringe shall be such that emergency vehicular and pedestrian movement is not prevented during times of flooding in order that safe access/evacuation is ensured. The determination of “safe” access shall be made by the GRCA based on the depth and velocity factors such as they affect individual sites; and

g) conversions of non-residential buildings in the flood fringe to residential use may be permitted provided that the requirements of a) through f) above are satisfied.

18. Outdoor industrial storage is prohibited within the floodway in Two-Zone Floodplain Policy Areas.

19. Outdoor industrial storage may be permitted within the flood fringe of the Two-Zone Floodplain Policy Areas, subject to the protection of such storage from flood related damages, to the elevation of the Regulatory Floodline to the satisfaction of the GRCA.

Galt City Centre Floodplain Special Policy Area

20. Regulatory Flood Elevation and Regulatory Flood for the purposes of the Galt City Centre Floodplain Special Policy Area designated on Map 12 of this Plan means the level of flooding which has been calculated by the GRCA and used as the basis for the design of the City of Cambridge Dyking and Channelization Scheme and describes the flood level in a storm where flood waters would flow at a rate of 2364 m$^3$ per second as measured through this Special Policy Area.

21. Any change or modification to the policies or boundaries applying to the Galt City Centre Floodplain Special Policy Area designated on Map 12 of this Plan must be approved by the Province prior to the approval of any official plan amendment or zone change application implementing such changes or modifications.

22. Development and redevelopment of lands in the Galt City Centre Floodplain Special Policy Area designated on Map 12 of this Plan are regulated in order to provide adequate flood protection from the Grand River in the Galt City Centre and adjacent areas. Development or redevelopment may be permitted in the Galt City Centre Floodplain Special Policy Area provided that the following conditions are met:

a) minor additions or alterations to existing residential buildings of habitable rooms shall be at or above the elevation of the existing first floor space;

b) flood protection construction techniques shall be applied to all new development or redevelopment below the Regulatory Flood elevation and
shall be designed and constructed to the satisfaction of the City and the GRCA;

c) any new building or major addition or alteration proposed to have any window, door or other similar opening lower than the level of the Regulatory Flood elevation shall be protected to the Regulatory Flood elevation using techniques satisfactory to the City and the GRCA. No new habitable room shall be provided lower than the Regulatory Flood elevation;

d) new utilities shall be located higher than the level of the Regulatory Flood elevation where practical; but, where this is not possible, such utilities shall be floodproofed using techniques satisfactory to the City and the GRCA;

e) any renovation or rehabilitation proposed for an existing building shall not be required to replace existing windows or doors using flood protection techniques or provide special treatment for other similar openings. However, where a comprehensive renovation is proposed for an existing structure and the renovations include the replacement of windows and doors, such replacements shall be floodproofed to withstand the anticipated pressure from flood depths where feasible. Where new openings are proposed for an existing structure or for an addition to an existing structure, such openings shall also be floodproofed to withstand the anticipated pressure from flood depths;

f) new development that is associated with institutional services such as hospitals, nursing homes and schools shall only be permitted to locate on lands in the Galt City Centre Floodplain Special Policy Area which would be flooded to a depth of one metre or less in the event of a Regulatory Flood flow provided that adequate protection to the Regulatory Flood elevation and a dry land access to the building are provided;

g) within the Galt City Centre Floodplain Special Policy Area, service stations, gas bars and other new uses involving the manufacture, disposal, consumption or bulk storage of chemical, flammable, explosive, toxic, corrosive or other dangerous materials shall not be permitted; and

h) the construction of new permanent buildings or structures and the reconstruction or major renovation of existing permanent buildings and structures will be permitted on lands located between the east limit of Grand Avenue/Tower Drive and the west limit of Water Street, from Parkhill Road on the north to Birch Street on the south, only where the design of such buildings or structures complies fully with the standards established for the City of Cambridge Dyking and Channelization Scheme and provides specifically for the integration of such buildings and structures into the flood control and protection works described in that scheme.
Implementation of Floodplain Management

23. Floodplain policies shall be implemented in the following ways:

   a) the City’s Zoning By-law by incorporating applicable provisions to its regulations, including permitted uses;

   b) the zoning maps attached to and forming part of the City’s Zoning By-law, which shall indicate that any construction, reconstruction, addition, extension or major rehabilitation or renovation of buildings or structures on lands lying lower than the Regulatory flood elevation shall, where appropriate, require the approval of the GRCA pursuant to the Conservation Authorities Act and pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 150/06) and site plan approval under the Planning Act, prior to the issuance of a building permit; and

   c) the site plan control provision of the Planning Act, which will be applied to ensure compliance with the floodplain policies of this Plan as amended for the purposes of setting minimum levels, grading and other landscaping features. No site plan shall be approved or building permit issued unless it is in conformity with the policies of this Plan and appropriate consent is given by the GRCA including a permit under the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 150/06).

24. The lands identified by this Plan as being within the Regulatory Floodplain in One-Zone Floodplain Policy Areas shall be designated and zoned as follows:

   a) all vacant or otherwise undeveloped lands in the floodplain on September 22, 1997 are designated Natural Open Space System in this Plan and zoned to prohibit buildings or structures; and

   b) all lands where development existed on September 22, 1997 are designated Natural Open Space System in this Plan. The lands may be zoned to recognize the existing use, and a prefix or prefixes may apply, which shall serve as notice that properties so zoned are constrained beyond regulations in the City’s Zoning By-law. In this circumstance, floodproofing measures as deemed necessary by the GRCA shall be applied on a site-specific basis.

25. The lands identified by this Plan as being within the Regulatory Floodplain in Two-Zone Floodplain Policy Areas shall be designated and zoned as follows:

   a) all vacant or otherwise undeveloped lands in the floodway portion of the floodplain on September 22, 1997 are designated Natural Open Space
Chapter 3  Natural Heritage and Environmental Management

System in this Plan and shall be zoned to prohibit buildings or structures;

b) all lands where development existed in the floodway portion of the floodplain on September 22, 1997 are designated Natural Open Space System in this Plan. The lands may be zoned to recognize the existing use, and a prefix or prefixes may apply, which shall serve as notice that properties so zoned are constrained beyond regulations in the City’s Zoning By-law. In this circumstance, floodproofing measures as deemed necessary by the GRCA shall be applied on a site-specific basis; and

c) all lands located within the flood fringe portion of the floodplain are designated in this Plan for the appropriate use and shall be zoned accordingly. A prefix or prefixes shall apply to serve as notice that the properties so zoned are constrained beyond regulations in the City’s Zoning By-law. In this circumstance, floodproofing measures as deemed necessary by the GRCA shall be applied on a site-specific basis to the satisfaction of the City.

26. The lands identified by this Plan as being within the Regulatory Floodplain in the Galt City Centre Floodplain Special Policy Area shall be designated in this Plan and zoned as follows: all lands are designated in this Plan for the appropriate use; and shall be zoned accordingly. A prefix or prefixes shall apply to serve as notice that properties so zoned shall be constrained beyond regulations in the Zoning By-law. In this circumstance, floodproofing measures as deemed necessary by the GRCA shall be applied on a site-specific basis.

27. Notwithstanding the floodplain policies of this Plan, where it has been determined by the GRCA that development in any part of the floodplain in a One-Zone or a Two-Zone or the Galt City Centre Floodplain Special Policy Area would pose an unacceptable threat to life and/or properties, such development will not be permitted.

3.B.6.1.2 Watercourses and Shorelines

1. The key watercourses within the city are identified on Map 13. Delineation of the watercourses shown on Map 13 is conceptual only, recognizing that they may vary in extent and significance, particularly in their upstream reaches. Amendments to this Plan will not be required for minor refinements to these watercourses or refinements approved by the GRCA and the Province.

2. The GRCA regulates areas that are river or stream valleys and watercourses. These regulated areas are described in Ontario Regulation 150/06 and the regulation applies to all areas described by the regulation, whether mapped or not. The regulation gives the GRCA the mandate to prohibit or regulate development in river or stream valleys and to prohibit or regulate alterations which would result in...
the straightening, changing, diverting or interfering in any way with the existing
channel of a river, creek, stream or watercourse or changing or interfering in any
way with a wetland. Any development applications within regulated areas will be
circulated to the GRCA prior to consideration by the City, as GRCA permission is
required prior to development as defined by the Conservation Authorities Act.

3. Watercourses, shorelines and surrounding upland areas may also be
designated as Significant Valleys and/or Environmentally Significant Valley
Features on Map 4 in the Regional Official Plan. Any development or site altera-
tion in these areas will be subject to the policies in Chapter 7 of the Regional
Official Plan.

4. The City’s Zoning By-law will indicate that any development as defined by
the Conservation Authorities Act, alteration to a watercourse or interference with a
wetland within the regulated areas as described in Ontario Regulation 150/06 shall
require the approval of the GRCA. The regulated area shall be generally shown on
the City’s Zoning By-law maps and reference will be made to detailed mapping
availability from the GRCA.

5. Development is not permitted on the shorelines of watercourses except as
provided for in the Two-Zone Floodplain and Galt City Centre Floodplain Policy
Area on Map 12 or as recommended for stream improvement by a subwatershed
study.

6. The City will encourage the restoration and enhancement of the shorelines
of watercourses with appropriate indigenous riparian vegetation through
development review and stewardship programs.

7. The undeveloped shorelines of watercourses are designated Natural Open
Space System in this Plan and shall be zoned to prohibit buildings or structures.

3.B.6.1.3 Erosion and Steep Slopes

1. Erosion is the process of soil loss due to natural or human processes.
Erosion along a watercourse can threaten existing development or create slope
stability issues for proposed development.

2. Development and site alteration will not be permitted within the limits of an
erosion hazard except for flood or erosion control projects demonstrated to be in
the public interest, subject to appropriate geotechnical or engineering assessments
and for which no other alternative location is feasible.

3. Development and site alteration associated with existing uses may be
permitted within the limits of an erosion hazard where it is demonstrated through a
site-specific geotechnical or engineering assessment prepared by a qualified professional approved by the GRCA that:

a) there is no feasible alternative location outside of the erosion hazard;

b) the proposed methods of overcoming the physical hazards are based on accepted engineering techniques and resource management practices or techniques;

c) any proposed building or structure is located in the area of least risk;

d) there is no impact on existing or future slope stability and bank stabilization or erosion protection works are not required;

e) access for maintenance or emergency purposes is not prevented;

f) vehicles and pedestrians have safe access and exit during flooding and erosion emergencies; and

g) where unavoidable, impacts on natural features or ecological functions are minimized and appropriate mitigative and remedial measures will adequately enhance or restore features and functions.

4. Renovations and additions to existing buildings or structures within the limits of an erosion hazard may be permitted in accordance with Policy 3.B.6.1.3.3 with floor area of the addition also subject to GRCA approval.

5. The replacement of buildings or structures within the limits of an erosion hazard may be permitted in accordance with Policy 3.B.6.1.3.3.

6. Development or site alteration adjacent to a steep slope will be subject to a setback from the stable top of bank. The stable top of bank will be determined in consultation with the GRCA. A minimum setback from stable top of bank of six metres will be required to accommodate an erosion access allowance.

3.B.6.1.4 High Water Table

1. The water table is found underground and is the level at which the soil and gravel are saturated with water. There is often some seasonal change in the water table, due to rain or drought. A high water table and areas of groundwater discharge to the surface are especially common in low-lying areas or areas where the soil is not well drained.

2. Development in areas of high water table or groundwater discharge will be guided by a hydrogeological report prepared by a qualified professional indicating the levels of the existing water table. This report shall assess potential risks to
persons, buildings, structures or public *infrastructure* occasioned by high water tables or groundwater discharge prior to *development*. This report should demonstrate to the satisfaction of the *City* that engineering solutions designed to protect structures from the effects of groundwater discharge and high water tables will be effective, will not require significant ongoing maintenance to remain effective and will not divert or impede natural groundwater flows so as to create hazards or annoyances to adjacent lands and buildings. The base of all building footings should be a minimum of 0.75 metres above the high water table as indicated in the hydrogeological report.

### 3.B.6.2 Human-Made Hazards

Human-made hazards such as *contaminated sites* and *former waste disposal sites* pose a risk to human health and safety as well as environmental health. It is important to reduce the potential risks and costs associated with human-made hazards by ensuring that sites do not pose *adverse effects* prior to permitting *development* or *redevelopment*. Other human-made hazards such as noise, vibration and light emissions are important to mitigate in the urban environment in order to enhance and maintain livability.

#### 3.B.6.2.1 Contaminated Sites

1. *Contaminated sites* policies apply to sites and facilities which are or may be contaminated and pose a risk to human and environmental health. The purpose of these policies is to ensure that site remediation is completed in a manner that meets standards set by the *Province* in conjunction with any *development* approvals by the *City* and *Region*, where applicable.

2. When *development* is proposed on or adjacent to a property known to be, suspected to be or potentially a *contaminated site*, an appropriate level of environmental site assessment conducted by a qualified person may be required in accordance with the *City’s Contaminated Sites Development Procedures*. This may be over and above the mandatory filing of a Record of Site Condition required by the Ontario Regulation 153/04 for a change in use to a more sensitive use.

3. Where it has been determined that an environmental site assessment is required under Policy 3.B.6.2.1.2, *development* applications will not receive final approval until the owner demonstrates that the site assessment (and remediation if required) has been completed following Ontario Regulation 153/04 and the site is suitable for the proposed permitted use(s). This will be undertaken through submission of a Record of Site Condition to the *Province* which passes any audit by the *Province*.
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4. In instances where the City is deeded land for public highways, road widenings, parkland, stormwater management, easements or for any other purpose, the City may require evidence, as a condition of the transfer, that no environmental contamination has occurred on the subject lands, that the lands have been satisfactorily remediated, or that a record of on-site contaminants is provided.

5. These policies are not intended to apply to the closure of landfill sites or other facilities that are required to meet closure conditions of an environmental compliance approval issued under the Environmental Protection Act.

3.B.6.2.2 Former Waste Disposal Sites

1. The Province has identified former waste disposal sites in Cambridge and their generalized locations are shown on Map 8 of this Plan.

2. Notwithstanding the designated land uses shown on Map 2 development may be restricted or controlled on lands containing or adjacent to former waste disposal sites.

3. Development applications will not be considered on lands containing former waste disposal sites until the Province has indicated its approval of the use pursuant to the Environmental Protection Act.

4. Where necessary, development proposals will incorporate measures, including technical controls, buffering or rehabilitation as required by the Province to prevent any adverse effects originating from a former waste disposal site.

3.B.6.2.3 Noise, Vibration, Light and Other Fugitive Emissions

Noise, Vibration and Other Fugitive Emissions General

1. The siting of sensitive land uses will be in accordance with Provincial Land Use Compatibility Guidelines relating to noise, vibration, odour and particulate matter.

2. The City may require a noise and/or vibration assessment as well as other studies for the siting of sensitive land uses, including residential development, in the proximity of potential sources of noise such as existing or planned transportation corridors, the Region of Waterloo International Airport, certain industrial facilities or aggregate operations, as outlined in Provincial Guidelines.

3. Any required studies including noise and/or vibration assessment shall be completed by a qualified professional to the satisfaction of the City. A noise assessment shall take into consideration the total noise on the site from all sources.
and demonstrate whether noise control measures need to be implemented to meet applicable Provincial and municipal standards and guidelines.

4. Noise sensitive land uses will be prohibited where the projected attenuated daytime noise level in the associated outdoor living area exceeds 70 dBA.

**Noise and Vibration from Transportation Sources**

5. The Noise Criteria shown in Table 3 of this Plan, as prescribed by the Region, will be used as a guide in assessing the noise impact of existing or planned roads or railways:

<table>
<thead>
<tr>
<th>Receiver Category</th>
<th>Time Period</th>
<th>Road Traffic</th>
<th>Rail Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Outdoor Living Area</em></td>
<td>0700-2300</td>
<td>Leq = 55 dBA</td>
<td>Leq = 55 dBA</td>
</tr>
<tr>
<td>Indoor Living Area</td>
<td>0700-2300</td>
<td>Leq = 45 dBA</td>
<td>Leq = 40 dBA</td>
</tr>
<tr>
<td><em>Indoor Living Area</em></td>
<td>2300-0700</td>
<td>Leq = 40 dBA</td>
<td>Leq = 35 dBA</td>
</tr>
</tbody>
</table>

*Sleeping Quarters*  

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

6. When a noise assessment recommends warning clauses and/or noise attenuation measures to meet the criteria contained in Table 3, such clauses or measures shall be made a condition of the development approval in accordance with any Provincial and municipal standards and guidelines relating to noise mitigation. Noise attenuation measures may include site design and building layout, air conditioning and/or structural design measures such as multiple glazed windows and brick wall construction, and noise attenuation barriers. Alternative design solutions will be given preference to noise attenuation barriers wherever possible.

7. Where noise attenuation barriers are constructed on Regional or local road rights-of-way, their ongoing maintenance shall be the responsibility of the appropriate municipal authority, or as outlined in associated agreements, including financial provisions for maintenance and replacement.

8. Where an application for the development of a sensitive land use is submitted within 75 metres of a property line for a railway, a vibration study may be required. The study must address all sources of vibration affecting the site and include recommendations for mitigation.
Noise and Vibration from Region of Waterloo International Airport

9. In the vicinity of the Region of Waterloo International Airport:
   
   a) new residential development or other sensitive land uses will not be permitted in areas above 30 Noise Exposure Forecast (NEF);

   b) appropriate warning and/or noise attenuation measures will be required as a condition of approval for any new residential development or other sensitive land uses in areas between 25 and 30 NEF, including the requirement for permanent signage in accordance with City requirements at all the entrances to subdivisions identifying the presence of aircraft noise and other necessary noise attenuation measures; or

   c) redevelopment of existing residential land uses or other sensitive land uses, or infilling of residential or other sensitive land uses in areas above 30 NEF may only be permitted where the proposed development;
      i) will not negatively impact the long-term function of the airport; and
      ii) incorporates appropriate warning and/or noise attenuation measures, including noise warning and other necessary noise attenuation measures.

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

Noise and Vibration from a Stationary Source

10. Any development application for any use proposed to generate a stationary source of noise or vibration may be required to undertake a noise and/or vibration study as part of the development approvals process, to the satisfaction of the City. The study must address all sources of noise and vibration, include recommendations for mitigation and demonstrate that there are no adverse effects on existing or planned sensitive land uses.

11. Vibration studies may be required for new developments and changes to existing industrial development within 75 metres of a sensitive land use or where a new sensitive land use is being proposed adjacent to an existing industrial use.
Light Emissions

12. Light pollution is excessive or obtrusive artificial light. While maintaining public safety, the City will endeavour to reduce light pollution in an effort to limit energy waste, decrease greenhouse gas emissions, minimize adverse impacts on ecological systems and enhance the visibility of the night sky.

13. The City will, wherever feasible and appropriate, use and promote the use of responsible lighting practices that eliminate and minimize light pollution.

14. The City may consider passing an outdoor lighting pollution control by-law that would help prevent the negative impacts of excessive or misdirected light and encourage lighting that is purposeful, minimalistic and energy efficient.

15. The City may require the proponent of a development application to submit a light assessment and photometrics plan to be approved by the City in conjunction with the application.

3.B.7 Mineral Aggregates

1. Mineral aggregates constitute the major raw material in the road building and construction industries. Mineral aggregate resources within the city include naturally occurring sand and gravel deposits and bedrock resource areas. Although mineral aggregate deposits are plentiful in Ontario, they are fixed-location, non-renewable resources which can be extracted only where they occur. The City recognizes the value of mineral aggregate resources and will endeavour to balance the need to extract the resource with the protection of the natural environment and minimizing conflicts with incompatible land uses.

General

2. Mineral Aggregate Resource Areas and Aggregate Bedrock Deposits are designated on Map 14 of this Plan. Mineral Aggregate Resource Areas represent locations where there is a high potential for mineral aggregate extraction to occur due to the quantity of high quality sand and gravel deposits that have been identified. Aggregate Bedrock Deposits represent locations where there is a high potential for mineral aggregate quarrying to occur due to the thin soil overburden and quality of the bedrock resource. Boundaries of Mineral Aggregate Resource Areas and Aggregate Bedrock Deposits are approximate, based on Provincial information and may be changed without amendment to this Plan. The identification of these resources in this Plan does not presume that all lands located within these areas are suitable for the establishment of new, or expansions to existing mineral aggregate operations.
3. The City encourages the early extraction of mineral aggregate resources identified on Map 14 as Mineral Aggregate Resource Area or Aggregate Bedrock Deposit before development is considered on or adjacent to the area of possible extraction. Where feasible, it is encouraged that any mineral aggregate resources be extracted and all extraction activities ceased prior to development.

4. Lands shown on Map 14 as Mineral Aggregate Resource Areas or Aggregate Bedrock Deposits which are also designated by the Region as Core Environmental Features on Map 9 shall not be used to open, establish or operate any mineral aggregate operations except in accordance with Regional Official Plan Section 9.C.6. Extraction contiguous to Core Environmental Features may be permitted provided an Environmental Impact Statement to the satisfaction of the City, Region and GRCA shows that there will be no significant adverse environmental impacts to their natural features or ecological functions and connectivity/ natural features linkages.

5. Within Environmentally Sensitive Landscapes as designated in the Regional Official Plan, new mineral aggregate operations or wayside pits and quarries may be permitted subject to requirements found in the Regional Official Plan Section 9.C.10 and 9.C.11.

6. Subwatershed studies (where they exist), encompassing Mineral Aggregate Resource Areas and Aggregate Bedrock Deposits, will be used to provide direction for environmentally sensitive resource extraction.

7. A new mineral aggregate operation proposing to establish or expand a quarry operation may only be permitted by way of an amendment to the Regional Official Plan and this Plan. Such amendment will be reviewed in the context of the policies of the Regional Official Plan and this Plan, and the Provincial Standards approved under the Aggregate Resources Act.

Resource Protection

8. The City shall consider development proposals to change the use of land in Mineral Aggregate Resource Areas or Aggregate Bedrock Deposits which would preclude or hinder the establishment of mineral aggregate operations or access to the resources only where:

   a) consideration of the resource in question shows extraction would not be feasible;

   b) the proposed land use or development serves a greater long term public interest than does aggregate extraction;
c) issues of public health, safety and environmental impact are adequately addressed; and

d) the amount of land required for any new development is minimized to retain as much of the mineral aggregate resource potential as possible.

9. The City encourages the recovery of mineral aggregate resources through the sequential use of developable land, whereby mineral aggregate resources are extracted prior to, or in conjunction with development of the land.

Creation of New Mineral Aggregate Operations

10. Except as stated in Policy 3.B.7.4 and 3.B.7.7, new mineral aggregate operations may be established within any designation contained in this Plan with an amendment to the City’s Zoning By-law, the approval of which will be subject to all applicable policies in the Regional Official Plan and this Plan in addition to the requirements for a license under the Aggregate Resources Act. Any Zoning By-law amendments approved under this Policy will apply only to the boundary of the licensed area which is specified on the proposed site plan.

11. Accessory uses associated with aggregate extraction operations and processing activities, such as crushing, screening, washing, stockpiling, blending with recycled asphalt or concrete materials, storage, weigh scales and parking and office facilities will be permitted within approved new mineral aggregate operations as defined through the City’s Zoning By-law.

12. Ancillary land uses such as asphalt plants, concrete plants and aggregate depots that blend and stockpile aggregate materials with salt require an amendment to this Plan and a site specific Zoning By-law amendment to be permitted, except where such uses are identified as a prohibited use in accordance with Regional Official Plan source water protection policies.

13. Development applications that would establish an ancillary use to a mineral aggregate operation will only be permitted where applicable studies identified in Policy 3.B.7.15 and the Regional Official Plan demonstrate to the satisfaction of the City and Region that the proposed use will mitigate any potential adverse effects.

14. Extraction below the water table will only be permitted as per Regional Official Plan Section 9.D.
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Required Technical Information

15. Development applications to permit a new mineral aggregate operation will only be considered where the following studies have been submitted to the satisfaction of the City, in addition to studies required by the Region in the Regional Official Plan:

a) the submission of a study to the satisfaction of the City indicating potential transportation impacts (including haulage routes) from the proposed extraction operation on the City’s road system;

b) as determined by the City, the submission of an Environmental Impact Statement in accordance with Section 3A of this Plan;

c) as determined by the City, the submission of a Cultural Heritage Impact Assessment in accordance with Chapter 4 of this Plan;

d) a rehabilitation plan which demonstrates that the proposed rehabilitation is consistent with the policies of this Plan and the Regional Official Plan;

e) the submission of all reports required by the Province in accordance with the Aggregate Resources Act and the Region in accordance with the Regional Official Plan;

f) such other relevant matters as Council deems necessary; and

g) the City will secure conditions through the site plan process under the Aggregate Resources Act, if necessary;

i) to ensure adequate buffers and/or screenings along road rights-of-way, and adequate buffers and/or separation distances from sensitive land uses within 500 metres (distance may be reduced, based on supporting studies) which may include impact assessments of noise (including hours of operation) to the satisfaction of the City;

ii) that no new excavation or processing will take place until all required buffers and/or screenings have been constructed;

iii) that no water or washing or screening operations will be discharged into any watercourse;

iv) that the applicant, in co-operation with the City, will establish all haul routes for truck traffic;
v) that if a City road is to be used as a haul route, the City is satisfied that any road improvements are in place prior to removal of aggregates from the site; and

vi) that no new excavation or processing will take place until all required fencing and/or security measures have been put in place.

Existing Mineral Aggregate Operations

16. The City recognizes all existing mineral aggregate operations as legal uses of land and the need for their continued use. Changes which add or extend the boundaries of licensed mineral aggregate operations can be made without amendment to this Plan following the approval of an amendment to the City’s Zoning By-law and the issuance of a license by the Province.

17. Existing mineral aggregate operations shall be protected against incompatible land uses by restricting where possible the location of new development relative to the existing mineral aggregate operation. New development proposals shall be evaluated in terms of potential incompatibilities (public health, public safety or environmental concerns) and addressed accordingly in consultation with the Region and the Province.

18. Any proposal to add to or expand existing mineral aggregate operations may require amendment to the City’s Zoning By-law if not already permitted and shall require a license issued by the Province. Proposals to add to or expand or increase the depth of existing mineral aggregate operations shall be evaluated relative to the characteristics of the surrounding environment. If the expansion of a mineral aggregate operation would cause unacceptable conflicts or adversely affect existing land uses surrounding the aggregate operation, such expansion shall not be permitted.

Wayside Pits and Quarries and Portable Asphalt Plants

19. Wayside pits and quarries, portable asphalt plants and portable concrete plants used for public road authority contracts may be established within any land use designation contained in this Plan as a temporary use, with the exception of within or adjacent to the existing built-up area or areas which have been determined to be incompatible with extraction and associated activities due to concerns for public health, public safety, source water protection and/or environmental impact, or areas designated Core Environmental Features by the Region, without requiring an amendment to this Plan or to the City’s Zoning By-law, subject to the following provisions:
a) the public authority seeking to open or establish a wayside pit or quarry or portable asphalt or portable concrete plant shall, on behalf of itself or its agent, inform the City and the Region of its intentions; and

b) information shall be provided to the City and the Region on quantity and quality of the resource, expected duration of extraction and details of proposed rehabilitation.

20. Portable asphalt plants and portable concrete plants will be discouraged on lands containing active agricultural operations. If asphalt or concrete for a public road project cannot be obtained from an existing asphalt or concrete plant, attempts should be made to locate the portable plant in wayside pits and quarries, vacant industrial sites, or on inactive or less productive agricultural lands.

Rehabilitation of Aggregate Operations

21. All proposals for new mineral aggregate operations, including wayside pits and quarries will include a rehabilitation plan to the satisfaction of the City and the Region in compliance with Regional Official Plan Section 9.F policies for rehabilitation of mineral aggregate operations.
Chapter 4: Cultural Heritage Resources

The City recognizes and benefits from a variety of cultural heritage resources which are focal to community identity and economic prosperity and inherited from past generations. Cultural heritage resources throughout the municipality are used for such activities as industry, tourism and other commercial uses and residences.

4.1 Objectives

The following objectives provide a foundation for the cultural heritage resources policies of this Plan to:

a) support the conservation, restoration and prominence of the city’s built heritage as a key identifying feature of the community;

b) co-coordinate the City’s heritage interests with property owners, local business improvement areas and other special interests;

c) promote built heritage as a key component of the city’s local tourism and quality of life for existing and new residents;

d) support the designation of cultural heritage resources under the Ontario Heritage Act and the conservation of cultural heritage resources through the Planning Act, the Environmental Assessment Act, the Cemeteries Act and the Municipal Act;

e) maintain and support the rehabilitation of the Heritage Conservation Districts, located in the Galt City Centre, Blair Village and the City-owned lands in West Galt and to consider the establishment of additional districts;

f) actively make available or pursue funding opportunities to assist property owners in heritage conservation and restoration;

g) support and require where feasible the identification, cataloguing, adaptive re-use, analysis and relocation of cultural heritage resources, and in some cases the preservation of sites containing these resources; and

h) promote the Grand River and its major tributaries, including the Speed River through Cambridge, as a nationally designated Canadian Heritage River.
4.2 Priorities for Cultural Heritage Resources

1. When development is proposed, the City will encourage the conservation of cultural heritage resources in the following order of preference:
   a) incorporation of cultural heritage resources and their surrounding context into development applications in a manner which does not conflict with the cultural heritage resource;
   b) promotion of the use of scale and design which blends harmoniously with existing cultural heritage resources when development occurs; and
   c) preservation and adaptive re-use of buildings of cultural heritage significance for compatible residential intensification and/or for other appropriate and compatible uses is encouraged.

2. Where the priority conservation actions of Policy 4.2.1 cannot be achieved, the City will implement the following measures in order of preference:
   a) promote the re-use of the resource, building, or building elements where a cultural heritage resource cannot be conserved intact;
   b) require, prior to approving a development application which would result in the destruction of a cultural heritage resource, that the proponent provide to the City architectural measured drawings, a land history, photographs and other available documentation of the cultural heritage resource in its surrounding context and, if feasible, relocate the cultural heritage resource; and
   c) promote the salvaging and reuse of building materials where a cultural heritage resource cannot be conserved intact to discourage construction materials from entering landfill sites and incorporation of building materials in the new development or redevelopment.

3. Cultural heritage resources will be preserved and enhanced, wherever possible. For these purposes, Council may:
   a) assess the probable impact of proposed road improvements and other public works projects on any abutting cultural heritage resource which is included in the Registry of Cultural Heritage Resources described in Policy 4.3.1 and provide in the design of such projects for the mitigation of any negative impact;
   b) require the integration of cultural heritage resources into the design of draft plans of subdivision and other development;

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c) require the Committee of Adjustment to consider the implications of its decisions on cultural heritage resources and where feasible, provide for their protection;

d) provide for any cultural heritage resource located within the public areas as established by this Plan to be restored, rehabilitated, used and maintained for any purpose compatible with the existing or proposed function of such public areas in a manner that is consistent with other policies in this Plan;

e) pass by-laws under the Ontario Heritage Act to establish and regulate Heritage Conservation Districts designated in accordance with Section 4.7 of this Plan;

f) undertake studies and formulate and implement heritage plans and programs, including consultation and cooperation with other local, Regional, Provincial and national heritage conservation agencies and organizations;

g) promote public awareness of the Heritage Master Plan through a communication strategy directed by the Heritage Master Plan Implementation Committee; and

h) promote public awareness of the City’s cultural heritage resources included in the Registry by conducting programs, publishing information or otherwise stimulating interest in such cultural heritage resources.

4.3 Registry of Cultural Heritage Resources

1. The City will encourage the conservation of its cultural heritage resources. The City will prepare, publish and periodically update a Registry of the City’s cultural heritage resources. This Registry will list those properties which have been designated pursuant to the Ontario Heritage Act and those which have not. Those properties identified on the Registry will include buildings, structures, landscapes and Districts.

2. Each such resource will be appropriately described, illustrated and evaluated in such terms as:

   a) the cultural heritage significance of the resource in accordance with the criteria outlined in Policy 4.4.1;

   b) the contribution made by the resource to the effectiveness of the urban composition, streetscape or landscape of which it may form a part; and
c) the structural condition of the resource, including the need for and feasibility of undertaking its physical restoration or rehabilitation.

3. For the purposes of Policy 4.3.1, any cultural heritage resource shall be deemed to have been included in the Registry when the required documentation describing, illustrating and evaluating each such resource has been presented to Council and has been formally received and incorporated into the Registry by resolution of Council or when any such resource has been designated under the Ontario Heritage Act. Council may provide for such documentation to be reviewed from time-to-time to ensure the continued accuracy of the information provided or otherwise to amend such information as may be required.

4. The Cambridge Municipal Heritage Advisory Committee as described in Policy 4.5 will identify properties which may warrant designation under either Part IV or V of the Ontario Heritage Act because of cultural heritage value or interest. These non-designated properties will be included on the Council-adopted Registry of Cultural Heritage Resources in accordance with Policy 4.3.3.

5. Non-designated properties will be provided interim protection by requiring owners to provide the City with 60 days notice of their intention to demolish or remove a building or structure on the property. This notice period allows the City to make well informed decisions about whether the long term protection of the property should be sought through the formal designation process.

6. Property owners may request Council to remove their properties from the Registry if they demonstrate:

   a) the information included on the Registry is incorrect; or

   b) the property no longer has cultural heritage significance based on the research conducted by an independent professional heritage consultant.

7. Council may decide, upon receiving new information, to remove the property from the Registry.

4.4 Cultural Heritage Value Evaluation Criteria

1. The City will determine that the following shall be used in determining the significance of cultural heritage resources included or proposed to be included in the City’s Registry described in Section 4.3 of this Plan:

   a) A property shall be considered to have cultural heritage value or interest if the property has been designated by the Province to be of architectural or historical significance pursuant to the Ontario Heritage Act or, in the opinion of the City, satisfies at least two of the following criteria:
Chapter 4  Cultural Heritage Resources

i) it dates from an early period in the development of the city’s communities;

ii) it is a representative example of the work of an outstanding local, national or international architect, engineer, builder, designer, landscape architect, interior designer, sculptor, or other artisan and is well preserved or may be rehabilitated;

iii) it is associated with a person who is recognized as having made an important contribution to the city’s social, cultural, political, economic, technological or physical development or as having materially influenced the course of local, regional, provincial, national or international history;

iv) it is directly associated with an historic event which is recognized as having local, regional, provincial, national or international importance;

v) it is a representative example and illustration of the city’s social, cultural, political, economic or technological development history;

vi) it is a representative example of a method of construction now rarely used;

vii) it is a representative example of its architectural style or period of building;

viii) it is a representative example of architectural design;

ix) it terminates a view or otherwise makes an important contribution to the urban composition or streetscape of which it forms a part;

x) it is generally recognized as an important landmark;

xi) it is a representative example of outstanding interior design; or

xii) it is an example of a rare or otherwise important feature of good urban design or streetscaping.

2. The Region will prepare and update a Regional Implementation Guideline for Conserving Regionally Significant Cultural Heritage Resources. This guideline will outline the criteria and processes the Region will follow to identify and conserve cultural heritage resources of Regional interest.
3. The City will identify cultural heritage resources of Regional interest and those identified by the Grand River Conservation Authority (GRCA) and the Federal or Provincial governments on the City's Registry.

4.5 Municipal Heritage Advisory Committee (MHAC)

1. Council will appoint a Municipal Heritage Advisory Committee (MHAC) pursuant to the Ontario Heritage Act. A key role of MHAC is to prepare and publish the Registry of Cultural Heritage Resources described in Policy 4.3.1 and undertake public awareness programmes.

2. Council shall not give notice of its intention to designate a property or to repeal a by-law designating a property or any part of the property in accordance with the Ontario Heritage Act without first consulting with MHAC.

3. Council will also consult with MHAC when reviewing applications for funding through the Cambridge Heritage Conservation Fund, proposals for signage on designated structures, proposals to alter designated structures, applications to sever designated properties and/or any other development applications potentially affecting a property on the Registry.

4.6 Designation of Heritage Properties

1. The City will regulate as fully as possible the demolition, removal or inappropriate alteration of buildings of cultural heritage value or interest included in the Registry of Cultural Heritage Resources referred to in Section 4.3, and for these purposes, Council may:

   a) pass by-laws pursuant to the Ontario Heritage Act to designate properties including such buildings or structures to be of cultural heritage value. Council shall not permit the demolition, removal or inappropriate alteration of such buildings or structures for a period of 90 days following application by the owner of such buildings or structures, or such further period of time as Council and the owner may agree upon, unless Council has repealed the by-law designating such property or part thereof;

   b) pass by-laws providing for the acquisition by purchase, lease or otherwise of any property designated in accordance with Policy 4.6.1 a) or for the expropriation of any such property;

   c) dispose by sale, lease or otherwise of any designated property acquired in accordance with Policy 4.6.1 b) upon such terms and conditions as Council may consider necessary; or
d) enter into any easement agreement or covenant with the owner of a designated property, register such easement or covenant against the real property affected in the land registry office, enforce such registered easement or covenant against the owner or any subsequent owner of such real property and assign such easement or covenant to any person, who, in the opinion of Council, will preserve and maintain the property to protect the cultural heritage resource described in the Registry referred to in Section 4.3.

2. Council will preserve and protect the cultural heritage resources owned by the City and prepare and follow a maintenance programme for these resources.

### 4.7 Designation of Heritage Conservation Districts

1. The City will regulate as fully as possible the demolition, removal or inappropriate alteration or erection of buildings, which, in the opinion of Council, constitute or impact on a cultural heritage resource within a Heritage Conservation District as shown on Schedules 1, 2 and 3.

2. Council, after having consulted with MHAC, may pass by-laws pursuant to the Ontario Heritage Act to define one or more potential Heritage Conservation Districts to be examined for future designation as a Heritage Conservation District.

3. Council may, after consultation with the owners of properties included in a defined potential Heritage Conservation District, pass by-laws pursuant to the Ontario Heritage Act to designate all or part of the defined potential Heritage Conservation District as a Heritage Conservation District and apply to the Ontario Municipal Board for the approval of such by-laws.

4. The provisions of Policies 4.7.1 to 4.7.3 shall apply in respect of any building or structure and the land that is situate within the area that has been designated as a Heritage Conservation District.

5. With consultation from the MHAC, Council may pass by-laws of intent for a maximum period of one year that defines one or more areas to be examined for future designation as a Heritage Conservation District. During this period, alteration works including erection, demolition or removal of heritage buildings or structures shall be prohibited or limited.

6. For the purposes of defining a potential Heritage Conservation District in accordance with Policy 4.7.2, a study will be prepared which identifies the following:

   a) the composition of the area;
b) the incidence of buildings or structures of *cultural heritage value* included on the *Registry of Cultural Heritage Resources* referred to in Section 4.3;

c) the heritage significance, character and appearance of the selected study area, including buildings, structures, contextual elements, landscapes, vistas and other properties;

d) the possible geographic boundaries of the study area;

e) the structural soundness of buildings or structures; and

f) the feasibility of restoring, using or maintaining buildings or structures.

7. Where *Council* determines that the establishment of a *Heritage Conservation District* is appropriate and feasible, the study prepared pursuant to Policy 4.7.6 shall form the basis of the *Heritage Conservation District Plan*. The *Heritage Conservation District Plan* shall include:

a) a statement of objectives for the *District*;

b) a statement explaining the *cultural heritage value* or interest of the *District*;

c) description of properties in the *District* and of the heritage attributes of the *District*;

d) policy statements, guidelines, and procedures for achieving the stated objectives and for managing change in the *District*;

e) a description of the types of alterations that will require a *City* permit and a description of minor alterations that will be permitted without the need for a *City* permit;

f) a map identifying the boundaries of the *District*; and

g) a communication plan for dialogue with the public, particularly the residents and landowners in the proposed *Heritage Conservation District*, identifying the intent and scope of the *District*.

8. Where it is proposed to *designate* a *Heritage Conservation District* in which properties have already been *designated* pursuant to Part IV of the Ontario Heritage Act, the property may be included in an area *designated as a Heritage Conservation District*. A property that is included in an area *designated as Heritage Conservation District* may subsequently be *designated* under Part IV of the Ontario Heritage Act.
9. Pursuant to the Ontario Heritage Act, Council may pass by-laws to designate all or part of the lands set out in Section 4.7 as a Heritage Conservation District. Such a designation shall not require an amendment to this Plan. The designating by-law shall identify the extent of the area, contain procedures and timelines for alterations to and demolition of existing buildings and/or structures as well as the erection of new buildings and/or structures based on the criteria established in the Heritage Conservation District Plan, and outline the appeal process to the Ontario Municipal Board or other Provincial appeal body.

10. Prior to designating a Heritage Conservation District, Council will undertake a public consultation/information process.

11. Where a Heritage Conservation District is in effect, public works shall be carried out and by-laws passed only if they complement/enhance the objectives set out in the Heritage Conservation District Plan.

4.8 Cultural Heritage Landscapes

1. The Region will prepare and periodically update a Regional Implementation Guideline for Cultural Heritage Landscape Conservation in consultation with area municipalities. The guideline will outline the framework for identifying Cultural Heritage Landscapes, including Cultural Heritage Landscapes of Regional interest, and for documenting each individual landscape through a Cultural Heritage Conservation Landscape Plan.

2. The City, in co-operation with the Municipal Heritage Advisory Committee, will identify and inventory Cultural Heritage Landscapes in Cambridge in accordance with Policy 4.8.1. Once prepared, the City will consider designating Cultural Heritage Landscapes through an Official Plan Amendment(s).

3. The City shall require measures to conserve Cultural Heritage Landscapes in the design of development proposals.

4. The City encourages the conservation of Cultural Heritage Landscapes that are characteristic of the city or region including views, vistas and landscape features.

5. Cultural Heritage Landscapes can cross municipal boundaries and include lands outside the city.

6. The City will protect cemeteries of cultural heritage significance (including human remains, vegetation and landscapes of historic, aesthetic and contextual values) in accordance with the Cemeteries Act and the provisions of Part IV and V of the Ontario Heritage Act.
Chapter 4  Cultural Heritage Resources

7. The City recognizes the Grand River as a Canadian Heritage River and will co-operate with the Region and the GRCA in efforts to conserve, manage and enhance, where practical, the river’s natural, cultural, recreational, scenic and ecological features.

8. Development adjacent to the Grand River may require a Cultural Heritage Impact Assessment in accordance with Section 4.10 to determine the possible impact on views, vistas and cultural heritage significance.

4.9 Heritage Character Areas

The concept of Heritage Character Areas was identified in the City’s Heritage Master Plan (September 2008) as “defined geographical areas of heritage significance which has been modified by human activities and is valued by a community”. Heritage Character Areas include clusters of heritage resources that represent important historical patterns of development in Cambridge and are worthy of further investigation for potential conservation and enhancement. Policies regarding recognition of potential Heritage Character Areas will be developed in consultation with the Municipal Heritage Advisory Committee and the residents and landowners within these areas. Such policies will be incorporated into this Plan by an amendment.

4.10 Cultural Heritage Impact Assessment

1. A Cultural Heritage Impact Assessment shall be required when for a development proposal or Community Plan that includes or is adjacent to a designated property or cultural heritage landscape, or that includes a non-designated resource of cultural heritage value or interest listed on the Municipal Heritage Register, potentially impacts a cultural heritage resource. The potential impacts could be direct, such as demolishing or altering a structure on a designated property, or indirect such as changes to the streetscape of lands adjacent to a cultural heritage resource. A Cultural Heritage Impact Assessment may include the following elements:

   a) identification and evaluation of the cultural heritage resource;
   b) graphic and written inventory of the cultural heritage resource;
   c) assessment of the proposal’s impact on the cultural heritage resource;
   d) means to mitigate impacts, in accordance with the cultural heritage resources priorities established in Policy 4.2.1 of this Plan;
   e) alternatives to the proposal; and
f) identification of and justification for the preferred option.

2. The City will determine the need for a Cultural Heritage Impact Assessment in consultation with the owner/applicant. The City will refer the completed Cultural Heritage Impact Assessment to MHAC when the development is major in nature or where the City believes there will be a detrimental impact to the cultural heritage resource.

3. A Cultural Heritage Impact Assessment shall be undertaken by a professional who is qualified to evaluate the cultural heritage resource under review.

4. Additional information may be required by the City, particularly depending on the nature and location of the proposal. The City shall make available any relevant information that it maintains, including archival records.

5. A completed Cultural Heritage Impact Assessment will first be submitted to the MHAC for review and the recommendation of MHAC will be forwarded to Council for consideration with the proposal. A Cultural Heritage Impact Assessment may be scoped or waived by either Council or MHAC.

6. The City will, and the Region is encouraged to, give consideration to the impact of modifications to Regional or City arterial and major collector roads and other road improvements in general, including re-alignment and road widening, on cultural heritage resources. Conservation of the cultural heritage resource, especially in relation to the character of streetscapes and major crossroads or intersections, shall be encouraged.

7. A Cultural Heritage Impact Assessment will be conducted in accordance to Council approved guidelines.

8. Where a Cultural Heritage Impact Assessment relates to a cultural heritage resource of Regional interest, the City will ensure a copy of the assessment is circulated to the Region for review. In this situation, the Cultural Heritage Impact Assessment submitted by the owner/applicant will be completed to the satisfaction of both the City and the Region.

9. Where a development application includes, or is adjacent to, a cultural heritage resource of Regional interest which is not listed on the City’s Registry of Cultural Heritage Resources, the owner/applicant will be required to submit a Cultural Heritage Impact Assessment to the satisfaction of the Region.
4.11 Partnerships

The City shall promote stewardship of the community’s cultural heritage resources through strong partnerships amongst a variety of stakeholders. The City shall promote partnership arrangements which assist in cultural heritage resource stewardship and may include City and Regional representation, other community-based advocacy groups, property owners and development interests.

4.12 Funding

The City encourages the restoration or rehabilitation of privately owned properties designated in accordance with the provisions of Policies 4.6.1 of this Plan. Pursuant to the Ontario Heritage Act, Council may pass by-laws providing for the making of a grant or loan to the owner of such designated property for the purpose of paying for the whole or any part of the cost of the alteration of such designated property on such terms and conditions as Council may prescribe where such alteration will serve to protect or enhance the heritage characteristics of such designated property.

4.13 Archaeological Resources

1. The City will encourage the conservation of sites of archaeological value as may be identified from time-to-time by the City, the Province or the Region. Upon receiving information that lands proposed for development or site alteration may constitute or include a resource of potential or acknowledged archaeological value, if an archaeological assessment has not been completed; the City will require the owner of such lands to submit an archaeological assessment, conducted by a licensed archaeologist, in accordance with the provisions of the Regional Archaeological Implementation Guideline, following the Provincial standards and guidelines, to the satisfaction of the Province, where archaeological resources and/or area of archaeological potential have been identified in the Regional Archaeological Master Plan. The assessment will include the following information:

   a) survey and assessment of the value of the archaeological resource;

   b) assessment of the impact of the proposed development on the archaeological resource;

   c) assessment of the treatment of significant archaeological resources; and

   d) indication of the methods proposed to be used to mitigate any negative impact of the proposed development on the archaeological resource.
including methods of on-site preservation or if such preservation is not possible, recovery of the significant archaeological resource.

2. Where an archaeological assessment identifies a significant archaeological resource, the City or the Region will require the owner/applicant to conserve the significant archaeological resource by:

   a) ensuring the site remains undeveloped and, wherever appropriate, designated as open space; or

   b) removing the significant archaeological resource from the site by a licensed archaeologist, prior to site grading or construction.

3. When burial places are encountered during any excavation activity, the provisions of the Cemeteries Act and its regulations shall apply.

4.14 Scenic Heritage Roads

The City will establish policies to protect scenic heritage roads within municipal and regional jurisdictions. Scenic heritage roads include the view from the road to prominent heritage buildings or natural landscape features. These roads are identified by their unique structural, topographic and visual characteristics, as well as abutting vegetation, built environment and cultural landscape, historical significance or location within a Heritage Conservation District.
Chapter 5: Urban Design

The City of Cambridge is committed to a high standard of urban design. All development within the city is expected to demonstrate a high standard of urban design to the satisfaction of the City that supports the creation of a unique identifiable space while respecting and enhancing our cultural and natural heritage and our unique identity. The urban design policies in this Plan apply to all development within the city.

5.1 Objectives

The following objectives provide a foundation for the urban design policies of this Plan to:

a) create an attractive, accessible, safe and healthy built environment;

b) enhance connectivity to allow for ease of travel throughout the city by multiple modes of transportation;

c) protect and enhance public views and vistas of natural and built features;

d) achieve high quality design for the public and private realm;

e) ensure compatibility in scale, form, massing and height transition between new development and existing buildings and adjacent neighbourhoods while being sensitive to the context;

f) encourage the incorporation of sustainable design features into the built environment;

g) promote a high standard of urban design as a key factor in establishing attractive and well integrated development throughout the community;

h) integrate urban design into the development approval and decision making processes of the City;

i) ensure that development is sensitive to and reflective respectful of the physical and functional identity and the heritage attributes of Cambridge;

j) allow for creativity in design expression while ensuring compatibility and quality of development;

k) design our community at the pedestrian scale in support of fostering social interaction, active streetscapes and walkable neighbourhoods; and
l) prepare and use urban design guidelines and standards.

Policies

5.2 Healthy and Liveable Communities

1. The design of our built environment will promote sustainable, healthy, active living through:

   a) well-connected and maintained streets, paths and trails that are able to safely accommodate different modes of transportation;

   b) safe, accessible, aesthetically pleasing, well-serviced and inclusive developments;

   c) resilient natural environments that support wildlife and their habitat and are better connected to residential areas; and

   d) walkable neighbourhoods that offer a mix of uses and range and variety of housing types with convenient access to public transit.

2. The City will support the integration of pedestrian and cycling facilities into existing and new development areas.

5.3 Transit Oriented Development

1. Development located within a Major Transit Station Area 500 metre radius of an existing or planned rapid transit station or along a or within walking distance of one or more higher frequency transit route stops will be planned and designed based on the principles of transit oriented development and will address the following:

   a) compact urban form and a mix of medium and high density uses are encouraged along arterial roads, transit routes and within walking distance of transit station areas to encourage transit use and reduce travelling distances;

   b) provision of a safe environment for pedestrians and encouragement of pedestrian activity through:

      i) a mix of land uses;
ii) *development* that includes a variety of services and amenities provided at grade and oriented to the municipal sidewalk; and

iii) continuous sidewalks along both sides of the street; and

c) a high quality public realm promoted to enhance the identity of the area and create gathering points fostering a positive pedestrian experience; and

d) access to the transit station provided from various modes of transportation including consideration of pedestrian, bicycle parking, and where applicable, passenger transfer and commuter pick-up/drop off areas.

2. *Development* applications that do not fully meet the *transit oriented development* policies in the Regional and City Official Plans, may be permitted provided the owner/applicant demonstrates, to the satisfaction of the *City* and *Region*, that the proposed *development* is designed in such a way that subsequent phases or infilling would meet the *transit oriented development* provisions.

### 5.4 Views and Vistas

1. Preserving and enhancing views of church spires, landmark buildings and structures and *natural features* from strategically located viewpoints will be required where feasible.

2. Prominent sites with high visibility and those sites that terminate a view will be required to meet a higher standard of architectural quality and urban design.

3. The *City* may develop an inventory of specific protected views and vistas to guide the *development* approval process.

4. Views to natural or cultural heritage elements within the vicinity of the Speed and Grand Rivers and within the Community Core Areas will be protected from negative impacts. *Development* proposals that are considered by the *City* to be located within the views of natural or cultural heritage elements will be required to submit a views analysis to the satisfaction of the *City*. Alterations to the *development* proposal shall be required where feasible to protect or enhance the view to existing natural or cultural heritage elements.

### 5.5 Public Realm

1. The *City* will ensure that *sustainable design* and opportunities to enhance the quality of the public realm are addressed at the design stage for any municipal project such as parks and facilities, streets, sidewalks and trails, natural areas and municipal engineering projects.
2. Utility and transmission facilities will be located underground. If this is not possible, any above ground *infrastructure* should be integrated, grouped, combined or appropriately screened to improve urban design. The City will work with the Region and utility companies in planning for and locating, relocating or replacing facilities in order to identify and resolve potential issues and mitigate any adverse impacts.

3. Increased connection to the Grand River and its tributaries may be required through enhancements to the trail system including access stairs and ramps, additional connections and pedestrian bridges, where appropriate. This could be accomplished through either public or private *development* proposals.

### 5.6 Gateways

1. Key intersections within the city may be identified as gateways into the city or into specific areas of the city. Entrances to the community core areas will be treated as gateways.

2. Distinctive design forms including prominent building form and landscaping will be required at identified gateways. Design requirements for gateways will be identified through the *development* review process, and may be detailed in urban design guidelines.

### 5.7 Site Development and Buildings

1. *Development* will be:
   
a) *compatible* in terms of massing and scale with the existing and planned streetscape;

   b) integrated into the existing streetscape; and

   c) provide appropriate transitions in height to adjacent buildings.

2. Buildings will be situated at or near the street edge to frame the street and will have consistent front yard setbacks with adjacent buildings.

3. Blank building walls are discouraged along street frontages. Active facades will be required in the design and treatment of buildings at street edges and intersections and should include features such as transparent windows and public entrances facing the street unless there is no other feasible alternative.
4. Building materials and architectural features for development or site/building improvements within the Community Core Areas will be reflective respectful of the local context.

5. Site layout shall incorporate pedestrian walkways and connections to encourage and enhance walkability and access. Pedestrian connections on site will connect directly with public sidewalks and transit stops unless there is no other feasible alternative.

6. Placement of outdoor lighting will complement the building design and prevent or minimize impacts on the night sky and adjacent properties. The impact of lighting will be reviewed through the site plan approval process.

7. Pedestrian scale lighting shall be provided to accent walkways, steps, ramps, building entrances, building parking facilities and transit stops.

8. Servicing, loading, waste storage areas and building utilities/mechanical equipment will be located internal to the building or to the rear of the building where possible and will be screened from view from adjacent streets.

5.8 Sustainable Design

1. Energy efficiency and sustainability is encouraged in neighbourhood, site, building and roof design through the use of conservation and renewable energy systems and practices and low impact development stormwater management.

2. The integration of green building technologies, or other recognized environmental standards in site and building design such as Leadership in Energy and Environmental Design (LEED®) principles is encouraged. Financial incentives may be used in accordance with the height and density bonusing policies in Section 10.16 for sustainable development projects.

3. Building adaptation and reuse is encouraged in redevelopment proposals.

5.9 Accessibility / Universal Design

1. Development will be consistent with the standards and regulations of the Accessibility for Ontarians with Disabilities Act, 2005 and the Ontario Building Code.

2. Accessible features will be well-integrated within the function and design of sites and continuous barrier-free access will be provided to buildings and features from public sidewalks and parking areas.
3. New municipal buildings and facilities and modifications to existing municipal buildings and facilities will be designed in accordance with the Facility Accessibility Design Standard as adopted by Council and will ensure accessibility to all, regardless of limitations.

5.10 Safety

Site development and public realm projects will incorporate crime prevention design standards such as the principles of Crime Prevention Through Environmental Design (CPTED) to ensure that new developments are designed to address safe living and working environments and reduce potential hazardous situations through the:

a) consideration of natural surveillance of outdoor spaces;

b) avoidance of the creation of secluded areas;

c) clear demarcation of access and egress areas; and

d) appropriate placement and use of lighting.

5.11 Parking

1. Underground parking, internal parking or parking structures are encouraged where feasible. The design of parking structures should include active ground floor uses adjacent to the street where appropriate.

2. The design and layout of surface parking will consider the following:

a) location to the rear or side of the building;

b) screening and buffering from public streets;

c) landscape and pavement treatments to break up large parking areas;

d) safe pedestrian movement;

e) pedestrian oriented lighting;

f) sustainable design; and

g) bicycle parking and movement.
3. Shared parking arrangements between adjacent uses and reduced parking requirements may be considered through the development review process including transportation demand management measures as described in Section 6.15.

4. Access driveways for commercial, industrial, institutional and higher density residential uses will be shared where possible to reduce traffic conflicts on adjacent streets.

5. Bicycle parking should be provided in close proximity to building entrances.

### 5.12 Signage

1. The design and placement of signage will complement the streetscape and the built form and will minimize visual clutter.

2. Signs will be incorporated into the architectural design of the building. Placement of signage will be assessed as part of the design of the building and considered as part of a landscaping plan through site plan approval.

3. In Community Core Areas and where addressed in urban design guidelines, overhead lighting of signage is required instead of backlit signage unless there is no feasible alternative.

### 5.13 Public Art

1. The City’s Arts and Culture Master Plan will be implemented to promote public art and to assess and acquire works of art for placement on City owned property.

2. Public art is encouraged throughout the city and development proponents are encouraged to incorporate art into site design.

### Implementation

### 5.14 Urban Design Guidelines

1. The City will promote and foster the creation of a quality built environment through urban design. In order to provide guidance to the development process in terms of achieving a high standard of design and meeting the urban design objectives and policies of this Plan, the City will prepare and adopt urban design guidelines which address items such as the following:
a) site design, building placement, and exterior building design details;

b) height, density, scale and massing;

c) safety;

d) accessible design;

e) compact urban form in the interests of such matters as pedestrian scale, neighborhood identity and the efficient use of energy, land and infrastructure;

f) integration, conservation and enhancement of the natural heritage system and cultural heritage resources;

g) identification of protected views and vistas;

h) linkages, including pedestrian, cycling, vehicular, rail, transit and those involving the natural environment, both within and outside of the development;

i) architectural and landscape materials use and design;

j) the public realm;

k) sustainable public and private services and facilities;

l) flexible standards for redevelopment and infilling, such as parking requirements, road allowance widths, tree planting in boulevards, and street lighting;

m) transit oriented development standards;

n) shade and access to sunlight;

o) connectivity;

p) site aspects that minimize impervious surfaces and operate in conjunction with low impact development stormwater management techniques;

q) creation of unique, identifiable spaces; and

r) any other matters as identified by the City.
Chapter 5  Urban Design

2. Urban design guidelines may be developed for the city as a whole and/or for specific areas such as:
   a) the *Urban Growth Centre* and Community Core Areas;
   b) Reurbanization Corridors;
   c) *Major Transit Station Areas*;
   d) designated greenfield areas (e.g. new subdivisions);
   e) residential, commercial and *employment areas*;
   f) *Heritage Conservation Districts* and *Heritage Character Areas*; or
   g) Regeneration Areas.

5.15 Urban Design Studies

1. *Development* proponents may be required to submit an urban design study to the satisfaction of the *City* that addresses:
   a) how the proposal meets the objectives and policies of this Plan;
   b) how the proposal fits within any *Council* approved urban design guidelines that apply to the site and/or its area;
   c) proposed and alternative building types, massing, and building materials with a minimum of three concepts to be submitted unless otherwise specified;
   d) integration of the proposal into the surrounding streetscape and its relation to surrounding buildings demonstrated through two dimensional and three dimensional visual representation;
   e) access to sunlight as well as the provision of shade in public and private areas for its health and environmental benefits;
   f) landscaping plan including the integration of existing trees and vegetation into the site design and integration with *natural features* and trails;
   g) utilities servicing plan; and
   h) any other requirements as identified through the *development* application process and/or site plan control.

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2. A development proponent may be required to undertake a comprehensive urban design study which includes lands adjacent to and within the vicinity of the proposed development site. The comprehensive urban design study will address the elements outlined in Policy 5.15.1.

3. The study area for urban design studies will be determined by the City in consultation with the development proponent.

5.16 Urban Design Review

The City may engage a qualified professional or establish a Design Peer Review Panel to provide independent professional advice on design matters as part of the planning approval process. If a Design Peer Review Panel is established, the panel’s membership and review criteria will be set out in a Council adopted Terms of Reference.
Chapter 6: Transportation and Infrastructure

6.0 Introduction

Cambridge is served by an extensive multi-functional transportation network including a combination of Provincial Highways, Regional and local Municipal Roads. The provision of infrastructure such as roads, stormwater facilities, municipal water and sanitary sewers is necessary to support urban development within the city. The City recognizes the importance of providing infrastructure in a timely manner and that the maintenance and sustainability of existing facilities is important for the vitality and growth of this community.

6.1 Objectives

The following objectives provide a foundation for the transportation and infrastructure policies of this Plan to:

a) provide, in partnership with the Province and Region, a safe, sustainable, effective, accessible and energy efficient transportation system, using a wide range of travel modes to move people and goods;

b) reduce dependence on the automobile by increasing the number of people using public transit, walking and cycling;

c) protect rail corridors to allow for the provision of improved passenger and freight rail service;

d) encourage the appropriate land use for discontinued rail corridors;

e) work with the Region to ensure that there is capacity in the water and wastewater system to accommodate new development in the urban area before allowing it to proceed; and

f) allocate capacity available within the water and wastewater system in a manner which will allow the City, in co-operation with the Region, to meet the targets established in this Plan, which are in conformity with the Provincial Growth Plan and Regional Official Plan.
6.2 Hierarchy of Roads

1. The City recognizes a hierarchy of existing and future roads comprising a multi-functional road network of the following systems, which provide a critical component of a comprehensive transportation network to safely and efficiently move people and goods:
# Chapter 6  Transportation and Infrastructure

## Table 4: Hierarchy of Roads

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Access Control</th>
<th>Function</th>
<th>Design Guidelines</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Provincial</strong> Highway - Freeway (e.g. Hwy. 401)</td>
<td>Restricted to existing or potential grade-separated interchanges</td>
<td>-Inter-regional and long distance traffic (part of Provincial highway system)</td>
<td>-Full access control</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Inter-regional high order transit</td>
<td>-Minimum 4 travel lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Connect major centres in different regions</td>
<td>-Noise sensitive land uses discouraged along R.o.W.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Carry high volumes of traffic including truck traffic</td>
<td>-Geometric and access control by the Province</td>
</tr>
<tr>
<td><strong>Provincial</strong> Highway – Non Freeway (e.g. Hwy. 8 (Branchton Rd. area), Hwy. 24 (Water St. S.),)</td>
<td>Partial (Access control by Province)</td>
<td>-Inter-municipal and inter-regional travel</td>
<td>-Partial access control, especially for new development by the Province</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Regional or high order transit</td>
<td>-Minimum 2 travel lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Connect centres in different regions</td>
<td>-Transit supportive land use encouraged in urban areas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Carry high volumes of traffic including truck traffic</td>
<td></td>
</tr>
<tr>
<td><strong>Arterials</strong> (Regional roads)</td>
<td>Partial (Access control by Region)</td>
<td>-Serves regional and local travel demands</td>
<td>-Some access control</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Connects to Provincial Highway system</td>
<td>-2 to 6 lanes, usually undivided</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Connect local and regional nodes</td>
<td>-Transit supportive land use encouraged along R.o.W.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Carries high volumes of traffic including truck traffic</td>
<td>-R.o.W. width up to 50 m.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Accommodate public transit</td>
<td>-encourage bike lanes</td>
</tr>
<tr>
<td><strong>Collectors</strong> (Local roads)</td>
<td>Limited (generally not required)</td>
<td>-Connects neighbourhoods</td>
<td>-2 to 4 travel lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Distribute traffic to and from arterials</td>
<td>-On street parking permitted</td>
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<td></td>
<td></td>
<td>-Provide transit routes</td>
<td>(subject to specific regulations)</td>
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<tr>
<td></td>
<td></td>
<td>-Provide access to adjacent land uses</td>
<td>-R.o.W. width up to 30 m</td>
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<td></td>
<td></td>
<td></td>
<td>-encourage bike lanes</td>
</tr>
<tr>
<td><strong>Local</strong> (Local roads)</td>
<td>Not required</td>
<td>-Provide access to adjacent land uses</td>
<td>-2 travel lanes (potential for additional turning lanes)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-May accommodate transit connections</td>
<td>-On street parking permitted</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(subject to specific conditions)</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>-R.o.W. width 18.5 to 20m</td>
</tr>
<tr>
<td><strong>Rapid Transit</strong> Corridor (Regional roads)</td>
<td>Where operated on exclusive R.o.W. May use Arterial Roads</td>
<td>-Serve inter-municipal and higher order transit demands</td>
<td>-Exclusive R.o.W. for transit vehicles preferred</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Connect nodes the Galt City Centre, Preston Towne Centre, Regional Scale Node and the Can-Amera/ Hespeler Road Community Node</td>
<td>-Transit supportive land use to be encouraged, especially around stations</td>
</tr>
<tr>
<td><strong>Rural Roads</strong> (Generally outside of urban area) (Local &amp; Regional)</td>
<td>Limited (generally not required)</td>
<td>-Provide access to adjacent land uses</td>
<td>-2 travel lanes + shoulders and ditches</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>-R.o.W. width to 30m</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>-possible active transportation facilities</td>
</tr>
</tbody>
</table>

- This table can be used as an alternate or a supplement to written description below
- R.o.W. is used for right-of-way

Region-Approved November 21, 2012
a) *Provincial Highway - Freeways*, consisting primarily of multi-lane facilities shown on Map 7A, which are owned and under the jurisdiction of the Province, generally having the capacity for two to six lanes divided, with access to the right-of-way anticipated to be restricted by the Province to existing or potential grade-separated interchanges, serving long distance travel and including staged freeway development, where the initial phase may include less lanes than planned with intersections at grade;

b) *Provincial Highways – Non Freeway*, consisting primarily of two or multi-lane facilities as shown on Map 7A, which are owned and under the jurisdiction of the Province. Access and land use controls for properties fronting on these highways are controlled by the Province. These roads connect centres in different regions and are expected to carry high volumes of traffic including truck traffic and will be used for inter-regional transit;

c) *Arterial roads*, consisting of two or multi-lane facilities as shown on Map 7A, which are under the jurisdiction of the Region, generally having a capacity for two to six lanes usually undivided, with access to the right-of-way anticipated to be restricted wherever possible to intersections at grade with other arterial or collector roads and, where not possible, to individual driveways where access, in the opinion of the Region can be safely provided, serving local and Regional transportation needs and bicycle lanes with appropriate landscaping will be encouraged. These roads will have a maximum right-of-way width of 50 metres. The Right-of-Way widths for Regional roads are established in the Regional Official Plan;

d) *Collector roads*, consisting of facilities as shown on Map 7A, which are under the jurisdiction of the City, generally having a capacity for two to four lanes usually undivided, with access to the right-of-way anticipated to be restricted where necessary to intersections at grade with other roads or to individual driveways which, in the opinion of the City, can be safely provided, serving public transit and to collect local traffic for distribution to major arterial roads and, where safety consideration warrants it to provide direct access to abutting land uses and bicycle lanes will be encouraged. These roads will have a maximum right-of-way width of 30 metres and bicycle lanes are encouraged;

e) *Local roads*, consisting of roads not shown on Map 7A, which are under the jurisdiction of the City, generally having a capacity for two travel lanes usually undivided, with access to the right-of-way controlled by safety considerations and serving to provide direct access to abutting land uses. Local access roads may be further regulated by the City to deal in greater detail with such matters as pedestrian safety, access and potential traffic volumes and flows. These roads will have a right-of-way width ranging from 18.5 metres to 20 metres and bicycle lanes are encouraged;
Chapter 6  Transportation and Infrastructure

f) **Rapid transit** corridors, consisting of a separate right-of-way or as part of an arterial road will accommodate higher order, inter-municipal transit service will accommodate *rapid transit* service operating in mixed traffic or on an exclusive right-of-way on an arterial road or *Provincial* highway. *Transit oriented development* will be supported along these corridors along with transit priority measures and especially in proximity to within *Major Transit Station Areas* and Reurbanization Corridors.

g) **Rural roads**, consisting of roads generally outside of the urban area, not shown on Map 7A, which are under the jurisdiction of the *City* or *Region*, generally having a capacity for two travel lanes, with access to the right-of-way controlled by safety considerations and serving to provide direct access to abutting land uses. These roads will include unpaved shoulders and drainage ditches and possibly active transportation facilities, such as bicycle lanes and pedestrian walkways within the maximum right-of-way width of 30 metres.

2. The *City* will work with the *Region* in consultation with the *Province* to identify improvements to existing roads and potential new roads to improve accessibility and safety, including accommodations for pedestrians and cyclists on arterial roads. The *City* recognizes the need for appropriate context sensitive design in some situations, such as *scenic heritage roads* and *Environmentally Sensitive Landscapes*.

3. The establishment of the major transportation facilities shown on Map 7A of this Plan may preclude the development of any affected lands in accordance with the designations shown on Map 2. New transportation facilities and future study areas, as shown on Map 7A, are subject to approval through the *environmental assessment* process, which will determine their need and further define the route and design of these proposed transportation improvements.

### 6.3 Protection of Required Rights-of-Way

1. As a condition of approval for any *development* application, the applicant is responsible to dedicate to the *City*, free of charge, any lands required to bring that public road to the right-of-way width identified in this Plan, including elements such as grade-separated interchanges, turning lanes at intersections, day-lighting corners, roundabouts, cut and fill, utility easements, sidewalks and noise attenuation structures and berms, in accordance with the provisions of this Plan. The extent of proposed road widening for the following road categories are as follows, except where specifically identified in Appendix B of this Plan:
Urban Roads:

Local Road  18.5 metres (minimum), 20 metres (maximum)
Collector Road  30 metres (maximum)
Arterial Road  50 metres (maximum)

Rural Roads:  30 metres (maximum)

The actual right-of-way width will vary depending on the number of travel lanes, parking lanes, bicycle lanes, the width of sidewalks and whether sidewalks are provided on both sides. For rural roads the right-of-way width will vary depending on number of travel lanes, shoulder width, ditches and whether an active transportation facility is provided.

2. A road widening shall be taken equally from both sides as measured from the centre line of the original road where feasible. However, where circumstances, such as topography, existing or proposed development or utilities, make widening of the road equally on both sides not feasible, the City may take a greater proportion on one side to the maximum extent of widening identified in this Plan.

3. The City will confirm whether a road widening is required as per the Official Plan or whether the property for the road widening has already been acquired, upon receipt of a development application.

6.4 Provincial Roads

1. The City will work with the Province in matters dealing with the maintenance, expansion, addition or delegation of roads under provincial jurisdiction. Such road related matters will be reviewed in the context of the overall road network needs, as defined by comprehensive transportation studies undertaken by the City in partnership with the Region, and the Province including the financial implications of capital expenditures, ongoing maintenance requirements and compatibility issues.

2. The Province shall be consulted where development is proposed adjacent to a Provincial highway and required permits, such as road entrance permits, shall be obtained prior to construction being undertaken. To assist in this process, any major development, which may generate a significant amount of traffic, or have a specific impact on traffic movements and safety, must submit as part of the development review process, a comprehensive traffic impact study.
6.5 Regional Roads

1. Regional roads are an important component of the transportation system. All of the arterial roads within the city are Regional roads. The City will cooperate with the Region to ensure that these roads are planned, built and maintained to move people and goods in a safe, efficient and effective manner throughout the city and provide connections to other parts of the region in conjunction with Provincial and local roads. Transit oriented development will be encouraged along Regional roads where appropriate, in accordance with the Region’s Context Sensitive Transportation Guidelines. The City will collaborate with the Region in any reviews of the Regional plans and guidelines associated with transportation matters.

2. The City, after joint review, and with the agreement of the Region may pass By-laws to modify which roads are under the jurisdiction of the Region in order to further improve the transportation system. If there is no change in the function of the road then an amendment to this Plan will not be needed.

3. The City will co-operate with the Region, regarding matters associated with Regional roads, including access, site circulation, development affecting a Regional road and traffic control, in accordance with the provisions of the Regional Official Plan.

4. The Region will be consulted regarding any development application associated with a Regional road or Regional Transit System and the applicant may be required to undertake various measures, such as transportation impact study and associated improvements as outlined in the Regional Official Plan, land dedication for various purposes, easements, noise attenuation, fencing, grading, associated transit and active transportation amenities and stormwater management, as well as obtain the necessary road entrance permits, from the City and the Region.

5. The City may prepare a Transportation Master Plan to identify changes and improvements to the local road system, which will be reflected on Map 7A.

6.6 Truck Routes

The City may identify specific routes for the use of heavy trucks, including Long Combination Vehicles. These routes will generally make use of Freeways, Provincial Highways-Non Freeways, Arterial Roads, and in some cases may include Collector Roads. The rationale for establishing truck routes will include the ability of the roads from a design and construction perspective, to handle this form of traffic in a safe manner and whether this type of traffic is compatible with the neighbouring area.
6.7 Private Roads and Laneways

1. The City may permit public and private laneways subject to an evaluation by the Region and the City regarding their function, operation, servicing and financial feasibility.

2. The City will not assume any existing or new private roads, including common element roads or associated features, such as retaining walls created through the development process.

3. Private roads and laneways must be maintained by the owner(s) and remain unobstructed in order to meet the access requirements for which they were designed including access by emergency services.

4. All private roads and laneways must be designed to meet the City’s and Ontario Building Code requirements for a fire route or any other applicable legislation.

6.8 Interchanges

The City will encourage the installation of grade-separated interchanges at the intersection of roads carrying high traffic volumes and require the protection of sufficient lands to accommodate such potential interchange facilities until such time as appropriate analysis confirms that a grade separated interchange in such locations are no longer necessary and advisable or until such time as traffic flows, safety and other considerations warrant the development of interchange facilities at these locations.

6.9 Traffic Calming and Signalization

1. The City will employ a wide range of measures, including traffic calming techniques, such as roundabouts, where justified, to increase safety and effectiveness of the transportation system for pedestrians, cyclists and vehicles.

2. The City will cooperate with the Region regarding installation of signalization in appropriate locations to improve safety and the effectiveness of the transportation system.

3. Implementation of these measures shall be subject to a review in accordance with the provisions of this Plan and the Environmental Assessment Act and the Municipal Class Environmental Assessment.
4. Where appropriate the City will evaluate and implement traffic calming measures on a neighbourhood basis.

6.10 Public Transit

1. The City supports a coordinated, multi-modal approach to transportation, which includes a strong public transit system. To this end the City will work with the Region, the Province and other partners to plan, improve and promote the public transit system as an alternative form of transportation within the city. Rapid transit service in Cambridge will operate in mixed traffic or on an exclusive right-of-way on an arterial road or Provincial highway. In addition, the City supports the addition of effective inter-municipal transit links including the extension of GO Transit services to Cambridge.

2. In accordance with the approved Regional Official Plan, Regional Transportation Master Plan and Provincial initiatives the City will support transit supportive densities in the following areas, as shown on Map 1A, to assist in strengthening the public transit system including:

   a) Urban Growth Centre;
   b) Community Core Areas;
   c) Nodes;
   d) Regeneration Areas;
   e) Reurbanization Corridors; and
   f) Major Transit Station Areas.

3. Council may take other actions, including studies, passing of by-laws, as well as design and operational measures, such as provision of sidewalks and transit associated facilities to improve the effectiveness of the public transit system in the city.

4. Measures to encourage and/or support transit oriented development, existing and planned high frequency transit services, such as reductions in the amount of required parking, limiting the amount of surplus parking and considering transportation demand management programs as a community benefit under Section 10.16 of this Plan, may also be used.

5. The City will encourage higher density development along existing and planned high frequency transit routes, in accordance with the Provincial Growth Plan, when reviewing development proposals if appropriate. Council may introduce
transit priority measures to increase the efficiency of transit, including bus only lanes, traffic signal priority, and bus activated signals.

6. The City will continue to explore opportunities for multi-modal passenger terminals, in co-operation with the Region and other agencies.

7. Major public transit corridors, within the city, are shown on Map 7B.

**6.11 Active Transportation**

1. The City, in partnership with the Region and other agencies, will seek to enhance the provision of safe facilities for pedestrians and cyclists. Consideration will be given to ways to encourage walking and cycling throughout the City, in accordance with the Region’s Pedestrian Charter, as well as other Regional and City Master Plans and guidelines, which may be updated as required on a collaborative basis with the Region.

2. Measures to increase active transportation will be required where feasible as part of development proposals such as, bicycle paths, bicycle racks, pedestrian walkways, sidewalks, enhanced sidewalks and transit shelters.

3. The design of municipal roadways will include provisions for measures to facilitate safe and accessible active transportation, while providing for the safe and effective movement of vehicles. The provision of such features may be considered as a component of a community benefit package, under Section 37 of the Planning Act and Section 10.16 of this Plan.

4. The benefits of cycling are significant to individuals, our community and the environment. Providing a cycling network is key to encouraging more people to cycle. Schedule 5 identifies existing and proposed cycling routes in the city. This Schedule may be updated periodically, without an amendment to this Plan.

**6.12 Bridges**

There are a limited number of bridge crossings of the Grand and Speed Rivers, and other major barriers like Highway 401, as shown on Map 7A. The City will consider, where appropriate, opportunities to improve accessibility across major barriers for pedestrians, cyclists and vehicles in a safe and sustainable manner. Improvements will be in conformity with the provisions of this Plan, the Regional Official Plan, Grand River Conservation Authority (GRCA) regulations and the Environmental Assessment Act.
6.13 Railways

1. The City encourages and will work with the railways, appropriate agencies and affected parties to provide effective freight rail service in the Employment Corridor, Business Industrial and Industrial designations on Map 2 of this Plan. The extension of railway lines into or adjacent to a residential designation, as designated in this Plan, will be subject to an environmental assessment process, which will consider impacts, such as noise and vibrations, on the neighbouring areas.

2. The City encourages the provision and expansion of scheduled passenger rail service, including GO Transit service to Cambridge. The City may take actions required to encourage and implement the expansion of passenger rail service, including supporting facilities and services without amending this Plan.

3. The grade separation of railway main lines and the arterial roads, shown on Map 7A, is an objective of this Plan. The City may take actions required to encourage and implement the elimination of existing main line grade crossings without amending this Plan.

4. The City will consult with the affected railways, the Region, other agencies, potential purchasers and other affected parties, regarding discontinued railway lines, to reach an appropriate solution, which results in the productive use of these lands and where feasible maintain a continuous corridor. The City will review its interest in these rights-of-way for uses, such as roads, transit corridors, active transportation facilities, bicycle paths and utility corridors. Council may pass by-laws, acquire and develop and dispose of these lands for such alternative uses, without amendment to this Plan.

5. The acquisition of discontinued railway lines and utility corridors will be subject to the Record of Site Condition policies contained in the Environmental Management Section of this Plan.

6. For discontinued utility corridors, such as electric transmission corridors and pipeline easements, the City will consult with the affected utility corridor owner, the Region, other agencies, potential purchasers and other affected parties, in order to reach an appropriate land use solution for these lands. The City will review its interest in these rights-of-way for uses, such as roads, transit corridors, active transportation facilities and other utility corridors. Council may pass by-laws, acquire and develop and dispose of these lands for such alternative uses.
6.14 Region of Waterloo International Airport

1. The City encourages the development of the Airport, located adjacent to the city boundary, as a general aviation facility providing the people and businesses of Cambridge and surrounding area with a freight and passenger service and opportunities for flying instruction and recreational flying. The City encourages all levels of government and regulatory agencies to take the necessary actions required to ensure the appropriate development and maintenance of the Airport facilities and operations supports the long term operation of the Region of Waterloo International Airport and recognizes the positive economic role and service to the public it provides.

2. The City will prohibit any land use or structure which could affect the operation of the Airport or cause a potential aviation safety hazard. Measures will be required to ensure mitigation of noise, odours and other potential contaminants for sensitive land uses being located in proximity to the airport. Where appropriate the City will require warning clauses in development agreements regarding restrictions and impacts associated with the Airport and flight paths.

6.15 Transportation Demand Management

1. In order to maximize the efficiency of the transportation system through transportation demand management, the City will encourage the private and public sectors to implement measures, such as walking, cycling, transit, car pooling, car sharing and flexible working hours, where feasible. Transportation demand management measures will be considered in evaluating development proposals.

2. A comprehensive transportation demand management plan, including implementation measures, may be considered a component in justifying a reduction in the required amount of parking for a development or redevelopment, based on Section 10.11 of this Plan.

3. The City may prepare a city wide transportation demand management plan, which could be part of a future Master Transportation Plan.

6.16 Water and Wastewater

1. Future growth will be focused within the Urban Area Boundary, as shown on Map 1A, subject to the availability of adequate capacity within the municipal water supply and wastewater collection system being available, in order to protect human health and the environment, including the assimilative capacity of receiving watercourses.
2. The City will collaborate with the Region on the allocation of capacity within the water and wastewater system to achieve effectiveness and efficiency within the system, in conformity with the Provincial Growth Plan.

3. Extensions of the water and wastewater systems beyond the Urban Area Boundary will be considered only if other options are not available to protect the health and safety of residents.

4. Any extensions of the water and wastewater system within the Urban Area Boundary will maximize the efficiency of the current systems.

5. Extensions of the water and wastewater system, which can be accommodated efficiently and with minimal capital investment to treatment plants and other major components of the system, will be given a higher priority than projects which require more extensive capital investment and extension of necessary infrastructure, except where priorities have been established in other policies of this Plan, such as the Urban Growth Centre, Community Cores, Nodes, Regeneration Areas, Reurbanization Corridors, and Major Transit Station Areas.

6. The City supports the allocation of servicing capacity to achieve the targets included in this Plan, the Regional Official Plan, the Provincial Growth Plan and the Regional Water and Wastewater Master Plan, generally based on the following order of priorities:

   a) Employment areas, with priority given to those developments meeting or exceeding the Provincial Growth Plan employment density targets;

   b) Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas, Reurbanization Corridors and Major Transit Station Areas, and to accommodate infill, intensification and redevelopment projects, which meet or exceed City targets for people and jobs per hectare in compliance with the Regional Official Plan and Provincial Growth Plan targets;

   c) Residential or mixed use developments, which meet or exceed City targets in compliance with the Regional Official Plan and the Provincial Growth Plan targets for people and jobs per hectare;

   d) Other residential and commercial projects, with lower population and jobs per hectare.

7. The City will develop and update as needed, a municipal master servicing strategy.

8. The City will co-operate with the Region in updating the Regional Water and Wastewater Master Servicing Plan on a regular basis.
9. The City will update the Staging of Development Report on a regular basis and cooperate with the Region in reviewing the phasing of proposed developments to ensure there is adequate servicing capacity prior to permitting them to proceed.

10. The City may require in advance of, or in addition to the City’s master servicing strategy the preparation of a functional servicing plan as part of any development application, in keeping with the complete applications policies of this Plan, in order to ensure there is adequate capacity within the water and wastewater system to accommodate the proposed development or redevelopment. Such a study will address potential downstream impacts, where applicable, and must be prepared by a qualified professional in this field.

11. The City will monitor inflow and infiltration and the impacts on centralized wastewater treatment facilities.

12. The City in cooperation with the Region may permit, where the existing municipal system does not have the treatment capacity and an Environmental Impact study has shown that there will be no adverse impacts to the local environment, including groundwater, the use of on-site wastewater pretreatment for major wastewater generators.

### 6.17 Stormwater Management Facilities

1. All new stormwater management facilities must be approved by the City and be in keeping with the provisions of this Plan.

2. The City will explore opportunities to improve the quality and quantity of stormwater runoff in retrofit situations.

3. As a condition of development or redevelopment the City may accept cash in lieu for stormwater management facilities, where a centralized facility will be more effective, subject to the analysis provided in a master drainage plan and/or an area specific functional drainage study.

4. The City’s objective is that all elements of the stormwater drainage system should be separated from the wastewater system.

5. Privately owned stormwater management facilities must be maintained to their approved design standard, including those of the Provincial environmental compliance approval. The City will not assume the ownership or maintenance of these privately owned facilities.

6. The City encourages the use of innovative low impact development design and technologies in new development and redevelopment in addition to the required stormwater management quantity facilities.
7. The *City* will provide and maintain municipal drains in compliance with the Drainage Act.

### 6.18 Utilities

1. The *City* will review proposals to locate or replace *utilities*, including natural gas, water, sewer, electrical and communications facilities, within road allowances in order to minimize the impact on the existing and proposed community as well as landscaping and *natural features*.

2. The *City* will promote the coordinated planning of public and private *utilities*, including the use of common corridors, burial of *utilities*, and grouping of above ground *infrastructure* where feasible, in order to minimize their impact on the surrounding area, including *cultural heritage resources* and the *natural heritage system*.

3. As part of the *development* review process an analysis of whether necessary *utilities* can be provided in a timely manner will be undertaken, and, where necessary, appropriate locations for large *utility* equipment and cluster sites will be determined.

4. Secondary uses, such as passive recreation and *active transportation* facilities along *utility* corridors will be encouraged, where feasible.

5. The priority for re-use of *utility* corridors will be for other *utilities* or for recreational uses and *active transportation* facilities.

### 6.19 Environmental Assessment Act and Municipal Projects

1. The purpose of the Environmental Assessment Act is to ensure that environmental factors are taken into account in the earliest stages of planning an undertaking. An *environmental assessment* is the identification and evaluation of the effects of an undertaking and its alternatives on the environment including the natural, social, cultural, built and economic environments. Many of the activities undertaken by the *City* are subject to the Environmental Assessment Act.

2. The *City* will conduct the appropriate level of *environmental assessment* for *City infrastructure* projects subject to the Environmental Assessment Act.

3. Where a *development* application has an associated *infrastructure* project(s), subject to the Environmental Assessment Act, the *City* will endeavour to use an integrated Planning Act / Environmental Assessment Act process to streamline and more effectively meet the requirements of both Acts.
4. Where a proponent is required under the Environmental Assessment Act to complete an environmental assessment of an undertaking, any license, regulation, by-law or other requirement in order to proceed with the undertaking shall not be issued or granted prior to completion of the environmental assessment.
Chapter 7: Parks and Open Space

The protection, enhancement and restoration of Cambridge’s parks and open spaces, and the acquisition of new lands to support future demands, is a priority for the City. Parks and open spaces are an indispensible component of a complete community and contribute significantly to the health, economic, environmental, social and quality of life aspects of the city. The Cambridge Official Plan recognizes existing recreational parks and facilities while protecting, enhancing and/or restoring the Natural Heritage System. Intensification and changing demographics will present new opportunities and challenges in parks and open spaces planning and services provision. The social aspects of the parks and open space land uses are further detailed within various master plans.

7.0 Objectives

The following objectives provide a foundation for the parks and open space policies of this Plan, to:

a) support social, cultural, artistic, heritage, educational and recreational initiatives that accommodate a range of needs;

b) promote the establishment and operation of facilities and services which are accessible and served by public transit where feasible;

c) maintain and further develop an accessible, continuous, safe and well maintained trail system;

d) protect the parks, open space, gardens, private landscapes, views, vistas, and other neighbourhood characteristics and cultural heritage resources associated with cultural heritage landscapes;

e) balance the needs for active and passive recreation while protecting natural features;

f) pursue opportunities for additional open space throughout the city, including parkland dedications under the Planning Act, the purchase of land, and partnerships with other community interests;

g) develop a full range of publicly accessible built and natural settings and high quality, vibrant, and attractive public open spaces and public realm design elements as components of intensification areas and as foundations of complete communities;
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h) acquire land in order to meet future cemetery, recreation, parks and open space demands; and

i) protect, enhance, or wherever feasible and appropriate, restore natural features and their ecological functions within the parks and open space system.

7.1 The Open Space System

1. The open space system within Cambridge is a network of parks, open space, active and passive recreational facilities, trails, and cemeteries. The open space system includes the following key elements:

   a) *natural heritage system*;

   b) Core Environmental Features;

   c) floodplains and *hazardous lands*;

   d) *cultural heritage landscapes*;

   e) publicly-owned parks and open space;

   f) privately-owned parks and open space; and

   g) cemeteries.

2. The *City* will establish a comprehensive public open space system to create healthy active communities, pedestrian/cycling infrastructure, and a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, open space areas, bikeways and trails.

3. Wherever feasible and appropriate, river valleys, watercourses, utility rights-of-way, discontinued railway lines, *cultural heritage resources*, pedestrian walkways, bicycle paths, hedgerows, woodlots, cemeteries or similar features should be considered for incorporation into the design of the parks and open space system to provide for the physical continuity of and connection between different components of the system.

4. The *City* will encourage the continuation of existing, and the creation of new, publicly accessible open space along the banks of the Grand and Speed Rivers and their tributaries by establishing new public open spaces and enhanced trail connections, particularly in the Community Core Areas, through the development process.
5. The Trails Master Plan and Bikeway Network Plan serve as the standard for the future planning and development of an integrated trail system throughout Cambridge.

6. Council may pass by-laws, acquire and develop land, enter into agreements with School Boards, the Grand River Conservation Authority (GRCA), utility companies or private landowners or otherwise facilitate or encourage the management and use of lands for purposes to satisfy municipal public recreation area standards set by the City.

7. The City may acquire or enter into agreements to use lands located outside of the municipality for public recreational purposes where appropriate opportunities exist that would benefit the Cambridge community.

8. For the purposes of providing an adequate system of burial grounds, and if a sufficient amount of suitable land may not be available within the city for such purposes, Council may pass by-laws, acquire and develop lands in another municipality for such purposes pursuant to the Cemeteries Act.

9. The designation of privately-owned lands in this Plan as Open Space shall not be construed as requiring the City or any other agency to acquire such lands.

10. The City will plan neighbourhood parks as areas of open space that provide active or passive recreational opportunities and are intended to be centrally located within a neighbourhood, provide safe and convenient pedestrian access, and where feasible will be located adjacent to schools in order to maximize multiple and shared use.

11. The City will plan community parks which serve the recreational needs of several neighbourhoods or the entire city. These parks accommodate both vehicular and pedestrian access and facilities and are intended to provide both informal and organized recreational pursuits. Community parks may be located adjacent to larger open space such as school facilities in order to maximize multiple and shared use.

12. Wherever feasible and appropriate the City will seek to provide increased shade in the open space system both on its own lands and elsewhere in collaboration with the School Boards, the Region, the GRCA, community organizations and private landowners.

13. A trail network is an important part of the quality of life in the city. Trails provide recreational opportunities for those who live in and those who visit the city. This Schedule may be updated periodically, without an amendment to this Plan.
### 7.2 Community Space

The *City* will create, or encourage the creation of, *accessible* community spaces that can accommodate and promote public performances, gatherings and community events, with particular emphasis on the Community Core Areas and areas in proximity to the Speed and Grand Rivers, based on pedestrian-friendly environmental design principles, and where feasible with access to public transit.

### 7.3 Partnerships

The *City* will advocate and practice an open, inclusive, and collaborative process for the planning and development of services, facilities, and interpretive programs and elements within the open space system, and will:

a) work with and, where appropriate, enter into agreements with, community groups, human service agencies, *School Boards*, and other public, private or nonprofit organizations or interests; and

b) apply these policies through implementation of the *City’s* Master Plans and the *City’s* Zoning By-law.

### 7.4 Key Considerations for Services and Facilities

The *City* will plan and create opportunities through the applicable Master Plans for the provision of a range of services and facilities, including outdoor spaces.

### 7.5 Implementation Plans

1. The implementation instruments for the policies in this Plan include the:

   a) Master Plan for Parks, Recreation and Open Space and its update document, the Master Plan for Leisure Services/Facilities;

   b) Trails Master Plan;

   c) Accessibility Plan;

   d) Bikeway Network Master Plan;

   e) Arts and Culture Master Plan;
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7.6 Major Urban Greenlands

Major Urban Greenlands are relatively large, publicly accessible parklands or open spaces located within urban areas that are owned and maintained by the City, Region, or the GRCA and the City values these urban greenlands for their environmental, hydrological, recreational and public health benefits, as they are intended to help maintain a balance between the built and natural environment. The designation, protection and use of the Major Urban Greenlands will be in keeping with the policies contained in the Major Urban Greenlands policies of the Regional Official Plan.

7.7 Urban Greenlands Strategy

The City will collaborate with the Region, GRCA, and other stakeholders to develop an Urban Greenlands Strategy in accordance with the Major Urban Greenlands policies of the Regional Official Plan.

7.8 Parkland Dedication

1. The City will require parkland dedication from development applications in accordance with the Planning Act and the following formulae:

   a) 5% of the residential development application lands are to be dedicated for park or other recreational purposes, or at the rate of one hectare for each 300 dwelling units, whichever is greater;

   b) 2% of land proposed for development for commercial or industrial purposes; and

   c) cash-in-lieu of parkland dedication may be required to the value of the land otherwise required to be conveyed.
2. Council may pass by-laws pursuant to the Planning Act and other applicable legislation outlining the cash-in-lieu of parkland contributions that are to be applied as a condition to the development of land for residential, commercial or industrial purposes.

3. Where parkland dedication is required by this Plan, the City will ensure that the land is suitable for development as a park. Generally, the parkland dedication should satisfy the following criteria:

   a) the site satisfies the development criteria for recreation areas where appropriate;

   b) the site is not susceptible to nuisance flooding, poor drainage, erosion, steep slopes or other environmental or physical conditions that would interfere with its potential development or use as an active public recreation area. Sites subject to these conditions may be integrated, where possible, into the development of municipal park areas by serving as pedestrian walkways, as part of a linear trail system, as passive recreation areas, or as natural areas;

   c) the site may be suitable for expansion of the Trail Network as recommended in the Master Plan;

   d) the site is oriented to take advantage of favourable topography, vistas and mature stands of trees where possible and desirable;

   e) the lands should be dedicated in a condition suitable for parkland development in accordance with any applicable standards of the City; and

   f) the City will require evidence that no environmental contamination exists on the lands in conformity with Policy 3.B.6.2.1.4 of this Plan.

4. Core Environmental Features, hazard lands and floodplain lands as described and/or identified in this Plan as part of the natural heritage system may not be accepted as parkland dedication.

5. Stormwater management areas will be on lands dedicated to the City in addition to any lands required to be dedicated for park purposes under the Planning Act in accordance with Policy 3.B.3.4.

7.9 School Sites and Parks

It is recognized that school sites often provide an important open space resource within the community. Therefore, the City will continue to co-operate with School Boards in obtaining new school sites and integrating such sites with municipal parkland. More specifically, the City will pursue the following:
a) where desirable and feasible, municipal parkland will be developed in conjunction with elementary or secondary school sites;

b) where there is a shortage of neighbourhood or community parks and there are undeveloped and/or surplus school sites within the neighbourhood, the City may enter into an agreement with the respective School Board regarding the development of the land for parks purposes; and

c) where municipal parkland is obtained adjacent to a new school site, such parkland shall be of a size, configuration, condition and location and have appropriate access so that it can function properly as a neighbourhood or community park in the event that the school property is not developed.

### 7.10 Markets and Community Gardens

The City supports a strong local food system through its Farmers’ Market, temporary farmers’ markets, and community gardens. The City recognizes that community gardens contribute to the overall parks and open space system and access to locally grown food.

### 7.11 Community Stewardship

The City recognizes the importance broad community involvement in achieving the land use objectives contained in this plan. The involvement of a variety of community interests is supported by Council, including the use of Council endorsed conservation easements, where appropriate, to protect privately owned lands and the establishment of community-based land trusts.
Chapter 8: Land Use Policies and Designations

8.0 Introduction

This Chapter includes policies for the land use designations identified on Map 2 and related Maps and Figures. The policies in this Chapter shall be read in conjunction with the principles, objectives and policies in the other parts of this Plan.

8.1 General Land Use Policies

8.1.1 Establishment of Designations

Integration of a variety of compatible land uses, including mixed use development, where appropriate, is an important component of this Plan. As a result, a system of land use designations for specific geographic areas has been prepared (as shown on Map 2). These designations will define a range of permitted land uses and other related policies, which will apply to specific areas and in some cases individual properties. In addition to the land use designations there may be specific policy provisions for particular areas or properties, which reflect special circumstances.

8.1.2 Uses Permitted in All Designations

Certain land uses are permitted within all land use designations in the city, subject to the provision of adequate infrastructure, including potable water and wastewater treatment where needed. The exception would be the Natural Open Space System designation, where the particular land use would cause significant environmental damage or would be subject to dangerous conditions, as determined through the environmental analysis and Grand River Conservation Authority (GRCA) regulations. The uses generally permitted in all land use designations are:

a) any use by the City, the Region, the Province and the Government of Canada. This includes any department, agency, board or commission of the various levels of government, including utilities for the generation and distribution of electricity;

b) the facilities, other than administrative offices, sales outlets, studios, garages, depots or yards, of any privately owned or other public service utility, pipeline company or broadcasting company;
c) power generation facilities, including alternative and renewable energy systems, which are exempt from the Planning Act but under the jurisdiction of other Provincial legislation and regulations;

d) utility and transmission facilities located in accordance with Section 5.5.2;

e) agricultural uses including community gardens but excluding livestock operations;

f) temporary farmers’ markets subject to meeting other requirements such as found in the City’s Zoning By-law.;

g) a use accessory to a permitted use;

h) institutional uses except in the Prime Agricultural designation in accordance with Section 8.1.6; or

i) municipally established neighbourhood and community level parks and recreation facilities including signage structures and streetscape elements, subject to the compatibility guidelines contained in Policy 8.1.6.7 of this Plan.

8.1.3 Uses Prohibited in All Designations

No property in any designation established by this Plan may be developed or redeveloped for any of the following purposes:

a) any use that does not comply with any Provincial legislation or regulations, including the Environmental Assessment Act, the Ontario Building Code and Ontario Fire Code;

b) any use which does not comply with the GRCA regulations where applicable;

c) any prohibited use indicated in the City’s Zoning By-law, including those considered a serious health and safety risk;

d) any use prohibited in a wellhead protection zone as per the Regional Official Plan; or

e) a facility for the storage or treatment of hazardous industrial waste. This prohibition does not apply to industrial waste which is a by-product of their legally existing industrial operation and maintenance activities as permitted by the appropriate authority.
8.1.4 School Board Education Facilities

1. Education facilities, operated by the School Boards will be permitted to locate in all areas within the urban boundary subject to the provisions of Section 7.9 and Section 8.1.6 of this Plan.

2. The City encourages the School Boards to cooperate with Council to determine the most appropriate use of school facilities or school sites, which are no longer required by the School Boards, including retention of the cultural heritage resources associated with these buildings.

8.1.5 Special Needs Housing

General

1. The City will encourage the development of housing for people with special needs.

2. The City recognizes the need for, and will facilitate where possible, the integration of housing for people with special needs, including group homes and institutional special care facilities. More detailed regulations may be enacted under the City’s Zoning By-law.

3. Housing for people with special needs is encouraged to locate in proximity to medical facilities, employment areas, social services, human services, transit and other applicable services.

Institutional Special Care Facilities

4. The City encourages the establishment of institutional special care facilities in the Urban Growth Centre, Community Core Areas, Nodes (excluding Regional Scale Nodes), Regeneration Areas, Reurbanization Corridors, Major Transit Station Areas or Residential designations and where Council has made site-specific provision in the City’s Zoning By-law, for the purposes of providing an institutional special care facility for the accommodation of more than ten residents exclusive of staff or a receiving family for the purposes of:

   a) accommodation services for people with physical and/or mental disabilities;

   b) a residence to accommodate aging individuals who are no longer able to be cared for at home without supervision or assistance;
c) a children’s residence to accommodate children usually under the age of 16 who, because of their special needs, cannot live with their parents or other relatives but would benefit from an alternative living arrangement;

d) a home for patients of *Provincial* psychiatric hospitals who can benefit from a household-oriented living arrangement in the community;

e) a community resource centre for criminally sentenced individuals who can benefit more from rehabilitation in a community residential program than in a correctional institution;

f) a halfway house for ex-offenders (people on probation or parole from a *Provincial* correctional institution or *Federal* penitentiary);

g) a private hospital, nursing home, convalescent home or establishment providing care for chronic illness;

h) a rest home or retirement home;

i) a *crisis intervention home*; and

j) an institution for other special purpose needs not described above.

### Residential Special Care (Group Homes)

5. The *City* will facilitate where possible the provision of *group homes* within the *City* and Council may pass by-laws to permit the use of a dwelling unit for a *group home* located within the *Urban Growth Centre*, *Community Core Areas*, *Nodes*, *Regeneration Areas*, *Reurbanization Corridors*, *Major Transit Station Areas* or and all *Residential designations* for the purposes of providing:

- a) accommodation services for people with physical and/or mental disabilities;

- b) a residence to accommodate aging individuals who are no longer able to be cared for at home without supervision or assistance;

- e) a children’s residence to accommodate children usually under the age of 16 who, because of their special needs, cannot live with their parents or other relatives but would benefit from an alternative living arrangement;

- d) a home for patients of *provincial* psychiatric hospitals who can benefit from a household-oriented living arrangement in the community;
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e) a community resource centre for criminally sentenced individuals who can benefit more from rehabilitation in a community residential program than in a correctional institution;

f) a halfway house for ex-offenders (people on probation or parole from a provincial correctional institution or federal penitentiary);

g) a crisis intervention home; and

h) a group home for other special purpose needs not described above.

6. For the purposes of Policy 8.1.5.5, Council may pass zoning by-laws to permit the establishment:

a) of any group home referred to in Policy 8.1.5.5 a) b), g) and h) without requiring further site specific amendments to the City’s Zoning By-law provided however, that Council encourages the proponent to hold one or more information meetings on any proposal to establish such group home so as to inform property owners in the vicinity of the group home;

b) of any group home referred to in Policy 8.1.5.5 c), d), e), and f) only where the City’s Zoning By-law is specific to the site upon which the group home is proposed to be located, and Council or the proponent has held one or more public meetings on the proposal to inform property owners in the vicinity of the site of the proposal and to solicit their comments; and

e) provided however, that where it is proposed to establish any new group home within 200 metres of an existing group home registered in accordance with the provisions of Policy 8.1.5.7, such new group home shall not be established except by site-specific amendment to the City’s Zoning By-law.

7. Every group home referred to in Policy 8.1.5.5 shall be approved and licensed where required by the Province (or other appropriate approval authorities) and shall be registered with the registrar of group homes designated by Council, and such registration shall be renewed annually.

8.1.6 Institutional Uses

1. The City will provide for a range of institutional, recreational, social, private health care and private educational facilities in order to help achieve complete communities, while encouraging these facilities to locate in the Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas, Reurbanization Corridors and Major Transit Station Areas.

2. The City may take actions to facilitate or encourage the establishment of a range of institutional uses in appropriate locations, subject to addressing all other
aspects of this Plan, including compatibility with the neighbouring area, based on variables included in Policy 8.1.6.7.

3. New institutional uses or expansions of existing institutional uses will be evaluated based on the Compatibility Guidelines contained in this Section and the Provincial Land Use Compatibility Guidelines.

4. The City will permit, without an amendment to this Plan, institutional uses in any designation within the urban area, except for the Natural Open Space System designation, subject to meeting other provisions of this Plan and the compatibility guidelines contained in Policy 8.1.6.7 and the provisions of the City’s Zoning By-law.

5. Any proposal for an institutional use within an Employment designation shall require an amendment to the City’s Zoning By-law. Such Zoning By-law amendments will evaluate the compatibility of such a use based on the City and the Provincial Land Use Compatibility Guidelines, which include a risk assessment to determine existing and potential sources of hazard from industrial uses in the area and whether the levels of risk can be reduced to acceptable levels.

6. Places of worship are permitted within the Employment designation that is also a Regeneration Area as shown on Maps 1A and 6.

7. The following compatibility guidelines shall be applied when evaluating any proposed development or municipally established neighbourhood and community level parks and recreation facilities including signage structures and streetscape elements, which may result in the establishment of a new or expansion of an existing institutional use:

   a) density, scale, height, massing, visual impact, building materials and architectural character of surrounding buildings and the proposed development;

   b) preservation and protection of the natural open space system, cultural heritage resources, views, vistas and building orientation;

   c) continued viability of neighbouring land uses;

   d) pedestrian and vehicular movement/linkages as well as parking requirements and design in both existing development and proposed developments;

   e) landscaping, setbacks, sun/shadow effects, wind effects, signage, lighting, building orientation and buffering of existing development and proposed developments;
f) noise attenuation;

g) odour, dust and emission impacts;

h) hours of operation and loading facilities;

i) traffic impacts; and

j) existing and permitted uses on neighbouring lands and their impact on the proposed use, including health and safety considerations in keeping with Provincial guidelines.

8. The City will determine what background information, including technical studies prepared by a qualified professional, is needed as part of a complete development application in order to evaluate the development proposal in accordance with the compatibility guidelines in this section, and ensure that compatibility issues are addressed to the City’s satisfaction.

8.2 Future Urban Reserve

1. Some areas of undeveloped or underdeveloped land within the urban area may be designated as Future Urban Reserve. Within these areas only existing uses or those uses permitted in all designations, including agriculture uses without livestock operations, will be allowed.

2. These Future Urban Reserve areas may be re-designated through an amendment to this Plan to permit additional uses in an appropriate and cost effective manner. Any such amendment to this Plan will be based on a thorough review and analysis of background information as determined necessary by the City.

3. Policies in Section 8.5.3.1 also apply to the lands in north Cambridge identified as the East Side Lands on Map 2.

8.3 Community Core Areas Designations

1. The Community Core Areas as designated on Maps 2, 3, 4, and 5 may be developed and used for a concentration of mixed uses in conformity with the provisions of this Plan, including:

   a) government services, public services and facilities;

   b) commercial and retail (excluding adult entertainment establishments);
c) major offices and offices;

d) institutional, recreational, social and cultural facilities;

e) notwithstanding Policy 2.6.3.2 e), in cases where residential uses occur or are proposed to occur in conjunction with commercial uses, the residential uses will not be permitted in the street level, storefront portion of a multi-storey, mixed use building; and

f) bed and breakfast establishments.

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

8.4 Residential

8.4.1 Affordable Housing

1. The City recognizes the importance of affordable housing and will encourage the development of affordable housing and provide opportunities for the development of affordable housing through:

   a) permitting mixed-use development in the Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas, Reurbanization Corridors and Major Transit Station Areas;

   b) promoting the inclusion of a residential component in commercial development; and

   c) encouraging the development of community housing and affordable private sector housing that is aimed at meeting the needs of lower income residents.

2. Where a development application proposing residential uses is submitted for a site containing two hectares or more of developable land, the City will require, wherever appropriate, a minimum of 30% of new residential units to be planned in forms other than single-detached and semi-detached units, such as town homes and multi-unit residential buildings.

3. New residential development will include a minimum number of affordable housing units based on the targets established in the Region’s Community Action Plan for Housing.
8.4.2 Residential Compatibility

1. The City will encourage development in the Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas, Reurbanization Corridors, Major Transit Station Areas and in residential communities which is compatible with the location, density and other characteristics of neighbouring land uses. Factors to be taken into consideration in assessing the compatibility of development include:
   
   a) the density, scale, height, massing, visual impact, building materials, orientation and architectural character of neighbouring buildings and the proposed development;
   
   b) the conservation, protection, maintenance and potential enhancement of the natural environment and cultural heritage resources;
   
   c) the continued viability of neighbouring land uses;
   
   d) pedestrian and vehicular movement and linkages, as well as parking requirements and design in both existing development and proposed developments;
   
   e) landscaping, setbacks, sun and shadow effects, wind effects, signage, lighting and buffering of existing development and proposed developments;
   
   f) noise attenuation;
   
   g) odour, dust, and emission impacts;
   
   h) transportation implications; and
   
   i) transitions between different land uses and between sites having varying permitted uses.

2. Infill, intensification and redevelopment within existing neighbourhoods will be minor in nature and will be compatible with the surrounding neighbourhood character. The following will be considered in assessing whether the development is minor in nature:
   
   a) comparable building height, generally within two storeys of neighbouring buildings;
   
   b) massing and scale;
   
   c) similar lot coverage and side yard setbacks to neighbouring housing;
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d) maintaining the predominant or average front yard setback;

e) built form that respects the façade details and materials of neighbouring housing, including garage width, porches, screening and architectural details;

f) transportation implications; and

g) appropriate parking arrangements and traffic movement.

3. The location and massing of new buildings in the residential designations must be compatible with the surrounding land use. The City will require sites to be designed with transition between areas of different intensity and scale.

8.4.3 Location Criteria for Multi-Unit Residential Development

The City will encourage the use of lands in residential designations, Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas, Reurbanization Corridors and Major Transit Station Areas to provide sufficient units in multi-unit residential development to meet the policies in Section 2.8.2 of this Plan. In these circumstances, multi-unit residential development may occur without an amendment to this Plan provided will be subject to the compatibility criteria in Section 8.4.2 are addressed. The City may facilitate or encourage the development of lands for multi-unit residential development where a site proposed for such development meets the following criteria:

a) is located on an arterial or collector road, or is directly accessible to any such road through the local road network where it is not likely to generate sufficient traffic to disturb the peaceful and quiet enjoyment of neighbouring residential properties located on such local access road;

b) is conveniently located within reasonable distance of public transit, recreational open space and shopping facilities and, if the building is proposed to be designed for occupancy by households with children, is also located within convenient walking distance of an elementary school;

c) has a suitable size and configuration to:

i) permit the separation or appropriate integration of on-site vehicular and pedestrian traffic;

ii) provide for adequate access and circulation by emergency vehicles;

iii) provide adequate on-site landscaping to: establish suitable outdoor amenities and recreational facilities for the building’s occupants;
screen parking areas; and provide effective buffering and screening to ensure the privacy of outdoor recreational areas on the site as well as on adjoining properties;

iv) provide adequate grading and stormwater management features to ensure the drainage of surface waters to on-site stormwater management facilities or to public storm drainage facilities and not to adjoining properties;

d) is proposed to be developed in such a manner and at such a scale that the site and building design, building height, setbacks, landscaping and vehicular circulation will ensure the proposed development is compatible with existing development on adjoining lands, as outlined in Section 8.4.2 of this Plan; and

e) will include wherever possible the preservation and protection of the natural environment and cultural heritage resources.

### 8.4.4 Condominium Conversion and Multi-unit Severances

1. The City recognizes the importance of affordable housing and may allow the conversion to condominiums of affordable rental multi-unit residential developments where such conversion will not have significant adverse impacts on the supply of affordable housing for rent in Cambridge. Condominium conversion of affordable rental units may only be permitted where:

   a) the private rental vacancy rate, provided by Canada Mortgage and Housing Corporation and public rental vacancy rate, when available, for comparable units including size, type and rental rates in the city has been at or above 3% for the preceding three years; and

   b) the conversion will result in the creation of affordable housing for affordable home ownership.

2. The conversion to condominiums of any rental units will only be permitted where the following conditions have been satisfied:

   a) the owner/applicant submits a detailed inspection report on the physical condition of the property by a qualified architect or engineer to the satisfaction of the City and Region which indicates that the building proposed for conversion meets the City’s minimum standards of maintenance and occupancy, and Provincial life safety and exiting standards;
b) parkland or cash-in-lieu of parkland has already been dedicated or paid to the City with respect to the site upon which the building proposed for conversion is located, or the proponent dedicates, or pays to the City cash-in-lieu, as a condition of the conversion;

c) a public meeting has been held on the proposed conversion, to which the owner and all tenants of the subject building were invited;

d) tenants have the option to continue to lease their units following the approval of the conversion to condominium in accordance with the provisions of the Residential Tenancies Act; and

e) tenants are given the right of first refusal to purchase a condominium unit in the building proposed for conversion.

3. The City will monitor the cumulative impact of condominium conversion on the supply of rental housing. The assessment of the potential effects of condominium conversion will include the following:

a) the overall availability of, and vacancy rates for, rental units of various sizes, types and rental rates; and

b) the number of potential new rental units becoming or having become available within twelve months of the proposed conversion, including new rental units in the vicinity of the conversion.

4. The City may allow the severance of affordable multi-unit residential developments for the purpose of individual ownership subject to the criteria of condominium conversion in Policy 8.4.4.2.

8.4.5 Housing Rehabilitation

The City will support a high level of repair and maintenance in the city’s existing housing stock by:

a) encouraging the adaptive re-use of existing buildings through renovation, rehabilitation and conversion;

b) implementing Community Improvement Plans where appropriate; and

c) developing and enforcing City By-laws prescribing standards for maintenance and occupancy.
8.4.6 Residential Designations

1. The residential designations include both existing and planned areas. The following policies apply to the land uses in these residential designations subject to water and wastewater servicing as specified in Section 6.16.

2. The City recognizes three residential designations which are identified on Map 2:
   a) Low/Medium Density Residential;
   b) High Density Residential; and
   c) Rural Residential.

3. The following residential density targets for new development in residential designations will be implemented through such means as the approval of plans of subdivision as well as site specific development applications:
   a) a maximum of 40 units per hectare for the Low/Medium Density Residential designation; and
   b) a minimum 0.5 Floor Space Index and maximum 2.0 Floor Space Index for the High Density Residential designation.

4. Residential development in the Rural Residential designation will be dependent on the size of the lot suitable to accommodate potable water and wastewater treatment.

5. For infill, intensification and redevelopment within any residential designation compatibility criteria in Policy 8.4.2.2 shall apply.

6. The minimum residential density target established in Policy 8.4.6.3 shall be reviewed periodically to monitor residential development trends and Provincial and Regional targets.

7. Notwithstanding the permitted minimum density established in Policy 8.4.6.3, the City may allow a lower density, without amendment to this Plan, where it is warranted by at least two of the following criteria:
   a) the nature of the soils, topography, geomorphology, vegetation or other environmental features of the lands proposed for development;
   b) the established character of the neighbourhood in which the lands proposed for development are located;
c) the unreasonably high cost of providing and/or upgrading required infrastructure such as water supply, sewage disposal, stormwater drainage or access road facilities;

d) the projected negative impact of the proposed development on adjoining environmental features; and/or

e) the projected negative impact of the proposed development on cultural heritage resources.

8. The City will promote compatible higher density development in locations which meet the criteria for multi-unit residential development outlined in Section 8.4.3 of this Plan and the compatibility criteria in Section 8.4.2 of this Plan.

9. Lands in a Low/Medium Density Residential designation where a municipal water supply and municipal wastewater systems are currently available may be developed and used for uses such as single detached dwellings, townhouses and/or walk up apartments.

10. Lands in a Low/Medium Density Residential designation where a piped municipal water supply and/or wastewater systems have not yet been made available may be used for the following uses:

   a) an existing residential use; and

   b) any use accessory to a permitted use; and Council may pass by-laws to restrict the use of such lands to such interim uses until a piped municipal water supply and sanitary sewers have been made.

11. Lands in a High Density Residential designation may be developed and used for residential uses such as apartment buildings and mixed use development provided the non-residential component does not exceed 50% of the total building floor area.

12. The City recognizes existing buildings and those properties with approval for a density of up to 75 units per hectare in the Zoning By-law as of the date of adoption of this Plan. The High Density Residential designation is intended to evolve over the horizon of this Plan to High Density Residential uses and mixed use development as specified in Policy 8.4.6.11.

13. Lands in a Rural Residential designation may be developed and used for residential uses such as single detached residential dwellings and agricultural uses where no intensive livestock operation, fur farming or fish farming is involved. Notwithstanding this policy agricultural uses are not permitted in the Rural Residential designation in Blair Village as shown on Map 2.
14. Lands in a residential designation may be used for the following uses:

   a) *housing for people with special needs* as specified in Section 8.1.5;

   b) a use accessory to a permitted use, including home occupations as specified in Section 8.6.3.4 of this Plan;

   c) a commercial strip as specified in Section 8.6.3.2 of this Plan; and

   d) a *compatible* community facility or commercial use as specified in Section 8.4.7 of this Plan.

15. Residential and mixed use developments legally existing on the date of Council adoption of this Plan, with a maximum density of 75 units per hectare, which are located on a property within a “Low/Medium Density Residential” designation are deemed to be in conformity with this Plan.

16. Notwithstanding Policy 8.4.6.3 a) any property designated “Low/Medium Density Residential”, which is located with a “Regeneration Area” is permitted in the interim to develop for residential or mixed use purposes to a maximum density of 75 units per hectare and deemed to be in conformity with this Plan, subject to the compatibility criteria in Section 8.4.2.

### 8.4.7 Compatible Community Facilities and Commercial Uses

1. The *City* may permit the inclusion of a range of *compatible*, non-residential community facilities and commercial uses in residential neighbourhoods. Such uses may include schools, neighbourhood parks, places of worship, and other community facilities, as well as convenience commercial establishments. These uses shall:

   a) be *compatible* and integrated with surrounding development;

   b) minimize impacts on surrounding development through site design, size limitations;

   c) demonstrate a high standard of urban design;

   d) primarily serve the needs of area residents; and

   e) where appropriate, be grouped together.

2. The *City* may facilitate new bed and breakfast establishments in residential neighbourhoods provided the use is *compatible* and integrated with surrounding development and the establishment will minimize impacts on surrounding development through site design and limitations.
3. The City may permit the use of lands in any urban residential designation for the purposes of a neighbourhood grocery or variety store. The City may facilitate or encourage the development and use of such lands for such purposes where the following provisions have been satisfied:

   a) the proposed development of the lands provides adequately for the protection of the residential environment of neighbouring dwellings; and
   
   b) not more than 300 m² of gross leasable area is proposed to be provided.

4. The City may permit the use of lands in any residential designation for the purpose of a licensed day care establishment/day nursery subject to a Zoning By-law amendment.

8.5 Employment

8.5.1 Objectives

The following objectives provide a foundation for the employment policies of this Plan to:

   a) work toward a resilient, diverse and stronger employment assessment base in the interests of all members of the community through the continuing operation of existing businesses and the addition of a greater number and wider range of new businesses and their associated employment opportunities;
   
   b) plan for an adequate supply of serviced employment lands to meet future growth projections;
   
   c) promote and undertake economic development within a sustainable development framework;
   
   d) protect and preserve employment areas for a range of current and future employment uses;
   
   e) encourage increased density and promote compact urban form in employment areas;
   
   f) provide a range and choice of suitable sites designated for employment uses with convenient access to transportation and transit facilities;
g) ensure compatibility and appropriate buffering and screening between industrial and sensitive land uses; and

h) encourage a high standard of urban design in employment areas.

8.5.2 General Policies

8.5.2.1 Land Supply

1. The City will maintain an adequate supply of lands designated for employment purposes to accommodate employment growth to the year 2029. Key land supply priorities are:

   a) adequate supply of serviced and serviceable land, recognizing variations in development requirements;

   b) variety of choice in such terms as location, property size and configuration, cost, and range of permitted uses;

   c) efficient configuration of employment areas in terms of road networks, property shapes and sizes;

   d) accessibility to or location along major roadways, transit routes and rail lines; and

   e) efficient and compact use of land, infrastructure and other community resources.

2. The City will monitor the rate of employment growth and the supply of employment lands to ensure that sufficient lands are designated to meet employment growth targets and the needs of existing and new businesses.

8.5.2.2 Servicing

The City, in cooperation with the Region, will ensure that servicing of employment areas is the priority in determining servicing allocation.

8.5.2.3 Economic Development

1. The City actively supports and promotes economic development through the implementation of an Economic Development Strategy and land banking where possible.
2. The City will encourage economic activities in the areas of advanced manufacturing, life sciences, small knowledge based business, information technology, business services and the environment as future opportunities for employment growth.

8.5.2.4 Existing Buildings and Built-Up Areas

Businesses are encouraged, where appropriate, to re-use vacant buildings, to expand operations on under-used sites, and to locate in the built-up area of the city.

8.5.2.5 Industrial Land Use Compatibility

1. Industry and major facilities will be protected, where practical, from sensitive land uses. This may include restricting sensitive land uses in or near industrial uses and near major facilities. Compatible uses may be located between sensitive land uses and industrial uses or major facilities, where the intervening use is compatible with both the industry or major facilities and the sensitive land use.

2. The City will attempt to minimize any proven or recognized impacts of industrial uses and/or stationary noise sources by regulating separation of those uses from other non-industrial uses in accordance with legislation, policy and guidelines established by the Province. Separation distances are intended to supplement, not replace, adequate controls at the source to safeguard against fugitive emissions (for which there is no practical means of control), process upsets, and breakdown or malfunction of technical control and/or spills. In situations where incorporating separation distances into a development is not a feasible option, alternative approaches such as building orientation, materials, fences, berms, etc. should be assessed and incorporated into the development where appropriate.

3. The City recognizes the need for some existing residential land uses and new proposed industrial development to co-exist. New industrial development may be permitted where studies have been completed in accordance with Section 10.14 which demonstrate to the satisfaction of the City, Region and the Province that the new proposed industrial development can occur without detrimentally impacting the existing residential land uses.

8.5.2.6 Retail Uses in Employment Areas

1. Large format and stand alone retail uses and shopping centres in accordance with Sections 8.6.2 and 8.6.3 and commercial strip development are not permitted within the Employment designations of this Plan.
2. Complementary uses including: licensed child care establishment; food service; medical; financial institutions; security services; and janitorial services may be permitted on a limited basis within industrial malls provided the uses are compatible with, the development and operation of industrial uses and which serve the employment area.

3. The retail sale of products manufactured, processed, fabricated or assembled on the same site is permitted within the Employment designation on a limited basis.

8.5.2.7 Institutional Uses in Employment Areas

Places of Worship are permitted on lands designated Business Industrial or Industrial and identified as being within a Regeneration Area shown on Map 1A and Map 6 in accordance with the Industrial Land Use Compatibility policies in Section 8.5.2.5 of this Plan and the Institutional Use policies in Section 8.1.6 of this Plan.

8.5.2.8 Site Design

Development within employment areas will comply with the City’s Industrial Design Guidelines, policies in Section 8.5.2.5 and the Urban Design policies in Chapter 5 of this Plan.

8.5.3 Land Use Designations

8.5.3.1 Prime Industrial/Strategic Reserve (Serviced)

1. The Prime Industrial/Strategic Reserve (Serviced) designation will be identified on Map 2 through an Official Plan Amendment. In the interim, these lands will be designated Future Urban Reserve in accordance with the policies in Section 8.2 and Natural Open Space System and are identified as the East Side Lands on Map 2. Additional policies for these lands may be introduced into this Plan through an Official Plan Amendment.

2. Future development of lands within the Prime Industrial/Strategic Reserve (Serviced) designation is subject to the completion of a Master Environmental Servicing Plan. The Master Environmental Servicing Plan will address infrastructure requirements such as water supply, transportation, sanitary sewers and stormwater management; environmental assessment planning principles; and include the development of a Community Plan to identify preferred land uses and
provide a framework for planning for subsequent projects and developments in this area.

3. Development applications for lands designated Prime Industrial/Strategic Reserve (Serviced) will not be considered for approval until the necessary environmental, water and wastewater servicing and transportation studies are completed and approved by the City, the Region, the GRCA and the Province.

8.5.3.2 Prestige Industrial

1. Lands designated Prestige Industrial are intended to be developed for employment uses exhibiting a high standard of building design and landscaping. The predominant land uses in such areas shall be light industrial, professional, corporate and office buildings and research uses.

Permitted Uses

2. The following uses are permitted within the Prestige Industrial designation:

   a) light industrial uses in an enclosed building including assembling, fabricating, manufacturing, processing, and industrial service trades;

   b) major offices;

   c) office buildings with a minimum floor area of 1860 m²;

   d) hotel, conference centre, and banquet facilities;

   e) research and development including laboratories;

   f) information technology related uses, excluding stand alone data centres;

   g) accessory uses to the permitted uses above; and

   h) complementary uses including: licensed childcare establishment; food service; restaurants; medical; financial institutions; security services; and janitorial services may be permitted on a limited basis within industrial malls provided the uses are compatible with the development and operation of industrial uses.

3. Where permitted in the City’s Zoning By-law, outdoor storage will be located in the rear yard and screened from public view.
8.5.3.3 Employment Corridor

1. Lands designated Employment Corridor are located along Highway 401 and major roadways offering high visibility and convenient accessibility. The Employment Corridor designation is intended to provide prime locations within the city for prestige employment uses including advanced manufacturing, major office complexes and offices. Development within this designation is expected to display high performance standards of site design.

**Permitted Uses**

2. The following uses are permitted within the Employment Corridor designation:

   a) light industrial uses in an enclosed building including assembling, fabricating, manufacturing, processing, and industrial service trades;

   b) major offices;

   c) office buildings with a minimum floor area of 1860 m²;

   d) hotel, conference centre, and banquet facilities;

   e) research and development including laboratories;

   f) information technology related uses, excluding data centres;

   g) recycling facilities in an enclosed building;

   h) the assembly, sale, service and display of motorized recreational vehicles in an enclosed building;

   i) accessory uses to the permitted uses above including warehousing;

   j) complementary uses including: licensed childcare establishment; food service; restaurants; medical; financial institutions; security services; and janitorial services may be permitted on a limited basis within industrial malls provided the uses are compatible with the development and operation of industrial uses.

3. Outdoor storage, transport terminal and industrial stamping uses are not permitted within the Employment Corridor designation.
8.5.3.4 Business Industrial

1. Lands designated Business Industrial are traditional industrial parks that allow for a range of industrial and office uses.

Permitted Uses

2. The following uses are permitted within the Business Industrial designation:

   a) industrial uses including assembling, fabricating, manufacturing, processing, repair and servicing activities, warehousing and distribution, storage, utilities, communications, packaging, printing, reproduction, industrial service trades, construction uses and contractors’ yards;

   b) offices serving the surrounding industrial area and located within an industrial mall;

   c) research and development including laboratories;

   d) information technology related uses including data centres and information processing establishments;

   e) hotel, conference centre and banquet facilities;

   f) commercial education facilities;

   g) fitness centres and recreational facilities located within an industrial mall;

   h) places of worship within identified Regeneration Areas;

   i) couriers and delivery services;

   j) recycling facilities subject to the outdoor storage provisions in this Section;

   k) propane transfer facilities located in accordance with Provincial requirements and any other applicable law subject to the outdoor storage provisions in this Section;

   l) storage and recycling of tires located in accordance with the Ontario Fire Code and any other applicable law subject to the outdoor storage provisions in this Section;

   m) existing establishments for the display, sales, lease, rental and service of industrial and commercial motor vehicles or motorized equipment having a gross vehicle weight of at least 5600 kilograms and for the retail sale of replacement parts for such vehicles and equipment;
n) existing transport uses including; a transport terminal, a cartage company, an establishment for the lease or rental of motor vehicles and/or trailers and transport trailers, and a transportation depot;

o) motor vehicle repair and service;

p) rental of residential, commercial or industrial equipment;

q) small equipment and machines sales, rental, lease and service;

r) lumber yard excluding a home improvement centre;

s) the assembly, sale, service and display of motorized recreational vehicles in an enclosed building excluding outdoor storage;

t) accessory uses to the permitted uses above;

u) complementary uses including: licensed childcare establishment; food service; restaurants; medical; financial institutions; security services; and janitorial services may be permitted on a limited basis within industrial malls provided the uses are compatible with the development and operation of industrial uses;

v) limited retail sales and service commercial uses as an accessory use in conjunction with a permitted use; and

w) a new lumber yard including an ancillary home improvement centre, and excluding the sale of clothing, food and groceries, located on an arterial road with a maximum gross leasable floor area of 5000 square metres.

3. Where permitted in the City’s Zoning By-law, outdoor storage will be located in the rear yard and screened from public view.

8.5.3.5 Industrial

1. The Industrial land use designation allows for a full range of industrial uses including heavy industrial operations.

Permitted Uses

2. The following uses are permitted within the Industrial designation:

a) heavy industrial, industrial and light industrial uses including assembling, fabricating, manufacturing, processing, refining, repair and servicing
activities, warehousing and distribution, storage, utilities, communications, packaging, printing, reproduction, transportation, industrial service trades, construction uses and contractor’s yards;

b) offices serving the surrounding industrial area located within an industrial mall;

c) research and development including laboratories;

d) information technology related uses including data centres and information processing establishments;

e) commercial education facilities;

f) fitness centres and recreational facilities;

g) places of worship within identified Regeneration Areas;

h) courier and delivery services;

i) recycling facilities and waste transfer stations;

j) propane transfer facilities located in accordance with Provincial requirements and any other applicable law;

k) storage and recycling of tires located in accordance with the Ontario Fire Code and any other applicable law;

l) display, sales, lease, rental and service of industrial or commercial motor vehicles or motorized equipment having a gross vehicle weight of at least 5600 kilograms and for the retail sale of replacement parts for such vehicles and equipment;

m) transport uses including; a transport terminal, a cartage company, a contractor’s yard, an establishment for the lease or rental of automobiles and/or trailers and transport trailers, and a transportation depot;

n) motor vehicle repair and service;

o) the assembly, sale, service and display of motorized recreational vehicles in an enclosed building excluding outdoor storage;

p) rental of residential, commercial or industrial equipment;

q) small equipment and machines sales, rental, lease and service;
r) lumber yard excluding a home improvement centre;

s) asphalt or concrete batching plant;

t) dry cleaning plant and depot;

u) accessory uses to the permitted uses above;

v) complementary uses including: licensed childcare establishment; food service; restaurants; medical; financial institutions; security services; and janitorial services may be permitted on a limited basis within industrial malls provided the uses are compatible with the development and operation of industrial uses;

w) limited convenience retail and service commercial uses in conjunction with a permitted use; and

x) a new lumber yard including an ancillary home improvement centre, and excluding the sale of clothing, food and groceries, located on an arterial road with a maximum gross leasable floor area of 5000 square metres.

3. Where permitted in the City’s Zoning By-law, outdoor storage will be located in the rear yard and screened from public view.

8.5.3.6 Prohibited Uses in Wellhead Protection Areas

Notwithstanding the permitted uses in Section 8.5.3, due to the presence of wellhead protection areas throughout the city, the use of the lands designated Prestige Industrial, Employment Corridor, Business Industrial or Industrial within the wellhead protection areas will not be permitted for uses that are prohibited in the Regional Official Plan.


Potential Future Review of Commercial Policies

Limited changes have been made to the current commercial policies in the Official Plan until a Comprehensive Commercial Policy Study has been completed. This study will be completed after the adoption or approval of this Plan. The study may include:

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

Once the study is complete, it will provide information to evaluate if new commercial policies are warranted and where commercial lands should be designated. Any proposed changes will be subject to a public consultation process and require an amendment to this Plan.

8.6 Commercial

8.6.1 Hespeler Road Retail Centre

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

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

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

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

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

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

b) Regional and Community Shopping Centres

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

c) Regional Power Centre

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

8.6.2 Commercial Areas - Classification of Commercial Designations

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

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

b) Class 2 (Community Shopping Centre) Commercial: consisting of lands so designated on Map 2 of this Plan to be used for the purposes of a community shopping centre providing at least 13,500 m² but less than 36,000 m² of gross leasable area;
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c) Class 3 (Neighbourhood Shopping Centre) Commercial: consisting of lands so designated on Map 2 of this Plan to be used for the purposes of a Neighbourhood Shopping Centre providing at least 5,000 m$^2$ but less than 13,500 m$^2$ of gross leasable area;

d) Class 4 (Hespeler Road) Commercial: consisting of lands so designated on Map 2 of this Plan and generally comprising the Hespeler Road Retail and Service Commercial Corridor, described in Policy 8.6.1 a) of this Plan;

e) Class 5 (Regional Power Centre) Commercial: consisting of lands so designated on Map 2 of this Plan to be used for the purposes of a Regional Power Centre, providing no more than 65,985 m$^2$ of gross retail commercial floor area.

8.6.2.1 Class 1 (Regional Shopping Centre) Commercial

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

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

b) the proponent of the proposed Regional shopping centre shall have prepared and submitted a statement of the probable impact of the proposed shopping centre on the social and physical structure and environment of the neighbourhood or community in which the shopping centre is proposed to be located, and Council shall have approved such statement;

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

d) the Council of the Region shall have held a public meeting pursuant to the Planning Act, on any proposed amendment to the Regional Official Plan;

e) not more than 53,882 m² of gross leasable area shall be provided except by further amendment to this Plan;

f) in the case of a Regional shopping centre at the northeast corner of Hespeler Road and Dunbar Road, designated on Map 2 of this Plan as Class 1 Commercial, not more than 46,450 m² of gross leasable area for Regional shopping centre use, as well as an additional 7,432 m² gross leasable area for food store use, shall be provided except by further amendment to this Plan; and

g) Council may require that agreements be entered into between the City, the owner(s) of lands designated as Class 1 Commercial any other relevant parties to address such matters as development phasing, traffic-related improvements, hard servicing requirements, appropriate commitments for infrastructure works and security arrangements and any other matters which, in the opinion of Council, are required to be addressed prior to development proceeding.

8.6.2.2 Class 2 (Community Shopping Centre) Commercial

1. Lands designated on Map 2 as Class 2 Commercial may be developed and used for the purposes of a community shopping centre, including the following uses:

   a) retail and service commercial activities, including hotels and motels;

   b) business and professional offices primarily serving the residents of the community in which the shopping centre is located;

   c) an automobile service station but not an auto body repair shop;

   d) an outdoor garden centre; and

   e) commercial-recreational facilities.

2. For the purposes of Policy 8.6.2.2.1, the development of a community shopping centre on lands designated on Map 2 as Class 2 Commercial shall provide:
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a) at least 13,500 m$^2$ but less than 36,000 m$^2$ of *gross leasable area*;

b) adequate off-street parking facilities to accommodate the number of vehicles likely to be attracted to the shopping centre; and

c) no residential accommodation other than living quarters for a security officer or caretaker of the shopping centre.

3. The City shall ensure that:

a) no additional lands in the city shall be designated as Class 2 Commercial to accommodate a new *community shopping centre* except by amending this Plan in accordance with the provisions of Policy 8.6.2.2.4; and

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

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

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

b) the proponent of the proposed *community shopping centre* shall have prepared and submitted a statement of the probable impact of the proposed *community shopping centre* on the social and physical structure and environment of the neighbourhood or community in which the shopping centre is proposed to be located, and *Council* shall have approved such statement; and

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

8.6.2.3 Class 3 (Neighbourhood Shopping Centre) Commercial

1. Lands designated on Map 2 as Class 3 or Class 4 Commercial may be developed and used for the purposes of a neighbourhood shopping centre, including the following uses:
   
a) retail and service commercial activities, including hotels and motels;

b) business and professional offices which, if located in Class 3 Commercial, primarily serve the residents of the neighbourhood in which the shopping centre is located;

c) an automobile service station but not an auto body repair shop;

d) an outdoor garden centre; and

e) commercial-recreational facilities.

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

3. No amendment to this Plan shall be made to designate any additional Class 3 Commercial on Map 2 for the purposes of establishing a new neighbourhood shopping centre unless all of the following requirements have been satisfied:

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

b) the proponent of the proposed neighbourhood shopping centre shall have prepared and submitted a statement of the probable impact of the proposed neighbourhood shopping centre on the social and physical structure and environment of the neighbourhood in which the shopping centre is proposed to be located including a specific development scheme demonstrating to the satisfaction of Council the measures proposed to be undertaken to mitigate any impacts on surrounding residential uses likely to be caused by the development of the proposed shopping centre and, without limiting the generality of the foregoing, illustrating the following:

i) the locations and setbacks from all property lines of all proposed buildings and structures;

ii) the proposed division of each building into leasable units and the proposed use (if known) and gross leasable area of each leasable unit;

iii) the layout of all parking areas and the total number and dimensions of the parking spaces proposed to be provided;

iv) the location and dimensions of all proposed parking lot aisles, access driveways and the corner radii of their intersections with adjacent streets;

v) the locations, dimensions and areas of all lands proposed to be landscaped;

vi) drawings in plan and section showing the massing of the proposed shopping centre in relation to existing development within 100 metres of the site;

and Council shall have approved such statement;

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

8.6.2.4 Class 4 (Hespeler Road) Commercial

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

   a) substantial site area in order to provide private off-street customer parking and outdoor display facilities;

   b) substantial floor area for indoor display which cannot be readily provided in the Community Core Areas or in shopping centres;

   c) site with visual prominence and/or good vehicular access in order to establish activities which are intended to provide a commercial service to the residents or businesses of the city as a whole from a single location, or which can be readily identified by the travelling public; and

   d) location convenient to Industrial Designations.

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

   a) a neighbourhood shopping centre in accordance with the provisions of Section 8.6.2.3 of this Plan;

   b) a local shopping centre in accordance with the provisions of Section 8.6.3.1 of this Plan;

   c) any retail commercial purpose;

   d) any service commercial purpose including any business or professional office, hotels and motels, and any commercial-recreational use; and

   e) for a wholesale showroom and warehouse.

In addition, no by-law shall be passed to permit an excess of 13,500 m² of gross leasable area to be developed on any single site or parcel of land in a Class 4 Commercial designation.
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3. Notwithstanding the provisions of Policies 8.6.2.4.1 and 8.6.2.4.2, no lands in the Class 4 Commercial designation on Map 2 should be subdivided or severed by consent of the City of Cambridge Committee of Adjustment, and that no building permit shall be issued, to accommodate the development of such lands, unless the City has approved a site plan prepared and submitted by the proponent which submission shall provide the following information:

   a) the intended division, if any, of the lands proposed for development;

   b) the intended use of such lands;

   c) the means by which vehicular access is proposed to be provided to each parcel into which such lands are intended to be divided, taking into account any City or Regional requirements;

   d) the means by which any proposed new public road allowance required to provide access to any parcel to be created by the proposed division of such lands is intended to be improved and conveyed to the City and any necessary services installed therein; and

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

8.6.2.5 Class 5 (Regional Power Centre) Commercial

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

   a) a substantial site area in order to provide private off-street customer parking and outdoor display facilities;

   b) substantial floor area for indoor display in the form of large, free standing buildings, often referred to as “big box” retail operations;

   c) substantial site area to permit the placement of big boxes in a way that results in a comprehensively designed Regional Power Centre, having linked vehicular and pedestrian travel routes and other integrated site features; and

   d) a site with visual prominence and/or good vehicular access in order to establish activities which are intended to provide commercial goods and services.
services to *Regional* scale and larger markets, or which can be readily identified by the travelling public.

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

a) any service commercial purpose, including business or professional offices and any commercial-recreational use;

b) a wholesale showroom and warehouse;

c) an automobile service station but not an auto body repair shop;

d) an integrated multi-use commercial *development* including recreational facilities, a hotel and trade centre, and office *development* in accordance with the permitted uses in the Employment Corridor Designation;

e) any purpose considered by *Council* as accessory to the Class 5 Commercial designation;

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

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

a) a *retail impact statement*, which demonstrates to the satisfaction of *Council* that such expansion shall not have an unacceptable adverse impact on the planned function of the City Centre, other traditional commercial centres and existing and approved shopping centres; and

b) a transportation facilities impact statement which demonstrates to the satisfaction of *Council* that such minor expansion shall not have unacceptable adverse impact on the capacity of the roads and intersections to accommodate the vehicular traffic likely to be generated by the proposed minor expansion.

The 65,985 m\(^2\) of gross retail commercial floor area shall be allocated as follows:

Site A: 62,429 m\(^2\)   Site B: 3,556 m\(^2\)   Site C: 0 m\(^2\)
8.6.3 Unclassified Commercial Uses

8.6.3.1 Local Shopping Centres

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

   a) retail and service commercial facilities;

   b) business and professional offices which serve the area in which the local shopping centre is located and where retail stores and other service commercial facilities are also provided;

   c) an automobile service station, but not an auto body repair shop; and

   d) an outdoor garden centre.

2. For the purposes of Policy 8.6.3.1.1:

   a) the development of lands for the purposes of a Local Shopping Centre shall provide at least 500 m² but less than 5,000 m² of gross leasable area and such floor area shall be divided into at least three separate leasable units for occupancy by different tenants;

   b) additional lands in a Low and Medium Density Residential designation on Map 2 of this Plan shall not be zoned to permit their development and use for the purposes of a Local Shopping Centre unless:

      i) such lands are located beyond a one kilometre radius of any existing commercial facilities or other lands approved for future commercial development; and,

      ii) such lands are located on a corner at the intersection of two roads shown on Map 2 of this Plan;

   c) every application for approval of the development of lands for the purposes of a local shopping centre in any designation shall be accompanied by the following information:
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i) a specific development scheme illustrating:

I) the location and setbacks from all property lines of all proposed buildings;

II) the proposed division of each building into leasable units and the proposed use (if known) and gross leasable retail commercial space of each leasable unit;

III) the layout of all parking areas and the total number and dimensions of parking spaces provided to be provided;

IV) the location and dimensions of all proposed parking lot aisles, access driveways and the corner radii of their intersections with adjacent streets; and

V) the locations, dimensions and areas of all lands proposed to be landscaped.

ii) drawings in plan and section showing the massing of the proposed shopping centre in relation to existing development within 100 metres of the site;

iii) a traffic impact assessment demonstrating to the satisfaction of Council, and, where a Regional road is also affected, to the satisfaction of the Region, that the capacity of the roads and intersections required to accommodate the vehicular traffic likely to be generated by the proposed local shopping centre is adequate;

iv) where the location of the proposed Local Shopping Centre fails to meet either criterion specified in Policy 8.6.3.1.2 b), the proponent of the proposed shopping centre shall prepare and submit a market opportunities study demonstrating to the satisfaction of Council that there is an adequate market available within the proposed shopping center’s trade area to support it as a reasonably economically viable commercial undertaking, taking into account the extent to which the available market may already be served by existing or approved commercial development within 1.0 km of the proposed site.

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

a) the uses specified in Policies 8.6.3.1.1 a), b), and d) only may be permitted;

b) the gross residential floor area to be provided in the mixed residential-commercial project shall exceed the *gross leasable retail commercial space* provided or proposed to be provided in the project; and

c) all of the requirements of Policy 8.6.3.1.2 are satisfied.

### 8.6.3.2 Commercial Strips

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

a) uses permitted in the Residential or Industrial designation for which such lands are designated on Map 2 of this Plan;

b) retail stores in which not more than 300 m$^2$ of *gross leasable area* is provided;

c) banks, restaurants, laundry or dry cleaner's establishments, barber shops, beauty salons or funeral homes;

d) business and professional offices serving the area in which the Commercial Strip is located;

e) hotels and motels;

f) automobile service stations but not an auto body repair shop;

g) dwelling units over stores; and

h) bed and breakfast establishments.
2. Notwithstanding the definition of gross leasable area, any floor area within a hotel or motel developed or proposed to be developed, other than the floor area used for retail or service commercial purposes or for business and professional offices not required in the administration and management of the hotel or motel, may be excluded from calculations required to determine the maximum gross leasable area permitted in the designation in which the hotel or motel is proposed to be developed.

8.6.3.3 Existing Commercial Uses

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

   a) the existing commercial use proposed to be extended or enlarged is an appropriate use of such lands and for the neighbourhood in which it is located;

   b) the proposed extension or enlargement of the existing commercial use will provide adequately for the protection of the residential environment of any dwellings on adjoining lands and of the residential neighbourhood in which such use may be located; and

   c) adequate on-site parking facilities are or will be made available to accommodate the number of vehicles likely to be attracted to the existing use as proposed to be extended or enlarged.

2. Notwithstanding the gross leasable area floor area limitations in Section 8.4.7, Policies 8.6.2 a) to d), Sections 8.6.2.1 to 8.6.2.4, Section 8.6.3, and Section 8.10; floor area limitations for commercial development that existed prior to adoption of this Plan are calculated based upon gross leasable retail commercial floor area.
8.6.3.4 Home Occupations

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

a) the home occupation is compatible with adjacent uses;

b) there is no outside storage of goods or materials;

c) no exterior alterations are made to the dwelling unit;

d) home occupations shall generally be conducted within a dwelling unit. Council or where appropriate, the Committee of Adjustment, may permit a limited range of compatible home occupations to be operated from a detached accessory building located on the same lot as the principle residence;

e) employment is limited to members of the household living in the dwelling unit and one non-resident employee; and

f) the home occupation meets the requirements of the City’s Zoning By-law

8.6.3.5 Service Stations

1. Lands may be developed and used for the purposes of an automobile service station, including mechanical repair and/or the sale of gasoline and other automotive fuels, but excluding auto body repair:

a) in the Galt City Centre designated on Map 2 subject to the provisions of Section 3.B.6;

b) in the Preston Towne Centre and Hespeler Village, subject to the provisions of Section 3.B.6; and

c) in any Regional shopping centre designated on Map 2 as a Class 1 Commercial District.
8.7 Nodes

8.7.1 Regional Scale Node

1. The Regional Scale Node is located at the intersection of Hespeler Road and Eagle Street/Pinebush Road. This node benefits from its location along the Highway 401 corridor and is a service centre for the travelling public offering a range of retail and service uses that serves the broader region. The node is intended to evolve over the horizon of this Plan to include high density residential and additional employment uses in support of a major transit station.

2. The following land uses are permitted within the Regional Scale Node:
   a) major office;
   b) office;
   c) commercial;
   d) major retail;
   e) retail and service commercial;
   f) Regional Power Centre in accordance with Section 8.6.2.5;
   g) high density residential;
   h) hotel, convention centres and banquet facilities;
   i) recreational and cultural activities; and
   j) open space.

3. Industrial uses are not permitted in the Regional Scale Node.

4. Development and redevelopment within the Regional Scale Node will:
   a) provide and improve pedestrian linkages both within and between properties;
   b) achieve a density and mix of uses that supports a major transit station; and

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c) adhere to urban design guidelines as prepared by or approved by the City
and to the urban design policies of Chapter 5 of this Plan.

5. Notwithstanding Table 2 in Section 2.8.3, the following height requirements
apply to the Regional Scale Node:

a) Minimum building height of two storeys; and

b) Maximum building height of 15 storeys.

6. The Regional Power Centre is not permitted to expand in terms of site area
or gross retail commercial floor area.

7. Detailed land use policies and finalization of the Regional Scale Node
boundaries will be established through a Secondary Plan and implemented through
a further amendment to this Plan. Various background studies, such as the
Comprehensive City-wide Commercial Policy Review, Central Transit Corridor
Community Building Strategy and Groff Mill Creek Flood Plain Study will be used
as input to the Secondary Plan.

8.7.2 Community Nodes

1. Community Nodes are situated at major intersections along arterial roads
and provide services to surrounding neighbourhoods. These nodes are planned to
be medium to high density mixed use centres.

2. The following land uses are permitted within the Community Nodes:

a) uses permitted in the Class 2 (Community Shopping Centre) Commercial
Designation;

b) high density residential;

c) institutional;

d) live-work;

e) recreational and cultural activities; and

f) open space.

3. New industrial uses are not permitted within the Community Nodes.
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4. *Development and redevelopment* within the Community Nodes will:
   
a) provide and improve pedestrian linkages both within and between properties;
   
b) achieve a density and mix of uses that supports transit; and
   
c) adhere to urban design guidelines as prepared by or approved by the City.

5. Lot consolidation is encouraged to support higher density mixed use developments.

6. Notwithstanding Table 2 in Section 2.8.3, the following height requirements apply to the Community Nodes:
   
a) minimum building height of two storeys; and
   
b) maximum building height of 12 storeys.

7. There are three defined Community Nodes shown on Figures 2, 3 and 4, where the boundaries are approximate. More detailed land use policies along with finalization of the Community Node boundaries will be established through a Secondary Plan and implemented through a further amendment to this Plan. The establishment of new Community Nodes will only be considered through a Secondary Plan study and will require an amendment to this Plan. The following additional policies apply to the defined Community Nodes:

8.7.2.A Can-Amera/Hespeler Road Community Node

1. The Can-Amera/Hespeler Road Community Node (Figure 2) is planned as a mixed use node and will accommodate a range of housing including townhouses and apartment buildings.

2. This node is a proposed major transit station area Major Transit Station Area and as such will be developed at transit supportive densities and at a pedestrian scale.

3. This node occupies a gateway site and the design and layout of buildings at the intersection of Can-Amera Parkway and Hespeler Road will reinforce the street and provide visually interesting facades.

4. Mixed use multi-storey buildings are encouraged along the Hespeler Road frontage.

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5. Appropriate height transitions between buildings in the node and to surrounding existing developments are required.

6. Open space linkages from the node and views of the Dumfries Conservation Area will be provided and enhanced.

7. Auto-oriented uses such as auto sales and service are restricted to the southeast quadrant of the node.

8. The following urban design principles apply to the Can-Amera/Hespeler Road Community Node:
   
   a) *redevelopment* to provide a clearly defined hierarchy of streets and open spaces;
   
   b) buildings to be designed to frame the major arterial streets;
   
   c) open space to be provided with clear linkages between Dumfries Conservation Area and existing open space to the east of the node;
   
   d) ground related uses to be provided to enliven the streets;
   
   e) variety in building massing and heights to be incorporated into site design; and
   
   f) parking areas are to be discreet.

9. Detailed land use policies and finalization of the Can-Amera/Hespeler Road Community Node boundaries will be established through a *Secondary Plan* and implemented through a further amendment to this Plan. Various background studies such as the Comprehensive City-wide Commercial Policy Review, Central Transit Corridor Community Building Strategy and Groff Mill Creek Flood Plain Study, will be used as input to the *Secondary Plan*.

**8.7.2.B Main Street and Dundas Street South Community Node**

1. The Main Street and Dundas Street South Community Node (Figure 3) is characterized by existing low rise commercial plazas surrounded by established residential neighbourhoods. Industrial lands are situated to the north and east. Future *development* and *redevelopment* within the node will occur at a higher density with a focus on a mix of uses including the introduction of medium to high density housing.

2. Large surface parking areas are discouraged especially adjacent to public roads.
3. Pedestrian linkages and pedestrian scale *development* is encouraged.

4. Future expansion of the Main Street and Dundas Street South Community Node will require an amendment to this Plan and may only be considered through a *Secondary Plan* study and a Comprehensive City-wide Commercial Policy Review.

5. The conversion of approximately 36 hectares of land in the north east quadrant of Franklin Boulevard and Main Street from employment lands to other purposes has been justified in keeping with the provisions of the Provincial Growth Plan, based on the Council approved Hemson Growth Management Study. A *Secondary Plan* will be needed to provide detailed boundaries, land use and urban design policies for this Community Node to achieve a significant density increase. Based on the completed Hemson Growth Management Study, development of these lands will not require a further *municipal comprehensive review*.

6. The preparation of a *Secondary Plan* for this node will be required, which will take into consideration the results of additional City-wide studies, such as the Comprehensive Commercial Review and Sanitary Servicing Master Plan. The *Secondary Plan* will be based on achieving a significant level of *intensification*, which was the basis for conversion of employment lands in keeping with the Provincial Growth Plan. The final boundaries of this Community Node will be determined through the *Secondary Plan* process, and implemented through a further amendment to the Official Plan. In addition a *Tertiary Plan* may also be needed for those lands being converted from an employment designation as a component of the overall *Secondary Plan* for this Community Node.

8.7.2.C Queen Street, Goebel Avenue and Holiday Inn Drive Community Node

1. The Queen Street, Goebel Avenue and Holiday Inn Drive Community Node (Figure 4) is a gateway site that is intended to develop into a medium to high density mixed use centre.

2. A range of housing types including apartment, townhouse and live-work units are permitted.

3. Development of this node shall include a food store.

4. Large surface parking areas and single storey, single purpose buildings are discouraged.

5. The following urban design principles apply to the Queen Street, Goebel Avenue and Holiday Inn Drive Community Node:

   a) site *development* to provide a strong gateway presence;
b) scale of buildings to ensure an appropriate transition to the surrounding community;

c) buildings to be situated on the site to frame the streets;

d) mix of housing types to be provided;

e) ground related uses required to enliven the street; and

f) visual massing elements to be included to generate a focal point.

8.7.3 Neighbourhood Nodes

1. Neighbourhood Nodes provide a mix of uses to support the surrounding neighbourhood. These nodes are developed at the pedestrian scale and provide access to basic community amenities and services.

2. The following land uses are permitted in Neighbourhood Nodes:

a) uses permitted in the Class 3 (Neighbourhood Shopping Centre) Commercial Designation;

b) recreational and cultural activities; and

c) open space.

3. Industrial uses are not permitted within Neighbourhood Nodes.

4. Neighbourhood Nodes may be established through a planning study and will require an amendment to this Plan.

8.8 Open Space Designations

1. This Plan has two Open Space designations as shown on Map 2:

a) Natural Open Space System: consists of Core Environmental Features, watercourses and shorelines, and the regulatory one-zone floodplain. This designation may also include additional hazard lands such as steep slopes, approved buffers as determined through the planning process, or publicly owned natural open space; and

b) Recreation, Cemetery and Open Space: consists of lands used or proposed to be used to provide large scale public or private recreational facilities.
This designation also consists of lands used or proposed to be used as a cemetery and related facilities.

2. Natural Open Space System - This Plan recognizes existing uses within this designation. Maintenance of existing uses is permitted. Expansions to existing uses will require an Environmental Impact Statement in accordance with the policies in Chapter 3 of this Plan. Lands identified as natural heritage system in Chapter 3 of this Plan and/or floodplain shall be subject to the limitations for development imposed by applicable regulations and agencies.

3. The following are permitted uses on lands designated Natural Open Space System:

   a) a conservation area of the GRCA;

   b) a flood or erosion hazard control facility approved by the GRCA;

   c) a wildlife, wetland or fishery management project or other ecological rehabilitation program approved by the Province and in conformity with policies and regulations of other government agencies;

   d) the management and harvesting of timber in accordance with good forestry practice. Landowners are encouraged to protect and maintain significant woodlands or natural features containing old growth and forest interior conditions;

   e) a wildlife sanctuary;

   f) passive recreational activities, trails and outdoor education or research which do not threaten the natural features and their ecological functions;

   g) any existing agricultural activity described in Chapter 8 of this Plan where such activity is compatible with the existing natural environment of the area and where no building or structure is constructed without the approval of the GRCA; and

   h) an arboretum.

4. The following are permitted uses on lands designated Recreation, Cemetery and Open Space:

   a) neighbourhood park, community park or facility;

   b) botanical garden;

   c) golf course;
d) major sports facilities;

e) cemetery;

f) mausoleum or necropolis;

g) crematorium;

h) place of worship or meditation provided in conjunction with the cemetery use; and

i) arboretum.

8.9 Countryside

8.9.1 General

1. In this Plan, two land use designations for the countryside are recognized:

   a) Prime Agricultural: consists of lands in the countryside which are predominately Classes 1, 2 and 3 agricultural soils as defined in the Canada Land Inventory and/or specialty crop lands or as determined in consultation with the Region and the Province.

   b) Rural: consists of lands in the countryside which are predominately Class 4 to 7 agricultural soils as defined in the Canada Land Inventory and which are typically characterized by one or more of steep slopes, natural features and/or existing non-farm lots or as determined in consultation with the Region and the Province.

2. Lands within the countryside designated as Prime Agricultural or Rural on Map 2 may be used for any of the following purposes:

   a) agricultural uses;

   b) agriculture-related uses subject to Regional Official Plan Policy 6.C.7;

   c) secondary uses subject to Regional Official Plan Policy 6.C.8 and zoning regulations;

3. Within the Environmentally Sensitive Landscape designation as shown on Map 9, Policies 3.A.2.2 to 3.A.2.13 supersede the policies in Section 8.9 to the extent of any conflict.

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4. New land uses, including the creation of separate lots, expansions of existing lots and new or expanding livestock facilities, will comply with the \textit{minimum distance separation formulae}.

5. The placing of fill, removal of topsoil or extraction of peat is regulated through the City’s grading by-law passed under the provision of the Municipal Act.

6. To accommodate full-time farm employees, including members of the farm household directly involved in the farm operation, the construction of a second permanent or temporary farm-related residential unit, or the conversion of an existing farm-related residential unit to create a second or third dwelling unit will be permitted on a farm, without severance provided that Regional Official Plan Policies are met.

7. Minor intensification of existing legal industrial, commercial, recreational and/or institutional uses in the countryside, including minor changes to the uses thereof, may be permitted within the limits of the existing property. Minor expansions to lot areas may be permitted where;

   a) consideration is given to both the size of the lot addition and the impact of the proposed development on surrounding agricultural uses; and

   b) the lot addition does not result in the creation of any additional lot held, or capable of being held, in distinct and separate ownership pursuant to the Planning Act.

8. Lands located between the Urban Area Boundary and the Countryside Line shown on Map 1A and 1B will continue to be subject to the Prime Agricultural policies in this Plan, except where a development application is submitted to expand or intensify an existing legal employment use. In such situations, the City may consider approving the development application without an amendment to this Plan where the conditions of Regional Official Plan Policy are met.

9. The creation of lots for non-agricultural uses will not be permitted the countryside except in accordance with Policies 8.9.2.1 and 8.9.2.2 c).

\textbf{8.9.2 Lot Creation and Lot Adjustment Policies}

1. Development applications to create a new residential lot within Prime Agricultural or Rural designations, or which would otherwise result in the creation of a new residential lot, will not be permitted, except in the following circumstances:
Severances for Surplus Dwellings Designated Under the Heritage Act

a) where two or more farm parcels are to be merged in title into one ownership, with each lot having one dwelling, a new lot may be created for the dwelling and outbuildings surplus to the needs of the merged farm provided that the surplus dwelling and outbuildings are designated as a heritage property under the Heritage Act and the new lot has a maximum of one hectare, except where natural features or existing lot patterns justify the inclusion of additional lands subject to:

i) the opinion of the Chief Building Official or designate that the individual wastewater treatment system can operate satisfactorily on the proposed lot(s); and

ii) any new direct access to a Regional road must comply with the Regional Road Access By-law and related policies; or

Severances for Residential Infilling – Rural Designation Only

b) within the Rural designation, to create new infill lots for residential purposes within an existing grouping of rural residential lots, subject to:

i) the existing grouping of lots accommodating the proposed infilling lot(s) presently consists of a grouping of four or more non-farm lots, with each such unit or lot separated from each other by no more than 100 metres on the same side of an open public road;

ii) the measurement of the 100 metre separation distance is determined in accordance with the rural residential infilling formulae;

iii) the new lot has a maximum area of one hectare, except where natural features or existing lot patterns justify inclusion of additional lands;

iv) the new lot is not located within a Source Water Protection Area where individual wastewater treatment systems are identified as a prohibited use in accordance with the policies in Regional Official Plan Chapter 8; and

v) the new lot can be appropriately serviced by private wells and individual wastewater treatment systems.
2. Development applications to create new non-residential lots within Prime Agricultural or Rural designations may be permitted only in the following circumstances:

Farm Lot Severances

a) to create new farm parcels, or to reconfigure existing farm parcels where lands are severed from one farm parcel and conveyed as a lot addition to an adjoining farm and held in one ownership in accordance with:

i) the minimum lot area for both the newly created and retained farm parcels will be 40 hectares each; or

ii) where the newly created or retained farm parcels would have lot areas less than 40 hectares, the owner/applicant will be required to provide information satisfactory to the City, which demonstrates the resulting farm parcels will:

I. be of a size appropriate for the type of agricultural uses common in the area; and

II. be sufficiently large enough to sustain an economically viable farm operation and to maintain flexibility for future changes in the type or size of agricultural operations; or

Severance of Agriculture-Related Uses

b) to sever lands for agriculture-related uses in accordance with:

i) the severed lands will be limited to a minimum size needed to accommodate the use of private wells and individual wastewater treatment systems;

ii) the severance will not result in an undersized farm that may not be economically viable, as determined in accordance with Policy 8.9.2.2 a) ii);

iii) the consent to sever will not receive final approval until the buildings or structures associated with the use have been constructed or substantially completed; and

iv) are prohibited in a woodlot except where an exemption from the Regional Woodland Conservation by-law has been obtained; or

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c) to facilitate conveyances to public bodies or non-profit entities for the conservation of natural features or elements of the Natural Heritage System in accordance with:

i) the severance will not result in an undersized farm that may not be economically viable, as determined in accordance with Policy 8.9.2.2 a) ii); and

ii) the lands to be severed are both designated and zoned in this Plan and the Zoning By-law to prohibit any use not related to conservation, and are covered by a conservation easement granted in favour of the City, Region or other conservation organization acceptable to the City. The creation of such lots will not be permitted where the configuration of the remnant parcels will create the potential for new non-farm lots.

8.9.3 Minor Lot Boundary Adjustments

1. Notwithstanding the provisions of Section 8.9.2, a new farm or new lot will not be deemed to have been created where consent to sever is given for the following purposes:

a) minor adjustments to lots so as to permit conformity with existing patterns of exclusive use and occupancy, or to rectify problems created by the encroachment of buildings, structures, private wells or individual wastewater treatment systems on abutting lots, provided that such adjustments do not result in the creation of any additional lot held, or capable of being held, in distinct and separate ownership pursuant to the Planning Act;

b) minor adjustments to the boundaries of two adjoining non-farm lots recognized by the City’s Zoning By-law, provided that such adjustments do not result in the creation of any additional lot held, or capable of being held, in distinct and separate ownership pursuant to the Planning Act;

c) minor adjustment to the boundaries between an adjoining farm and a non-farm lot that does not decrease the size of the farming operation;

d) acquisitions of land for infrastructure, where the need for the project has been demonstrated through an environmental assessment or other appropriate study and the facility or corridor cannot be accommodated through the use of easements or rights-of-way;
addressing legal or technical matters such as easements, rights-of-way, corrections of deeds, and quit claims that does not result in the creation of a separate lot, except where such easements or rights-of-way are intended to facilitate the construction of new buildings or structures on a vacant lot of record otherwise undevelopable due to lack of frontage onto a public road. Consents for such easements will be considered an application to create a new lot and will be subject to the provisions set out in 8.9.2 as applicable; or

f) severing from each other two or more rural lots that have unintentionally merged in title, provided the severances generally reflect the original lot lines.

8.10 Site Specific Policies

Potential Future Review of Site Specific Policies

The current Site Specific Policies are being carried forward with minor updates to policy cross references and Map and Figure numbers. It is intended that the City will review these Site Specific Policies for conformity with Provincial and Regional policies at a later date.

1. Notwithstanding the other policies of this Plan, a wider range of uses and activities than is specified for any designation may be permitted on lands which, in the opinion of Council, are suitable for such additional uses by reason of their exceptional physical, environmental or locational characteristics, existing land use, surrounding land uses, neighbourhood function, accessibility or availability.

2. Council may designate lands identified in accordance with Policy 8.10.1 as "Site Specific Policies" and, subject to the policies of this Plan, pass by-laws or otherwise facilitate or encourage the development and use of such lands for such additional purposes where provision is made in this Plan to specify the additional uses which may be permitted and any criteria which may be required to govern the development and use of such lands for such additional purposes. Lands with site-specific policies are generally shown on Map 2A and more particularly shown in Figures.

3. The lands designated on Map 2 as Low/Medium Density Residential and more particularly shown as the subject lands on Figure 7 may only be used for the following purposes:

   a) dwelling units in buildings designed for occupancy by one or more households;

   b) a use specified in Section 8.1.2 (Uses Permitted) of this Plan as a use permitted in any use designation;

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c) one establishment only for the fabrication, sale and repair of ornamental iron products;

d) a retail store in which not more than 300 m\(^2\) of gross leasable retail commercial floor area are provided;

e) a bank;

f) a hairdresser's establishment;

g) business and professional offices;

h) dwelling units in a commercial building, provided, however, that no dwelling units shall be provided on the ground floor or in the cellar of the building;

and, subject to the policies of this Plan and particularly Policy 8.10.3.i) of this Plan, Council may pass site-specific Zoning By-law amendments to accommodate the development and use of lands shown as the subject lands on Figure 7 for such purposes without amending this Plan.

  i) for the purposes of this Policy, there shall be no vehicular access to Hespeler Road from this property shown as the subject lands on Figure 7 of this Plan.

4. Notwithstanding the permitted uses in this Plan, the lands designated on Map 2 as a Commercial Class 4 Designation and more particularly shown on Figure 8 should be developed and used for a range of industrial and commercial activities consistent with the location of these lands at a principal entrance to the city and its northern industrial parks and at the focus of its several residential communities. Subject to the policies of this Plan, Council may pass by-laws, dispose of the subject lands shown on Figure 8 by sale or lease on such terms as Council considers to be appropriate, enter into one or more agreements with developers submitting an acceptable site development proposal and otherwise facilitate or encourage the development and use of these lands for any of the following additional purposes without amending this Plan:

  a) a hotel in which not less than 100 guest rooms are provided and in which retail shops catering primarily to guests of the hotel may also be provided as ancillary activities;

  b) a convention centre and facilities for trade shows;

  c) other uses which, in the opinion of Council, will support the activities of the industrial basin and are appropriate for the subject lands;
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d) an industrial mall containing a total leasable floor area of not less than 500 m² to accommodate:

i) 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:

ii) printing, publishing or broadcasting facilities;

iii) a data services establishment;

iv) a branch bank or trust company;

v) a food services establishment of not more than 500 m² of gross floor area which is not freestanding on the site;

vi) 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;

vii) the executive and/or administrative or business offices of one or more of the following:

I) an industrial enterprise whose industrial activities may be conducted off-site either in the City of Cambridge or elsewhere;

II) a financial, insurance or real estate establishment;

III) a religious or non-profit institution;

IV) a retail/wholesale business in which no sales are offered on site;

V) a service industry specifically limited to construction, transportation, communication and utilities uses;

viii) facilities for manufacturing, wholesaling or warehousing activities entirely conducted within wholly enclosed buildings;

e) public and/or private commercial recreational facilities such as a stadium, arena, horse show arena or other facility of sufficient scale to serve the City as a whole and/or the Region, in which small scale, supporting, ancillary, retail and service commercial uses catering primarily to the users of the recreational facilities may also be provided.
5. Notwithstanding the permitted uses in this Plan the lands designated on Map 2 as a Business Industrial and more particularly shown on Figure 9 should be used to establish an "international village" consisting of buildings and facilities for the use of social, recreational, cultural and fraternal groups and organizations or institutions. Subject to the policies of this Plan, Council may pass by-laws, install required roads and services, make sites within these lands available by agreement of lease or sale to such groups and organizations or institutions under such terms and conditions as Council considers to be appropriate or otherwise facilitate or encourage the development and use of these lands for such additional purposes without amending this Plan; provided, however, that Council shall pass no by-law to limit or restrict the development and use of the lands designated on Map 2 as a Class 4 Commercial designation adjacent to the Dunbar Road subject lands shown on Figure 9 for any purpose permitted on such lands by the Zoning By-laws of the City of Cambridge on 7 January 1980 merely in order to protect the development and amenities of uses and activities in the Dunbar Road lands. Council shall cause notice to be inserted in any instrument of sale or lease of the subject lands shown on Figure 9 that industrial operations on lands adjoining the subject lands may constitute a nuisance by reason of noise, vibration or unsightly storage and that such industrial operations may be more intensively or extensively developed to the limit permitted by the City’s Zoning By-law.

6. In addition to the permitted uses in this Plan, the lands designated on Map 2 as Industrial and more particularly shown on Figure 10 may also be used for the following additional purposes:

   a) a banqueting hall;

   b) a commercial use contemplated in Section 8.6.2.4 for lands in a Class 4 Commercial designation, other than a retail commercial use, a business or professional office or, except as provided in Policy 8.6.3.5.1, an automobile service station;

and subject to the policies of this Plan, Council may pass by-laws to permit the subject lands to be used for such additional purposes without amending this plan; provided that the use is located within a maximum depth of 75 metres from the street line of Main Street East and that all of the provisions of Section 8.6.2.4 shall apply to the development and use of such lands for such purposes.

7. Notwithstanding the permitted uses in this Plan, the lands shown as the subject lands on Figure 11 of this Plan and designated as Low/Medium Density Residential on Map 2 may also be used for the purposes of business and professional offices.
8. Notwithstanding the permitted uses in this Plan, it is recognized that the research and development operations of the Ontario Agricultural College of the University of Guelph on the lands of the Cambridge Research Station designated on Map 2 as Prime Agricultural and Natural Open Space System and more particularly shown in Figure 12. Subject to the policies of this Plan, Council may pass by-laws or otherwise facilitate or encourage the use of the subject lands for the following purposes:

   a) that part of the subject lands designated on Map 2 of this Plan as Natural Open Space System may be used for any purpose specified in Policy 8.8.1 of this Plan and for agriforestry research;

   b) that part of the subject lands designated on Map 2 of this Plan as Prime Agricultural may be used for any purpose specified in Policy 8.9.1.2 of this Plan and for the following purposes:

      i) research and development in agriculture, horticulture and silviculture;

      ii) agricultural chemical research and testing;

      iii) administrative offices, laboratories, technical buildings and storage facilities; and

      iv) staff housing.

9. Notwithstanding the permitted uses in this Plan, lands in the South Cambridge Shopping Centre shown as the subject lands on Figure 13 of this Plan are designated as Class 2 Commercial, and up to 16,725 m² of gross leasable retail commercial floor area may be provided thereon, without the submission and approval of the retail impact statement and community impact statement provided however, that all of the requirements of Policy 8.6.2.2.4 of this Plan shall be satisfied at such time as an amendment to this Plan may be proposed to provide more than 16,725 m² of gross leasable retail commercial floor area for these subject lands.

10. Notwithstanding the permitted uses in this Plan, the lands designated as Employment Corridor and Natural Open Space System on Map 2 and more particularly shown as the subject lands on Figure 14 may also be used for the purposes of outside storage provided such storage is located and screened to the satisfaction of Council and the GRCA and is provided for site-specifically in the City’s Zoning By-law. The Zoning By-law may also be used to further regulate outside storage.
11. Notwithstanding the permitted uses in this Plan, the lands designated on Map 2 as Employment Corridor and more particularly shown as the subject lands on Figure 15 of this Plan may be used for the purposes of a motor vehicle repair shop and business and professional office.

12. Notwithstanding the permitted uses in this Plan, not more than one dwelling unit shall be erected or located on the lands designated on Map 2 of this Plan as Natural Open Space System and more particularly shown as the subject lands on Figure 16. Subject to the provisions of Section 2 of this Plan, Council may pass by-laws or otherwise facilitate or encourage the development of such lands for one detached one-family dwelling without further amending this Plan.

13. Notwithstanding the permitted uses in this Plan, the development and use of lands fronting on both sides of Hespeler Road between the CN Rail right-of-way and the lands located approximately three properties north of Munch Avenue, designated on Map 2 of this Plan as a Low/Medium Density Residential more particularly shown as the subject lands on Figure 17, is permitted for any of the following additional purposes:

   a) a retail establishment in which not more than 300 m² of gross leasable retail commercial floor area is provided but excluding a variety store, a grocery store, a video store or any food service establishment;

   b) the office, dispensary, surgery or clinic of a doctor, dentist, chiropractor, osteopath, chiropodist, optometrist, etc.;

   c) a veterinary office, clinic or hospital including facilities for the accommodation of small animals while undergoing treatment but not including facilities for breeding, boarding or training animals;

   d) a taxi dispatching office, a telegraph agency, a ticket and travel agency or a pharmacy but not including a retail drug store or departmental drug store;

   e) a hairdressing establishment, a shoe repair shop, an establishment for the grooming of pets, a shop for the repair of small goods and wares or business machines or an upholsterer’s establishment;

   f) a depot or station for pick-up and delivery of laundry or dry cleaning but not including a dry cleaning plant; and

   g) a commercial school or studio or a commercial establishment providing instruction in the arts or crafts;

and, subject to the policies of this Plan, Council may pass by-laws or otherwise facilitate or encourage the development of these lands for such additional purposes without amending this plan.
14. Notwithstanding the permitted uses in this Plan, a maximum of 313 dwelling units may be provided in buildings located on those lands more particularly shown as the subject lands on Figure 18. The residential density and height provisions of Sections 2.6, 2.8.3 and 8.4.6 shall not apply to limit the number of dwelling units and building height to be located on the properties existing as of the date of approval of this Official Plan, known municipally as 237 & 255 King Street West, on any sub-parcel of land created by severance of, or the registration of a plan of condominium on the lands shown in Figure 18, provided that a total of not more than 313 dwelling units are located on the entire parcel of land shown on Figure 18.

15. Notwithstanding the permitted uses in this Plan, the redevelopment of the lands being 219, 221 and 223 Water Street North, designated on Map 2 as Low/Medium Density Residential, and more particularly shown as the subject lands on Figure 19 are encouraged. Subject to the policies of this Plan, Council may pass by-laws or otherwise facilitate or encourage the use of these lands for the following purposes:

   a) a retail or service commercial establishment in which not more than 300 m² of gross leasable retail commercial floor area is provided but excluding a variety store, grocery store, a video store or commercial recreational establishment;

   b) a business and professional office including: the office, dispensary, surgery or clinic of a doctor, dentist, chiropractor, osteopath, chiropodist, optometrist etc.;

   c) a veterinary office, clinic or hospital including facilities for the accommodation of small animals while undergoing treatment but not including facilities for breeding, boarding or training animals;

   d) a taxi dispatching office, a telegraph agency, a travel agency or a dispensing pharmacy but not including a retail drug store or departmental drug store;

   e) any other business and professional office;

   f) a hairdressing establishment, a shoe repair shop, an establishment for the grooming of pets, a shop for the repair of small goods and wares or business machines or an upholsterer’s establishment;

   g) a depot or station for pick-up and delivery of laundry or dry cleaning but not including a dry cleaning plant;

   h) a commercial school or studio or a commercial establishment providing instruction in the arts or crafts; and
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i) dwelling units in buildings designed for occupancy by one or more households.

16. Notwithstanding the permitted uses in this Plan, the use of lands on the north side of Langs Drive, east of Trico Drive, described as Part of Lot 13, Registered Plan 1375 and more particularly described as Part 1 of Reference Plan 67R-3440, and designated on Map 2 of this Plan is permitted as a Business Industrial and more particularly shown as the subject lands on Figure 20 for the following purposes only without amending this Plan:

a) commercial recreational establishments including a bingo hall, bowling alley, dance hall, banqueting hall, theatre or commercial educational facility;

b) an industrial mall containing a total leasable floor area of not less than 500 m² to accommodate:

   i) printing, publishing or broadcasting facilities, a data services establishment, the executive and administrative offices of an industrial use including floor space required to accommodate the in-house technical and professional services of such industry, an industrial design establishment providing architectural, engineering, town planning, surveying, industrial design, interior design or marketing service;

   ii) the executive and/or administrative or business offices of: a financial, insurance or real estate establishment, an industrial enterprise whose industrial activities may be conducted off-site elsewhere but not necessarily within the City of Cambridge; and

   c) facilities for wholesaling, storage, stockpiling or warehousing activities, an industrial or construction equipment supplier a contractor’s establishment, a catering establishment, computer programmer, data processing or other data services, provided all operations are entirely conducted within enclosed buildings.

17. Notwithstanding the permitted uses in this Plan, the site located on the lands designated on Map 2 as Low/Medium Density Residential more particularly shown as the subject lands on Figure 21, may also be used for those service commercial uses that Council may deem appropriate to provide the necessary services to the surrounding residential area.

18. Notwithstanding the permitted uses in this Plan, those lands designated on Map 2 as Low/Medium Density Residential, and more particularly shown as the subject lands on Figure 22, may also be used for a landscape-garden centre.
19. Notwithstanding the permitted uses in this Plan, those lands designated on Map 2 as a Business Industrial, and more particularly shown as the subject lands on Figure 23, may also be used for the purposes of a banqueting hall.

20. Notwithstanding the permitted uses in this Plan, the lands designated as Business Industrial on Map 2 of this Plan, and more particularly shown as the subject lands on Figure 24, may also be used for any of the following purposes:

   a) fitness/health club;
   b) home improvement sales and service;
   c) sale and warehousing of automotive parts;
   d) laundromat and dry-cleaning depot excluding a dry cleaning plant;
   e) electronic repair and service;
   f) photocopying services;
   g) building and facilities for the use of non-profit social, recreational, cultural, or fraternal groups and organizations, or institutions;
   h) office supply establishment serving industrial and office clients;
   i) sales and service of business machines;
   j) picture framing sales and service;
   k) veterinary offices and grooming and boarding of household pets;
   l) business and professional offices;
   m) a rent-all establishment;
   n) security or janitorial service;
   o) small equipment sales and service;
   p) a commercial school or studio;
   q) a crafts/craft person’s shop

and subject to the policies of this Plan, Council may pass by-laws or otherwise facilitate or encourage the development of these lands for such additional purposes without amending this Plan.
21. Notwithstanding the permitted uses in this Plan, in addition to the residential use, an appropriate commercial use having a gross leasable retail commercial floor area no greater than 300 m² may be provided on the lands at the northwest corner of King Street and Montrose Street described as Part Lot 7, Registered Plan 521 and designated on Map 2 as a Low/Medium Density Residential and more particularly shown as the subject lands on Figure 25. Council may pass by-laws or otherwise facilitate or encourage the development of these lands for such additional purposes without amending this Plan.

22. Notwithstanding the permitted uses in this Plan, the lands designated on Map 2 of this Plan as Low/Medium Density Residential, more particularly shown as the subject lands on Figure 26 and located on the south side of Cedar Street between Richardson Street and Grand Avenue South, may also be used for a parking lot for the use located at the north west corner of Cedar Street and Grand Avenue South.

23. Notwithstanding the permitted uses in this Plan, Council may apply a Holding symbol ‘(H)’ to the zoning of the lands designated on Map 2 as Class 3 Commercial and more particularly shown as the subject lands on Figure 27 to prohibit the development of a food store in excess of 1400 m² of gross leasable retail commercial floor area until such time as Cambridge Council has accepted the findings of a Market Impact Study demonstrating that there would be no adverse impact on other food stores in the city, particularly the food store in the downtown area. This holding provision shall be removed by amendment to the City’s Zoning By-law. Council may apply the Holding symbol “(H)” to the zoning of lands designated Class 3 Commercial designation to ensure implementation of a remedial work plan for site contamination and verification of compliance with the Ministry of Environment Guidelines for Use at Contaminated Sites in Ontario, (June 1996 as amended). This holding provision shall be removed by amendment to the City’s Zoning By-law.

24. Notwithstanding the permitted uses in this Plan, the lands fronting on Riverbank Drive, but south of Freeport Creek, extending to the CP Railway line and bounded on the west by the Cambridge city boundary and on the east by the Regional Police Headquarters, designated on Map 2 of this Plan as Prime Agricultural and Natural Open Space System and more particularly shown on Figure 28 may also be used for the purposes of a golf driving range, a miniature golf course, an executive golf course (a nine hole chip and putt course), a nine hole golf course and associated uses subject to the following:

   a) a stormwater management facility is also permitted as shown on Figure 28 and designated on Map 2 as a Natural Open Space System and may be further used as a golf tee off area only above the 301.1 metre elevation;

   b) the associated uses will be strictly limited to those normally accessory, subordinate and incidental to a golf course such as club house (which may
include a licensed food services establishment) a proshop, maintenance sheds, parking and storage facilities;

c) permanent and construction access to the golf facility shall be from King Street and is strictly prohibited from Riverbank Drive;

d) the golf course development shall only be permitted on the basis of municipal water supply and shall not be permitted if the source of water includes private wells. Municipal sanitary servicing is not required;

and Council may pass by-laws or otherwise facilitate or encourage the development of these lands for such additional purposes without amending this Plan.

25. Notwithstanding the permitted uses in this Plan, the use of lands on the east side of Elgin Street North, north of Bronson Avenue, being Lots 178 to 182, 191 to 195, Registered Plan 265, part of lane closed by By-law 4393 and part of Somerset Road closed by By-law 4793 and municipally known as 255 Elgin Street North, and designated on Map 2 as Business Industrial and more particularly shown as the subject lands on Figure 29, are also permitted for the following uses:

a) places of amusement;

b) restaurant;

c) small equipment ware and business machines, sales and service;

d) establishment providing instructions in the arts or crafts/craftsperson’s shop;

e) fitness club/health centre;

f) beauty salon/barber shop;

g) laundromat and dry-cleaning depot excluding a dry cleaning plant;

h) banks, trust companies or credit unions;

i) business and professional offices;

j) a commercial school or studio;

k) office equipment sales and service;

l) picture framing sales and service;

m) home improvement sales and service;
n) veterinary offices and grooming and boarding of household pets;
o) sales and warehousing of automotive parts and equipment parts;
p) a “Rent-All” establishment;
q) an office supply establishment;
r) a photocopying establishment;
s) security or janitorial service;
t) electrical/plumbing sales and service;
u) home brewing;
v) establishments for the instruction, development, application or use of computer-based technologies and related services;
w) printing and/or publishing establishment;
x) custom signs;
y) mini golf/golf pro supplier;
z) automotive sound systems service and installation;
aa) pool supply sales, service and installation;
bb) courier or delivery services;
cc) electronic repair and service;
dd) funeral home; and

ee) retail store in which not more than 300 m$^2$ of gross leasable retail commercial floor area is provided;

and subject to the policies of this Plan.

26. Notwithstanding the permitted uses in this Plan, the site located at 155 Robinson Road designated on Map 2 as Low/Medium Density Residential, more particularly shown as the subject lands on Figure 30, may also be used for business and professional offices.
27. Notwithstanding the permitted uses in this Plan, the land designated as Prime Agricultural, and more particularly shown on Figure 31, may also be used for a nursing home of not more than 143 beds.

28. Notwithstanding the permitted uses in this Plan, those lands designated on Map 2 as a Class 3 Commercial, and more particularly shown as the subject lands on Figure 32, may only be developed and used for the purposes of a local shopping centre having at least 500 m² of gross leasable retail commercial floor area and subject to the policies of this Plan. Council may encourage the development of such lands for this purpose without further amendment to this Plan. In this Plan and for the purpose of calculating the maximum gross leasable retail commercial floor area, proposed shopping centres on the northeast and southeast corners of Myers Road and Water Street shall be considered as 1 local shopping centre with a total gross leasable retail commercial floor area limitation of 5,000 m² for the combined total of the two sites. This restriction may be further defined in the Zoning By-law.

29. Notwithstanding the Prestige Industrial and Business Industrial designations on Map 2, no change to the Zoning By-law applicable to the land shown on Figure 33 may be approved which provides for the development of uses other than those uses permitted within the Prime Agricultural designation until such time as a traffic impact study has been prepared and submitted to the satisfaction of the Regional Commissioner of Engineering which addresses:

a) the impact of the development of all these lands on the Regional transportation system, including but not restricted to the Highway No. 8 interchange at Sportsworld Drive and Regional Road No. 17;

b) the road improvements required to accommodate development of these lands taking into consideration the planned and proposed development in and around the Breslau Settlement Area in the Township of Woolwich and the Gateway Business Park in the City of Kitchener;

c) the proposed staging for re-zoning the lands relative to the implementation of the road improvement; and

where major road improvements are required in accordance with results of the above noted study for the development of all or a part of the subject lands, holding provisions shall be used in the Zoning By-law to prohibit such development until the appropriate road improvements have been implemented.

30. Notwithstanding the permitted uses in this Plan, the development and use of lands on the east side of Conestoga Boulevard, north of the Can-Amera Parkway being Part of Lot 15, Registrar’s Compiled Plan 1378 and Part of Lots 1 and 2, Concession 2 Beasley’s Lower Block, and designated on Map 2 as High Density Residential and Low/Medium Density Residential and more particularly shown as the subject lands on Figure 34 for the purposes of a seniors lifestyle community.
including multiple residential buildings having a maximum density of 150 units per net residential hectare of land is encouraged. Council may encourage the development of such lands for a range of independent and community housing geared to senior citizens including freehold rowhouse units, apartment units, a retirement home and recreation centre, and a long term care facility without further amendment to this Plan where the owner/developer has entered into a registered agreement to ensure that not less than 30% of the dwelling units in excess of 75 units per net residential hectare of land are built and maintained as affordable units geared to lower income households in the community. This provision may be further defined in the Zoning By-law.

31. a) Notwithstanding the permitted uses in this Plan, the rehabilitation, preservation and economically viable use of the lands and buildings comprising the Blackbridge Mill Inn, 4860 Townline Road, designated on Map 2 as Natural Open Space and Low/Medium Density Residential and more particularly shown as Part A of the subject lands on Figure 35 is encouraged and, subject to the policies of this Plan, Council may pass site-specific by-laws to permit the use of the property for the following purposes:

i) a country inn/hotel in which rooms are provided for the accommodation of guests and where meeting rooms, banquet and conference facilities, indoor recreational facilities and food and beverage services (but not a tavern) may also be provided as accessory uses to the inn/hotel;

ii) outdoor games courts, swimming pool, skating rinks, sitting areas, gardens and garden structures and a canoe launch or dock, primarily serving the guests of the inn/hotel;

iii) the growing of fruits and vegetables for the use of the inn/hotel;

iv) any use permitted in all designations in accordance with Section 8.1 (Uses Permitted/Prohibited) of this Plan;

b) The uses referred to in a) i) above in this Site Specific Policy and the erection of any buildings or structures and parking areas to be provided on Part A of the subject lands on Figure 35 in shall be located on lands located above the regulatory floodline as determined by the GRCA.

c) The uses referred to in (a) (ii) and (iii) above in this Site Specific Policy are permitted only in accordance with the provisions of Section 3.A.8 regarding the preparation of Environmental Impact Statements, these uses and the creation of access and parking areas may also be provided on lands designated Natural Open Space System.
d) The development and use of buildings and lands on Part A of the subject lands on Figure 35 and described herein shall be phased in to correspond with the capacity of the existing or improved/alternative septic system on the property and the eventual connection of the site to public sanitary sewers such that:

i) Any zoning amending by-law passed in respect of Part A of the subject lands on Figure 35 shall include the holding symbol “(H)” in conjunction with the zoning classification, and the zoning amending by-law shall specify the limit of development/re-development that may occur using the existing septic system, where Council is satisfied that the existing system has sufficient treatment capacity to accommodate such limited development. A zoning amending by-law passed under this provision shall specify that no further or more intense use of the lands may occur without the removal of the holding symbol.

ii) Provided that Council may pass by-laws pursuant to the provisions in this Plan and the Planning Act, R.S.O. 1990, c.P. 13, as amended, to increase the limit of development/re-development that may occur without the removal of the holding symbol where Council is satisfied that the existing septic system can be improved and/or enlarged or an alternative sewage treatment system can provide sufficient capacity, to accommodate such additional development without adverse environmental impact.

e) The lands and buildings comprising 4790, 4880 and 4910 Townline Road, designated on Map 2 as Natural Open Space System and Low/medium Density Residential and more particularly shown as Part B of the subject lands on Figure 35 may be permitted to develop in accordance with the policies of this Plan to correspond with the capacity of the existing or improve/alternative septic system on the properties.

32. Notwithstanding the permitted uses in this Plan, lands on the north side of Pinebush Road, west of Wayne Avenue and legally described as Lot 10, Registrar’s Compiled Plan 1365 and designated on Map 2 of this Plan as an Employment Corridor and more particularly shown as the subject lands on Figure 36, may be used for the following additional purposes:

a) a Wellness Centre including a fitness centre, sports medicine, dermatology, daycare centre, esthetics, physiotherapy, sports training, personal training, diet and nutrition centre and massage therapy;

and Council may pass by-laws or otherwise facilitate or encourage the development of these lands for such additional purposes without amending this Plan.
33. Notwithstanding the permitted uses in this Plan, the lands designated as Employment Corridor on Map 2 of this Plan, and more particularly shown as the subject lands on Figure 37, may also be used for the following purposes:

   a) an establishment for the display and sale of motor vehicles but does not include a motor vehicle repair shop, an auto body repair shop, a vehicle painting facility or the bulk storage of oil, gasoline or petroleum products;

   b) an office building having a gross floor area of less than 1,860 m²;

   c) a free-standing bank or trust company;

   d) a wholesale showroom;

   e) the fabrication & sale of cemetery monuments;

   f) a car wash; and

subject to the policies of this Plan, Council may pass by-laws or otherwise facilitate or encourage the development of these lands for such additional purposes without amending this Plan.

34. Notwithstanding the permitted uses in this Plan, on the lands designated as Low/Medium Density Residential on Map 2 and shown as the subject lands on Figure 38 a local shopping centre shall be permitted at the southwest corner of Jamieson Parkway and Townline Road, subject to the following provisions:

   a) the maximum gross leasable retail commercial floor area shall be limited to a maximum of 2,787 m²;

   b) no grocery stores shall be permitted within this development.

and, subject to the policies of this Plan, Council may pass by-laws or otherwise facilitate or encourage the development of these lands for such additional uses without amending this Plan.

35. Notwithstanding the permitted uses in this Plan the lands at the northwest corner of Elgin Street and Franklin Boulevard designated on Map 2 as Class 3 (Neighbourhood Shopping Centre) Commercial and more particularly shown as the subject lands on Figure 39 may be developed and used for the purpose of a neighbourhood shopping centre where residential dwelling units are also provided in a mixed residential-commercial development. The number of dwelling units to be provided and regulations applicable thereto may be further refined in the Zoning By-law and subject to the policies this Plan, Council may pass by-laws or otherwise encourage the development and use of such lands for such purposes.
36. Notwithstanding the permitted uses in this Plan, the lands located at 890 Langs Drive, being Lot 44, Registrar’s Compiled Plan 1374 and designated on Map 2 as Business Industrial and more particularly shown as the subject lands on Figure 40, may have a maximum of 204 m² of floor area devoted to retail sales accessory to the warehousing and wholesale sales of industrial and commercial supply products; and, subject to the policies of this Plan, Council may pass by-laws or otherwise facilitate or encourage the development of these lands for such additional uses without amending this Plan.

37. Notwithstanding the permitted uses in this Plan, the lands designated as Industrial on Map 2 of this Plan, and more particularly shown as the subject lands on Figure 41, may be serviced by private sanitary services and may be used for a building materials yard for the storage of reclaimed and new building materials and general industrial uses that do not use water as part of the industrial process; and, subject to the policies of this Plan, Council may pass by-laws or otherwise facilitate or encourage the development of these lands for such additional uses without amending this Plan.

38. Notwithstanding the maximum permitted net residential density in this Plan the lands on the north side of Green Gate Boulevard, east of Franklin Boulevard designated on Map 2 as a Low/Medium Density Residential and more particularly shown as the subject lands on Figure 42 may be developed and used for the purpose of multiple residential dwelling units to a maximum of net residential density of 150 dwelling units per hectare. The specific number of dwelling units and regulations applicable thereto may be further defined in the Zoning By-law and subject to the policies of this Plan; Council may pass by-laws or otherwise encourage the development and use of such lands for such purposes.

39. Notwithstanding the permitted uses in this Plan, the lands located at 41 Hopeton Street, being Part of Lot 6, South West of Dundas Street, Plan 440 and more particularly shown as Parts 1 & 2 of Reference Plan 67R-489 and designated on Map 2 as Low/Medium Density Residential and more particularly shown as the subject lands on Figure 43, may also be used for the display and sale of cemetery monuments or business and professional offices or a retail store which is not more than 91 m² of gross leasable retail commercial floor area is provided; and, subject to the policies of this Plan, Council may pass by-laws or otherwise facilitate or encourage the development of these lands for such additional uses without amending this Plan.
40. Notwithstanding the permitted uses in this Plan, the lands located on the south side of McLaren Avenue and legally described as Part of Lots 3, and 23, Registrar’s Compiled Plan 1135, and designated on Map 2 as a Industrial and more particularly shown as the subject lands on Figure 44 may not be developed and used for the following purposes:

a) lagoons, landfills, disposal of abattoir and rendering wastes;

b) auto wrecking and salvage yards;

c) foundries;

d) non-ferrous and previous metal smelting and refining;

e) metal rolling, casting and extruding operation including steel pipes and tubes;

f) manufacturing of unfinished fabricated metal products and parts;

g) metal finishing operations (i.e. electroplating, electro coating, galvanizing, painting, application of baked enamel);

h) manufacturing of cable, wire and wire products;

i) jewelry and silverware manufacturing;

j) assembly or aircraft and aircraft parts, motor vehicles, truck, bus bodies, trailers, rail cars, mobile homes, ships and boats;

k) manufacturing of engines, engine parts, steering and suspension parts, wheels and brakes;

l) manufacturing agricultural, commercial and industrial machinery;

m) manufacturing, packaging, crating or bottling of chemicals, resins, paints, varnish, printing inks, adhesives or dyes;

n) manufacturing of pharmaceuticals and medicines;

o) petroleum products refining and asphalt batching;

p) manufacturing of electronic components such as semiconductors, printed circuit boards, and cathode ray tubes;

q) manufacturing of wet electrical industrial equipment and wet batteries;
r) commercial and industrial dry cleaning of textiles and textile products;

s) leather tanning and finishing;

t) wood and wood product preservation and treatment;

u) transportation terminals for chemicals or hazardous substances;

v) warehousing, and bulk storage of oil, gasoline or petroleum products, and gasoline stations;

w) warehousing and cleaning products, pesticides, herbicides, fungicides and chemicals;

x) bulk road salt storage;

y) snow storage and disposal facilities;

z) rubber products manufacturing;

aa) manufacturing or electrical appliances, equipment, motors, lighting fixtures and lamp;

bb) manufacturing of electric light bulbs and tubes;

cc) manufacturing of dry batteries;

dd) manufacturing of soaps and toiletry preparations;

e) finishing and dyeing of textiles;

ff) manufacturing of plastic and foam parts and products;

gg) furniture, casket, cabinet and other wood products manufacturing and assembly;

hh) manufacturing of coated glass;

ii) manufacturing or paper, newsprint and boxes;

jj) photographic developing facilities;

kk) printing of newspaper, packaging and books;

ll) repair of industrial machinery;
mm) repair of motor vehicles, aircraft, water craft, rail vehicles, trucks, buses and machinery;

nn) airports, train and public transit terminals;

oo) medical, health and other laboratories; and

pp) contractors’ establishments and yards.

For the purpose of this policy, manufacturing shall mean the production, compounding and processing of raw, semi-processed, fully processed or recycled goods or materials. Manufacturing does not include assembly of such goods or materials.

41. Notwithstanding the permitted uses this Plan, the lands designated Class 4 (Hespeler Road) Commercial designation on Map 2 of this Plan, and more particularly shown as the subject lands on Figure 45, may only be used for motor vehicle sales, with accessory service/repair facilities;

and, subject to the policies of this Plan, Council may pass by-laws or otherwise facilitate or encourage the development of these lands for such additional uses without amending this Plan.

42. The lands identified as the subject lands on Figure 46 are a portion of the site of the former Regional landfill. Notwithstanding the permitted uses in this Plan, these lands are permitted for use as a waste transfer station. Any future additional or alternative uses for this property will require an amendment to this Plan.

43. Notwithstanding the permitted uses in this Plan, the lands located at 120 McGovern Drive shown on Figure 52 and designated Employment Corridor on Map 2 of 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.

44. Notwithstanding the permitted uses in this Plan, the lands designated on Map 2 of this Plan as “Future Urban Reserve” and shown on Figure 51 located at 975 Clyde Road may also be used for those uses permitted in the “Recreation, Cemetery and Open Space” designation in accordance with Policy 8.8.4 of this Plan. Also the lands designated on Map 2 of this Plan as “Future Urban Reserve” and shown on Figure 51 at 935 and 855 Clyde Road, may also be used for those uses permitted in the “Prime Agriculture” designation in accordance with Policy 8.9.1.2.
45. Notwithstanding the permitted uses in this Plan, the lands located at 2500 Kossuth Road, designated on Map 2 as Prime Agricultural and Natural Open Space System more particularly shown as the subject lands on Figure 50 with a maximum lot area of 13.26 hectares may be used for any of the following purposes:

   a) a natural museum focusing on butterflies;
   b) a tropical garden/rain forest conservatory, aviary and botanical gardens; and
   c) a related accessory uses including a restaurant, gift shop and lecture hall.

46. Notwithstanding the “Industrial” designation on Map 2 General Land Use Plan for the properties shown on Figure 3 in the northeast quadrant of Franklin Boulevard and Main Street, including part of 840 Main Street and Concession 11, Part Lot 5, Regional Compiled Plan 1135 Part Lot 28, other uses may be permitted as determined through a further amendment to this Plan. The justification for conversion of these employment lands as part of this comprehensive review of the City’s Official Plan is based on these lands providing high density residential and commercial development with a Floor Space Index in the range of 2.0 to approximately 3 to help achieve the Cambridge intensification targets.

47. Notwithstanding the residential density provisions of Policy 8.4.6.3, the properties at 6 and 12 Poplar Drive, as shown on Figure 53, will be permitted to develop at a maximum density of 75 units per hectare.

48. Notwithstanding the permitted uses in this Plan, the lands located at 1512, 1526 and 1546 King Street East, designated on Map 2 as “Low/medium Density Residential”, and more particularly shown on Figure 54, may also be used for a single tenant retail commercial establishment having a maximum 1,600 m² of gross leasable commercial floor area.

49. Notwithstanding the permitted uses in this Plan, the lands located at 360 Clyde Road, and more particularly shown on Figure 55 are designated “Low/Medium Density Residential”.

50. Notwithstanding the provisions of this Plan, the lands located at 2283 Eagle Street North, and more particularly shown on Figure 56, may only be used for the retail sales and service of motor vehicles.

51. Notwithstanding Section 8.5.3.3 Employment Corridor in this Plan, it is the policy of the City that the lands legally described as Registered Plan No. 907, Part of Lot 2, municipally known as 340 Holiday Inn Drive and which are designated Employment Corridor on Map 2, and more particularly shown on Figure 57, may be used for the following purposes:

   a) the assembly, sale, rental, service and storage of motorcycles and accessories where the use is wholly contained within a building, where
outdoor storage and display is not permitted and where there is a specific provision in the City’s Zoning By-law permitting the use on the subject property;

b) that the sale and rental of motorcycles, and accessories shall not exceed 30%, or 1,030 m$^2$ of gross leasable floor area, whichever is lesser.
Chapter 9: Interpretation

General

1. Council is responsible for interpreting all portions of the Official Plan.

2. All goals, objectives, policies, criteria, guidelines, terms, figures and maps within this Plan form part of the Official Plan for the City. Policies that use the words “will” or “shall” express a mandatory course of action and policies that use words “encourage” or “may” indicate that the City requires that consideration be given to the policy.

3. Where lists or examples of permitted uses are provided, unless specified, they are intended to indicate the possible range and types of uses that are considered. Specific uses that are not listed but are similar to the listed uses and conform to the general intent of the applicable land use designation may be recognized as a permitted use.

Statutes, Regulations, Policies and Guidelines

4. Reference in this Plan to any provincial statutes, regulations, policies and guidelines shall include amendments to the statutes, regulations, policies and guidelines which may be amended from time-to-time.

Regional Official Plan

5. This plan contains references to the Regional Official Plan. All such references shall be interpreted as referring to the text and mapping of the Regional Official Plan as approved by the Province on December 22, 2010; and

6. Notwithstanding Policy 9.5, it is recognized that the Regional Official Plan may change through future approvals by the Ontario Municipal Board or through future adopted by Regional Council. In the event that changes are made to the Regional Official Plan through either the approval by the Ontario Municipal Board or by future amendment, this Plan will be brought into conformity with the Regional Official Plan by means of appropriate housekeeping amendments.

Boundaries Between Designations

7. The boundaries between any land use designation on maps in Chapter 14 shall be construed as approximate except where the boundaries shown coincide with a road, watercourse or railway, also shown on a map in this Plan, in which
event the boundary between designations shall be construed as the centreline of such road, watercourse, or railway. Boundaries may be subject to minor variations without amendment to this Plan where justified, unless the boundaries are consistent with fixed definable physical features.

8. Amendments to this Plan will not be required where the locations, boundaries, classifications or other features of land shown or described in this Plan are changed by the Region, the Province, or other legislated authority and the change has been implemented by way of an approved amendment to the Regional Official Plan.

Land Use Designations

9. All watercourses, undeveloped shorelines, reservoirs, ponds or other water areas illustrated on Map 2 shall be construed as being designated as Natural Open Space and all of the provisions of this Plan pertaining to the Natural Open Space designation shall apply.

10. Any island which is not identified on Map 2 shall be interpreted as being designated as Natural Open Space and all of the provisions of this Plan pertaining to the Natural Open Space designation shall apply.

11. Where land is subject to more than one overlapping land use designation the most restrictive land use designation will prevail.

12. Where land is subject to more than one separate land use designation the policies of each designation shall apply only to the portion of the property so designated.

Maps and Figures

13. Any base information illustrated on the maps and figures constituting part of this Plan shall be construed as having been provided merely for the purposes of orientation or reference unless otherwise indicated by this Plan and shall not be construed as constituting Council policy.

14. Any mapping information extending beyond the city boundaries is provided for information purposes only and does not indicate any land use designations outside the city boundaries.
Chapter 10: Implementation

10.1 Public Involvement

1. Council recognizes that public involvement is an essential component of decision-making and encourages all people to provide input in the decision-making process.

2. Council will follow the public notification procedures regarding planning matters that are contained in the Planning Act and its regulations.

3. Notice will not be required for the following changes to the Official Plan:
   a) renumbering and referencing to reflect a logical sequence;
   b) changes to text to correct spelling errors and include appropriate punctuation when these changes do not result in substantive change to the policies;
   c) changes to reflect policy references in the Regional Official Plan if the Regional Official Plan is amended;
   d) minor mapping boundary changes to reflect actual features or delineation of properties; or
   e) site specific municipal address updates.

4. In addition to requirements specified in Policy 10.1.2, the City will use the following mechanisms to promote public participation and informed decision-making:
   a) requiring the proponent to post one or more signs, clearly visible to the general public, on properties undergoing a planning approval process; and
   b) any other means that Council deems appropriate including electronic communications.

5. During the processing of amendments to this Plan and the Regional Official Plan or for other initiatives where interests with the Region are common, the City will hold joint public meetings with the Region, where appropriate.

6. Changes to the notification procedures in Policy 10.1.2 are permitted as specified below:
a) for a general amendment to the Official Plan, Zoning By-law or other planning matters for which the City deems public notice to be appropriate, notice shall be given at least 20 days prior to the public meeting by:

i) advertisement in a newspaper or newspapers having general circulation in the city; and

ii) personal service or prepaid first class mail to every person and agency that has given the Clerk a written request for such notice with respect to that planning matter;

b) for a site specific amendment to this Plan or Zoning By-law, notice shall be given at least 14 days prior to the public meeting by:

i) personal service or prepaid first class mail to every owner of land within 120 metres of the area to which the amendment will apply; and

ii) personal service or prepaid first class mail to every person and agency that has given the Clerk a written request for such notice with respect to that planning matter;

c) a notice of public meeting shall contain the following information:

i) the date, time and place of the meeting;

ii) in the case of a site specific amendment, a key plan showing the location of the site or area to which the proposed amendment will apply; and

iii) the proposed amendment or an explanation of the proposed amendment.

7. The City may hold informal public meetings for development matters.

10.2 Secondary Plans and Community Plans

1. Secondary Plans may be prepared for specific areas of the city to provide more detailed planning objectives and policies to direct and guide development.

2. Secondary Plans and Community Plans approved by Council shall be in conformity with this Plan and the Regional Official Plan and shall clarify and illustrate how the policies of this Plan are to be implemented.
3. *Secondary Plans* shall be incorporated into this Plan through the adoption of an amendment to the Official Plan. Prior to approval or amendment of a *Secondary Plan*, notification, hearing and appeal procedures required for any amendment to the Official Plan, as set out in the Planning Act, shall apply.

4. The *City* will consider the following criteria in the preparation of a *Secondary Plan*:

a) patterns of land use;

b) population and employment projections;

c) mix and range of housing types and densities;

d) phasing of *development* in an efficient manner;

e) provision for adequate and appropriate areas for commercial, institutional and community-oriented facilities;

f) provision for trails, parks and open space;

g) *natural features*;

h) *cultural heritage resources*;

i) incorporating *intensification* opportunities;

j) development of a transportation network that facilitates the efficient movement of vehicular and pedestrian traffic including active transportation considerations;

k) municipal services;

l) incorporating opportunities for mixed-use and higher density *development* in appropriate locations;

m) designation of land; and

n) any other matters as deemed appropriate by the *City*.

5. *Community Plans* will be prepared for designated residential land, including supporting studies which may be required by the *City* or other approval authorities. *Community Plans* may include any of the following features, which may be adopted by amendment to this Plan or otherwise implemented:

a) major roads and pedestrian/trail linkages;
b) major natural features and open spaces;

c) nodes;

d) major institutional uses;

e) major commercial uses; and

f) a range of residential densities.

6. Prior to development Council may require an applicant to prepare a Tertiary Plan which includes lands beyond property boundaries for information purposes.

10.3 Zoning By-law

1. The City’s comprehensive Zoning By-law shall implement and conform to the provisions of this Plan and the Regional Official Plan, regulate site development standards and use, and be amended as required.

2. When there is a proposal to amend the comprehensive Zoning By-law referred to in Policy 10.3.1, a planning appraisal shall be prepared to show how the proposal conforms to any relevant statements of policy provided in this Plan and, in particular, to any criterion specified in such policy statement as a prerequisite to the approval of such proposal; and such planning appraisal may be used by Council, the Region or the Ontario Municipal Board to assist in determining whether the proposal should be approved.

3. Zoning By-laws may be passed to permit the use of lands designated for residential purposes on Map 2 as specified in Section 8.4.6.

4. Zoning By-laws may be passed to permit the use of lands designated on Map 2 for residential, commercial, or industrial use for the purposes specified in Chapter 8 of this Plan at such time as:

a) a piped municipal water supply and sanitary sewers have been or are proposed to be made available to service such lands; or

b) a plan of subdivision of such lands has been registered provided; however, that where the holding symbol “(H)” is used in conjunction with the zoning symbol denoting the future use of the land, such by-laws shall stipulate that the lands may be used only for the purposes specified in Policy 8.1.2 e) of this Plan until such time as the holding symbol is removed by an amendment to such by-laws.
5. The City will regulate through the City’s Zoning By-law those uses that Council may deem as requiring special provisions such as minimum distance separations from other land uses or any other regulations. Such uses to be regulated may include, but not be limited to, adult entertainment uses.

6. Council may impose conditions on the use of land or the erection of buildings and structures through zoning, subject to Provincial regulations.

### 10.4 Non-Conforming Properties

1. Any land use existing on the date of approval of this Plan that does not conform with the land use designation as shown on Map 2 or the policies related thereto should cease to exist in the long term.

2. Any land use that conforms to this Plan but does not conform to the provisions of the Zoning By-law shall come into conformity in the long term. However, in order to avoid unnecessary hardship, an extension or enlargement of such use may be permitted subject to the following conditions:

   a) the proposed extension or enlargement will not have negative impacts on surrounding lands;

   b) the proposed extension or enlargement will not impact the ability of the use to cease to exist in the future;

   c) the proposed extension or enlargement represents a reasonable increase to the size of the building or structure;

   d) the extension or enlargement of the existing use shall not unduly aggravate an incompatible situation by reason of odour, noise, vibration, dust, smoke, gas, fumes, unsightliness, lighting, traffic generation, parking or other incompatibilities;

   e) surrounding lands will be afforded reasonable protection by provision of landscaping, buffering, setbacks or screening; and

   f) all municipal services such as water, sewers and roads are adequate to service the use.

### 10.5 Temporary Use By-laws

1. The City may, in a Zoning By-law, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited
by the Zoning By-law for a period not exceeding three years from the day of the passing of the by-law to:

a) provide an opportunity for the owner or occupant of land, buildings or structures to bring the use into conformity with the provisions of this Plan;

b) provide an opportunity for Council to assess fully whether a use which is unfamiliar to Council should be confirmed as a conforming use by site-specific amendment to this Plan upon the expiry of the temporary authorization, or should be discontinued;

c) provide for the temporary use of vacant land for the purpose of a parking lot which is not otherwise permitted by the City’s Zoning By-law pending the development of the land for a use permitted by this Plan; and

d) permit any other use which Council deems appropriate on a temporary basis.

2. In considering the enactment of a temporary use by-law, the City shall be satisfied that the following criteria are satisfied:

a) the use is in general conformity with the intent and policies of this Plan;

b) the use is compatible with neighbouring land uses or alternative measures are taken to mitigate any adverse impacts;

c) the construction of a permanent building or structure is not required;

d) the use does not interfere with the development of adjacent areas that are developing in accordance with this Plan;

e) the use is temporary in nature, appropriate for a limited time span and can be terminated when the authorizing by-law expires;

f) sufficient water, wastewater and roads are available;

g) adequate on-site parking and loading facilities can be provided; and

h) the use does not adversely impact transportation facilities.

3. Temporary Use By-laws may be passed without amendment to this Plan provided the use satisfies the criteria in Policy 10.5.2.

4. A Temporary Use By-law may be extended by the passage of subsequent by-laws at the discretion of the City and for three year periods from the day the by-law ceases when deemed appropriate by the City, in accordance with the provisions
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5. The City may enter into agreements with property owners and/or other parties concerning the temporary use.

6. Notwithstanding Policy 10.5.1, a by-law authorizing the temporary use of a garden suite shall not exceed 10 years, and may be extended with Council approval for additional three year periods of time from the day the by-law ceases.

7. All planning applications for temporary use and extensions shall require at least one public meeting to be held.

10.6 Interim Control

1. Where the City has directed that a review or study be undertaken in respect of land use planning policies in the municipality or in any defined area or areas, an interim control by-law may be passed by Council to be in effect for a period of time specified in the by-law, which period shall not exceed 1 year from the date of the passing, restricting the use of land, buildings or structures within the defined area or areas except for such purposes as set out in the by-law.

2. Prior to the expiry of an interim control by-law, Council may amend an interim control by-law to extend the period of time during which it will be in effect, provided the total period of time does not exceed two years from the date of the passing of the interim control by-law.

3. When an interim control by-law ceases to be in effect, Council may not pass a further interim control by-law on the subject land for a minimum period of three years from the day the by-law ceases.

10.7 Holding Provisions

1. By-laws using the holding symbol “(H)” or “(h)” will specify the purpose for the holding symbol and will include a statement outlining conditions under which the holding symbol shall be removed by amendment to the City’s Zoning By-law. An amending by-law to remove the holding symbol may be considered when the applicable issues are addressed:

   a) piped municipal water supply and/or sanitary sewers are or will be made available and where arrangement has been made by execution of a servicing agreement;

   b) sufficient servicing capacity is available and allocated to the property;
c) implementation of elements of subwatershed studies, such as natural features enhancement and buffering and natural channel design;

d) implementation of elements of Community Plans, Secondary Plans and Master Environmental Servicing Plans;

e) transportation analysis leading to improvements including widenings, extensions, interconnected access or new roadworks;

f) the implementation of the recommendations of an approved archaeological assessment;

g) the implementation of the findings of a Cultural Heritage Impact Assessment as prescribed in Section 4.10 of this Plan;

h) the implementation of the findings of a retail impact statement or market opportunities study demonstrating that there is adequate market available to support the use as a reasonably viable commercial undertaking, taking into account the extent to which the available market may already be served by the existing area;

i) the implementation of the findings of a noise study or acoustical assessment;

j) remediation of environmental contamination in a manner that meets applicable criteria set by the Province in conjunction with the requirements of any other approval authorities and as prescribed in Policy 3.B.6.2.1 of this Plan;

k) the approved recommendations of an Environmental Impact Statement, as prescribed in Section 3.A.8 of this Plan;

l) the implementation of stormwater management; and

m) the phasing of land.

2. Removal of the holding symbol “(H)” or “(h)” will occur following fulfillment of the specified requirements by way of amendment to the City’s Zoning By-law. Notice of intent to remove the holding symbol “(H)” or “(h)” will be given in the manner and to the persons and public bodies and containing the information prescribed, as required by the Planning Act.

3. Interim uses pending removal of the holding symbol “(H)” or “(h)” are permitted in accordance with Policy 8.1.2 of this Plan. Temporary uses permitted prior to the removal of a holding symbol may also be specified provided such use does not adversely impact the intended future use of the land.
10.8 Development Permits

1. The City may by by-law establish a development permit system within an identified area of the city when authorized under the Planning Act and any associated regulation and policy.

2. The development permit system may be used to support economic development, infilling and intensification in targeted areas such as brownfields, greyfields and Community Improvement Project Areas by allowing quicker approvals, eliminating duplication and incorporating some flexibility for permitted uses and development standards. Council may establish a development permit system by by-law for any area within the city subject to Provincial regulations. This may include requirements for a landowner to enter into agreements with the City as a condition of obtaining a development permit. Such agreements may be registered on title.

10.9 Committee of Adjustment

The Committee of Adjustment shall be guided by the policies of this Plan and shall give consideration to the provisions of the Planning Act in making decisions regarding the granting of consents where a plan of subdivision is not deemed necessary, easements, rights-of-way, validation of title, leases exceeding 21 years, minor variances and any additional powers as set out in the Planning Act.

10.10 Site Plan Control

1. Site plan control is a means of achieving well-designed, functional, accessible, safe, sustainable built form and public space. Council may by by-law, designate the whole or any part of the City of Cambridge as a site plan control area. The whole of the City of Cambridge is established as a site plan control area.

2. For the purposes of this section, “development” means:

   a) the construction, erection or placing of one or more buildings or structures on the land;

   b) the making of an addition or alteration to a building or structure that has the effect of substantially increasing the size or usability thereof; or

   c) the laying out and establishment of:

      i) a commercial parking lot;
ii) sites for the location of three or more trailers as defined in subsection 164(4) of the Municipal Act, 2001;

iii) sites for the location of three or more mobile homes as defined in subsection 46(1) of the Planning Act; or

iv) sites for the construction, erection or location of three or more land lease community homes as defined in Subsection 46(1) of the Planning Act.

3. *Council* may determine through the *City’s Site Plan Control By-law* which uses are exempt from site plan control.

4. The by-law establishing a site plan control area may also establish classes of development to which site plan control applies, requirements for plan review and conditions relating to site plan approval. These conditions may include entering into one or more agreements with the municipality, dedicating lands for the widenings of any highways abutting the land, obtaining entrance permits, and maintaining all of the facilities and works to which the site plan approval applies.

5. *Council* may delegate its site plan approval authority to an officer or officers of the municipality.

6. The provisions of site plan control pursuant to the Planning Act shall include eligible classes of development within a designated site plan control area.

7. Applications for site plan approval will include requirement for and/or review of plans and studies as prescribed by the *City’s Site Plan Control By-law* and any other matters identified through pre-consultation.

8. Site plan approval includes the review of exterior design including: character; scale; appearance; *sustainable design* features; exterior design of buildings; *sustainable design* elements on boulevards/municipal right-of-ways; and the design of facilities to have regard for accessibility for persons with disabilities.

9. Applications for site plan review shall include drawings showing plan, elevation and cross-section views for each building to be erected in accordance with the Planning Act. Exterior/architectural design control will be extended to residential buildings with less than 25 units within the area designated for site plan control.

10. Applications for site plan approval shall conform to the urban design policies in Chapter 5 of this Plan.
10.11 Parking

1. Where off-street parking facilities are provided they shall, wherever feasible, be integrated with the major transportation facilities systems shown on Map 7A so that an appropriate relationship between the development and use of land and the provision of supporting roads and transit facilities may be established and maintained; and, subject to the other provisions of this Plan, Council may by by-law:

   a) require the owner or occupant of a building to provide sufficient private off-street parking to meet the parking demand customarily generated by the kind of activity for which the building is used;

   b) permit such owner or occupant to provide the required parking on-site or, where the owner or occupant enters into an agreement with the City to ensure the continued availability of an off-site parking area, on a site which, in the opinion of Council, is within convenient or reasonable walking distance of the building for which the parking is required;

   c) collect cash-in-lieu of parking to promote a compact urban form in the Urban Growth Centre, Community Core Areas, Regeneration Areas, Nodes, Reurbanization Corridors and Major Transit Station Areas and create a reserve fund for acquisition of lands for strategically-located public parking facilities;

   d) enter into an agreement pursuant to the Planning Act, to exempt the owner or occupant from providing required parking or to reduce the parking requirement to the extent specified in the agreement, where such agreement provides for the owner or occupant of the building to make one or more cash-in-lieu of parking payments to the City as consideration for the granting of the exemption or reduction;

   e) acquire and develop lands to provide public parking facilities and dispose of lands surplus to requirements;

   f) appoint parking administrators or operating agents;

   g) regulate the charging of fees, including rates, for the use of required parking facilities;

   h) encourage the development of commercial parking facilities;

   i) establish appropriate on-street parking facilities in residential plans of subdivision; and
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j) otherwise facilitate or encourage the development of public and/or private off-street parking facilities to accommodate any unsatisfied parking demand.

2. A reduction or exemption in required parking facilities may be considered where, in the opinion of the City, any of the following circumstances prevail:

a) adequate alternative parking facilities are or will be made available;

b) insufficient site area or other suitable lands are available to provide the required parking;

c) the establishment of the required parking facilities would be inappropriate in an area of recognized cultural heritage resources;

d) the establishment of the required parking facilities would be incompatible with existing uses in the surrounding area, and provided the exemption or reduction in required parking facilities will not impede the primary traffic movement functions of adjacent arterial roads; or

e) an owner or occupant of the building provides cash-in-lieu of parking requirements to the City; or

f) the development is part of a comprehensive transportation demand management plan in accordance with the provisions of Section 6.15.

10.12 Standards for Maintenance and Occupancy

1. In recognition of the importance of property conditions, Council may pass by-laws:

a) for prescribing standards for the maintenance and occupancy of property within the municipality or within any defined area or areas and for prohibiting the occupancy or use of such property that does not conform with the standards;

b) for requiring property that does not conform with the standards to be repaired and maintained to conform with the standards or for the site to be cleared of all buildings, structures, debris or refuse and left in graded and leveled condition; and

c) for prohibiting the removal from any premises of any sign notice or placard placed thereon pursuant to this Section or a by-law passed under the authority of this Section.

Region-Approved November 21, 2012
2. Development shall conform to the provisions of the Ontario Fire Code, the Ontario Building Code, and the City’s minimum standards for maintenance and occupancy.

10.13 Preconsultation

A preconsultation meeting between a proponent and applicable City and agency staff can be held to review the process and supporting information requirements prior to the submission of a development application. A preconsultation meeting with the City is required prior to the submission of an application for an Official Plan Amendment, Zoning By-law Amendment, Plan of Condominium, Condominium Conversion or Plan of Subdivision and may be required prior to the submission of an application for Site Plan Approval, Consent or Minor Variance. Individual applications will be evaluated in accordance with Section 10.14 during the preconsultation meeting to identify specific submission requirements.

10.14 Complete Application

1. In accordance with the Planning Act, the City shall require information and material, in addition to that prescribed by Provincial or Regional authority, statutes and regulations, to assist in the review of applications for Official Plan Amendments, Zoning By-law Amendments, Subdivisions and Consents. The following information will be required in order for an application to be deemed complete at the discretion of the City:

   a) a completed application form;
   b) the prescribed application fee;
   c) prescribed information and material as required under the Planning Act;
   d) a planning justification report outlining how the application is consistent with Council policy, the City’s Official Plan, the Regional Official Plan the Provincial Policy Statement and any other applicable planning document or statute;
   e) concept plans and/or plan of survey;
   f) information, studies and reports as identified by the City or other agencies and described elsewhere through the Official Plan to address on and off-site matters pertaining to:
      i) compatibility and impact on existing land use and Official Plan objectives;
Chapter 10  Implementation

ii)  *infrastructure* and servicing;

iii) stormwater management;

iv) grading and drainage;

v) transportation, traffic and parking;

vi) cultural heritage;

vii) *archaeological resources*;

viii) natural environment including vegetation management plan;

ix) contaminated or potentially *contaminated sites*;

x) soil and groundwater quality;

xi) nuisance, noise, hazard or safety issues;

xii) urban design;

xiii) market impact;

xiv) financial impacts;

xv) active transportation assessment;

xvi) source water protection;

xvii) indigenous species;

xviii) *Environmental Impact Statement*;

xix) photometrics; and

g) any other matters identified through preconsultation.

2. Additional details for submission requirements are set out in the relevant sections of this Plan and/or listed on *development* application forms.

3. The preparation and peer review of all required studies, information and reports are at the expense of the proponent and shall be prepared by a qualified professional agreeable to the *City*.
10.15 Community Improvement, Renewal and Revitalization

1. The City will promote the following community improvement goals for the municipality:

a) to act as a catalyst for private investment;

b) to improve the quality of the housing stock;

c) to improve municipal infrastructure and community services wherever it is physically and economically feasible;

d) to make commercial and industrial areas more efficient, attractive, competitive, sustainable and pedestrian and transit oriented;

e) to protect and enhance the heritage of Cambridge and to ensure that development activities consider and incorporate cultural heritage resources wherever feasible;

f) to protect, enhance and re-establish natural features;

g) to provide a framework to guide the expenditure of public funds for community improvement activities;

h) to promote intensification opportunities;

i) to encourage the redevelopment and rehabilitation of brownfield and greyfield sites; and

j) to undertake any other initiatives which contribute to community improvement, renewal and revitalization.

2. Where there are impediments to development and redevelopment including brownfield and greyfield sites, the City may prepare Community Improvement Plans in accordance with the policies in Section 10.15. Community improvement initiatives may be undertaken to address:

a) a deficiency or deterioration in municipal facilities, services, infrastructure, buildings and streetscaping;

b) land use conflicts between non-compatible uses or underutilized sites which detract from the viability of an area;
c) an area exhibiting symptoms of physical, functional and/or economic decline (e.g. buildings in need of rehabilitation, high vacancy rate, decrease in retail sales);

d) a demonstrated interest in community improvement by the private sector;

e) vacant or underutilized land parcels or properties having future development potential;

f) an area prone to flooding;

g) an area in which the natural environment can be further protected, enhanced or re-established;

h) an area in which cultural heritage resources warrant special community improvement initiatives;

i) an area with known or potentially contaminated sites;

j) an area with redevelopment and intensification potential; or

k) affordable housing or an appropriate range of housing types.

3. The entire municipality is designated as a community improvement area, based on the considerations outlined in Policies 10.15.1 and 10.15.2. Council may, by by-law, designate part or all of the community improvement area as a Community Improvement Project Area and prepare a Community Improvement Plan.

4. Community improvements will be phased in order to minimize financial hardship on the residents, business community and the municipality and to establish a logical sequence for implementation of improvements based upon planning and engineering studies reflecting the priorities and funding capabilities of the City and other agencies.

5. The designation of community improvement project areas will be influenced by the availability of government assistance programs as well as the need for improvements in specific areas.

6. The following measures may be implemented by the City to help achieve its goals and objectives pertaining to community improvement:

   a) designate community improvement project areas by by-law under the Planning Act;
b) provide for the preparation of a Community Improvement Plan for a Community Improvement Project Area under the Planning Act;

c) use City grant and loan programs available to assist with community improvement and property rehabilitation;

d) construct, repair, rehabilitate or improve buildings or land acquired or held by the municipality in community improvement project areas in conformity with Community Improvement Plans;

e) evaluate development applications within community improvement project areas, having regard for the objectives of community improvement in that area;

f) enforce the City By-laws prescribing standards for property, maintenance and occupancy and the City’s Zoning By-law to address substandard properties;

g) use Federal and Provincial government programs and Regional grants or loans that are made available to assist with community improvement and property rehabilitation where appropriate in support of community improvement initiatives in the City;

h) consider the need for community improvement and the need for funding support for Regional Community Improvement Plans within the city in the preparation of capital and operating budgets;

i) support and co-ordinate with the initiatives of business improvement areas, public utilities, local service clubs, business associations, community organizations, private enterprises and residents who from time-to-time may carry out improvement projects designed to enhance the quality of their community;

j) dispose of municipally-owned property to private or public sector investors who will undertake projects that the City deems will be important assets to the city;

k) acquire property as a means of achieving specific elements of a Community Improvement Plan;

l) facilitate the co-ordinated replacement or upgrading of services by major utilities;

m) support the preservation and restoration of properties identified by the Municipal Heritage Advisory Committee as being culturally significant by passing by-laws pursuant to the Ontario Heritage Act;
n) realize a greater degree of protection and enhancement of the natural environment; and

o) preparation of urban design guidelines.

10.16 Height and Density Bonusing

1. Development standards may be incorporated into a Zoning By-law to permit bonusing through an increase in height and/or density of development where such increase provides public benefits, and the increase:

a) implements the goals and objectives of this Plan;

b) constitutes good planning;

c) is consistent with the Urban Design policies in Chapter 5 of this Plan; and

d) is consistent with this Plan which may include:

i) creation of affordable housing in accordance with Regional targets;

ii) creation of special needs housing in accordance with Regional targets;

iii) conservation of cultural heritage resources;

iv) protection, enhancement and/or restoration of the natural environment;

v) construction to LEED® silver or other recognized environmental standards;

vi) energy and/or water conservation measures;

vii) creation or establishment of public art;

viii) non-profit arts, cultural, community or institutional facilities;

ix) creation of day care centres;

x) public transit infrastructure, facilities, and/or services;
xi) public parking over and above the regular requirements, which allows for the more efficient use of land, including parking structures and shared parking arrangements;

xii) land for municipal purposes over and above regular requirements;

xiii) remediation of a contaminated site;

xiv) improvement of compatibility with existing land uses;

xv) improvement of traffic and pedestrian movement;

xvi) buffering and landscaping over and above the regular requirements;

xvii) parkland and/or improvements to parks over and above the regular requirements; and

xviii) parking demand reduction measures as part of an approved transportation demand management plan, such as measures proximity to increase access to public transit and/or participation in a formal car share program.

2. The City will review the following when considering a height and/or density bonus:

   a) suitability of the site for the proposed height and/or density in terms of parking, landscaping and other site-specific requirements;

   b) compatibility with the planned scale and character of the surrounding neighbourhood and impact on neighbouring land uses; and

   c) adequate addressing of community services, infrastructure and transportation impacts.

3. Applications to exceed the maximum height and/or density limits must demonstrate how the impact of the increase will be minimized on neighbouring areas. Mitigation measures may include, but are not limited to:

   a) increased setbacks;

   b) terraced massing on one or more sides of a building;

   c) use of existing or planned grade changes; and

   d) use of existing features such as open space that provide buffers.
4. The City will require the property owner to enter into one or more agreements with the City, which may be registered against the title of the affected property, specifying the terms under which the height and/or density bonus will be granted.

10.17 Demolition Control

The City has designated all residential properties within Cambridge as a demolition control area which is subject to the Demolition Control By-law. Permits for demolition are required to be issued by the Chief Building Official or designate of the City prior to the demolition of any residential unit.

10.18 Advisory Committees

The City recognizes the importance of its citizens in developing and promoting community stewardship through its use of advisory committees and volunteers. This stewardship will be undertaken in a manner consistent with community-based plans and programs adopted and periodically reviewed by the City.
Chapter 11: Amendment

1. Any provisions of this Plan may be amended pursuant to the Planning Act. All other provisions of this Plan not affected by such amendment shall continue to apply in respect of the lands affected by such amendment.

2. Existing Site Specific amendments to this Plan are included in Section 8.10. The Site Specific Policies provide for specific development requirements or constraints, allow for policy exceptions, and/or may require the undertaking of certain studies as determined by the City, and the mitigation of adverse impacts prior to development proceeding. Properties affected by Site Specific Policies are identified on various Figures.

3. In considering a site specific application to amend this Plan, the City will require a planning appraisal to respond to the following:

   a) conformity with the overall intent and purpose of the objectives and policies of this Plan;

   b) the suitability of the lands affected by the amendment for the use proposed and compatibility with surrounding lands and uses;

   c) the impact on municipal services, infrastructure and finances;

   d) comments received from the public, City Departments and other agencies;

   e) where it is proposed to change any statement of objectives expressed in this Plan, the planning appraisal shall explain the need for the proposed new direction to be taken in the long range planning and development of the City and to show the impact of such proposed new direction on the policies contained in this Plan;

   f) when it is proposed to change any statement of policy contained in this Plan, the planning appraisal shall show how the proposed change of policy remains consistent with the relevant statement of objectives included in this Plan; and

   g) when it is proposed to change any map or figure of this Plan, the planning appraisal shall explain how such change is consistent with the relevant statements of objectives or policy provided in this Plan and in accordance with the criteria established by any relevant statement of policy provided in this Plan as a prerequisite to such change being made.

The planning appraisal referred to above shall be attached as information to the formal amendment document in which the proposed change to the statement of
objectives or policy or to a map or figure is made; but such planning appraisal shall not itself be adopted by Council as part of the formal amendment document in which the change is made.

4. Prior to adopting an amendment to this Plan or any major program designed to implement any provision of this Plan, public meetings shall be held and information published for the purpose of obtaining the participation and cooperation of the City’s residents and businesses in determining the solution of problems or matters affecting the development of the city; and, subject to the provisions of the Planning Act and related regulations, Council may from time to time specify procedures to be observed in obtaining such public participation or cooperation or may otherwise facilitate public discussion or an exchange of information on such problems or matters.
Chapter 12: Monitoring and Review

1. The City will monitor characteristics and trends in the growth and change of major land uses and demographics in the city including:
   
   a) the supply of existing and potential housing stock by type, including affordable housing, to accommodate the varying needs of the city’s residents;
   
   b) the supply of vacant employment land to accommodate job creation in keeping with Provincial and Regional targets; and
   
   c) the general demographic, economic, employment, social and technological information and trends that may affect aspects of this Plan.

2. The City will monitor the amount of residential development in Greenfield Areas and the amount of reurbanization within the built boundary to measure compatibility with the Provincial Growth Plan and Regional Official Plan.

3. The City will monitor the level of population and jobs per hectare in both Greenfield Areas as well as the Urban Growth Centre to measure compatibility with the Provincial Growth Plan and Regional Official Plan.

4. The Province may approve changes to Provincial planning policy from time-to-time, which will require amendments to municipal official plans to achieve conformity. The City will introduce such amendments to this Plan following consultation with the Province and/or Region respecting the nature of the amendments and following consultation with the public to explain the nature and need for changes to this Plan.

5. The City will determine the need to undertake regular and comprehensive reviews of this Plan, every five years or sooner following the Plan taking effect, in accordance with the provisions of the Planning Act.

6. In accordance with the Planning Act any comprehensive review of this Plan will follow a public meeting to determine the need and scope of any review.

7. The City in cooperation with the Region will prepare a Staging of Development Plan to ensure that the necessary infrastructure is available to accommodate development.

8. The City will annually prepare a Staging of Development Plan for input into the Regional Integrated Infrastructure Staging Plan, and the City and Regional budgets, to indicate the priority to be given to development in specific areas for the purposes of coordinating local and Regional services. The Staging of Development Plan will address the following:
a) the staging of *development* projected over a five year or longer period, with the objective being to define a program of *infrastructure* requirements to provide for a continuous three year supply of serviced residential land; and

b) measures to ensure that *development* occurs in logical sequence, considering the rate and type of *development* in previously serviced areas, and market conditions.

9. The monitoring program will be used to determine whether the objectives and policies of this Plan are being achieved or whether there is a need to amend any provisions of this Plan to reconcile differences between such trends or changing characteristics and the policies of this Plan.

10. The results of the *City’s* monitoring program will be reported to *Council* as required.
Chapter 13: Glossary of Terms

**NOTE:** Glossary and text terms may be used in the singular or plural, or otherwise conjugated. The source of definitions is provided in parentheses after the definition. If the definition is from the 1999 Cambridge Official Plan, no source is indicated. ROP means Regional Official Plan (2010), PPS means Provincial Policy Statement (2005), OMB means Ontario Municipal Board, Growth Plan means Growth Plan for the Greater Golden Horseshoe (2006)

**accessible** – that a building and/or facilities can be approached, entered and used (including washroom facilities) by persons with physical or sensory disabilities. This includes persons using wheelchairs. In the case of a multi-storey building, at a minimum it should be possible for persons with disabilities to approach, enter and use the ground floor and washroom facilities. (City Official Plan, revised)

**active transportation** - human muscle-powered movement of person(s) or goods, including walking, cycling, inline skating and the use of manual wheelchairs. (New)

**adaptable** – in regard to a residential unit that it can be modified to accommodate the special needs of a person with disabilities without undertaking major renovations such as re-wiring or changing doorway widths. It would mean, for example, that ground floor doorways and washrooms would accommodate a wheelchair user, or that a flashing-light doorbell system could easily be installed for a hearing impaired resident.

**adjacent** –are those lands contiguous to a cultural heritage resource. (PPS)

**adverse effects** – as defined in the Environmental Protection Act; one or more of: a) impairment of the quality of the natural environment for any use that can be made of it; b) injury or damage to property or plant or animal life; c) harm or material discomfort to any person; d) an adverse effect on the health of any person; e) impairment of the safety of any person; f) rendering any property or plant or animal life unfit for human use; g) loss of enjoyment of normal use of property; and h) interference with normal conduct of business. (ROP)

**adverse environmental impacts** – changes likely to arise directly or indirectly from development or site alteration within or contiguous to an element of the Natural Heritage System that result in widespread, long-term, or irreversible degradation of the significant features or impairment of the natural functions of the designated area. Examples of adverse environmental impacts include, but are not limited to, the following: a) fragmentation or substantial reduction in size of an element of the Natural Heritage System; b) significant increase in the perimeter-to-area ratio of an element of the Natural Heritage System; c) disruption of corridors and linkages to other elements of the Natural Heritage System; d) substantial
alteration of natural topography; e) disruption of ecological relationships among significant or representative indigenous species; f) increased potential for human or domestic animal intrusion into relatively inaccessible areas; g) alteration of the quantity, quality, timing (hydroperiod) or direction of flow of surface water or groundwater within or contiguous to an element of the Natural Heritage System; h) alteration of the structure, functions or ecological interrelationships of a natural habitat which sustain representative community associations or populations of significant species; i) reductions in the populations or reproductive capacity of significant species; j) mortality in or removal of the predominant vegetation which provides structure to an element of the Natural Heritage System; k) erosion of soils or deposition of sediment; l) compaction or trampling of soils; m) increased potential for the introduction of invasive non-indigenous species; n) disruption of ecological processes due to increased nocturnal artificial light levels; or o) increases in the level and quality of noise. (ROP, revised).

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

b) in the case of rental housing, the least expensive of:
   i) a unit for which the rent does not exceed 30% of gross annual household income for low and moderate income households; or
   ii) a unit for which the rent is at or below the average market rent of a unit in the regional market area. (PPS)

agricultural uses – the growing of crops, including nursery, horticultural and floricultural crops, raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm residence(s), buildings, structures and farm greenhouses. (City Official Plan & ROP, revised)

agriculture-related uses – those farm-related commercial and farm-related industrial uses that are small-scale and directly related to the farm operation and are required in close proximity to the farm operation. Such uses may generally include farm implement dealerships, abattoirs, veterinary clinics, grain drying and storage operations, feed mills, farm greenhouses, produce auctions for locally grown food and similar uses that provide a direct service to the farm community. (ROP, revised)

agri-tourism activities – the act of visiting a working farm or any agricultural, horticultural or agri-business operation for the purpose of enjoyment, education, or active involvement in the activities of the farm where the principle activity on the
property remains as farming and where products used in the activity are produced on the property or related to farming. (ROP)

archaeological assessment – the combined background research and field study of a property evaluated as moderate to high on Archaeological Potential Maps approved by the Province that identify the presence of and interpretation of the archaeological resources on the property, and make recommendation for the mitigation of the impacts on the resources. Archaeological assessments must be undertaken by a Provincially-licensed archaeologist, in accordance with reporting guidelines established by the Province, and must address the entire area of the development application. (ROP)

archaeological potential – the likelihood to contain archaeological resources. Criteria for determining archaeological potential are established by the Province, but municipal approaches which achieve the same objectives may also be used. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the Ontario Heritage Act. (ROP & PPS)

archaeological resources – include artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act. (ROP & PPS)

biodiversity – the variety of life in all its forms. It includes species diversity, ecosystem diversity and genetic diversity within species. (ROP)

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

built boundary - the limits of the developed urban area as of June 16, 2006, which was the effective date for the Growth Plan for the Greater Golden Horseshoe. The built boundary was delineated by the Province in accordance with Policy 2.2.3.5 of the Growth Plan. (Growth Plan)

built-up area – all land within the built boundary. (Growth Plan)

burial places – the location for the interment of a dead body. (New)

City – the Corporation of the City of Cambridge

Committee of Adjustment – a Council-appointed committee which has the power to grant minor variances to the Zoning By-law, approve consents/land severances, permit changes to legal non-conforming uses, issue certificates of validation and to interpret generalized by-laws. (Planning Act, revised)
community garden - is an area of publicly- or privately-owned land, rooftop, or other space managed and maintained by individuals and/or non-profit organizations, to grow and harvest food crops and/or non-food, ornamental crops, such as flowers for personal or group use, consumption or donation. Community gardens may be divided into separate plots or may be farmed collectively and may include common areas maintained and used by community garden members. (New)

community housing – rental housing that offers affordable market rent units and subsidized (rent-geared-to-income) units for low and moderate income households. (ROP, revised)

community improvement – the planning or replanning, design or redesign, resubdivision, clearance, development or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency, or any of them, of a community improvement project area and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses, buildings, structures, works, improvements or facilities, or spaces therefore, as may be appropriate or necessary. (Planning Act)

Community Improvement Plan – a plan for the community improvement of a community improvement project area. (Planning Act)

Community Improvement Project Area – an area within a municipality, the community improvement of which in the opinion of Council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings, or for any other environmental, social or community economic development reason. (Planning Act)

Community Plan – a plan which is prepared for a specific geographic area of residential designated land containing detailed policies to guide future development. (New)

community shopping centre - a group of commercial establishments providing at least 13,500 m² but less than 36,000 m² of gross leasable retail commercial floor area.

compatible – development that, although it is not necessarily the same as or similar to existing buildings or uses in the vicinity, nonetheless exists in harmony with or enhances an established community. The development will not have a physical or functional adverse impact on surrounding properties. (Based in part on OMB Decision for File Nos: PL080765 and PL090495)

complete communities - meet people’s needs for daily living throughout an entire lifetime by providing access to an appropriate mix of jobs, locally grown food, local services, a full range of housing and community infrastructure including
affordable housing, public transportation, safe non-motorized travel, schools, recreation and open space. (Growth Plan & ROP, revised)

**Comprehensive Environmental Impact Statement** – a study prepared on a broad scale in accordance with established procedures to identify and assess the impacts of development on a specified feature or the *Natural Heritage System* in a broad area. (City Official Plan, revised)

**conserve/conserved** – the identification, protection, use and/or management of cultural heritage and archaeological resources in a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or *Cultural Heritage Impact Assessment*. (ROP & PPS).

**contaminated site** – an area where a chemical(s) is present in soil, sediment or groundwater at a concentration greater than background as determined by the Province’s current soil, groundwater and sediment standard. (City Official Plan, revised).

**contiguous** – lands that are situated in sufficiently close proximity such that development or site alteration could reasonably be expected to produce one or more of the following impacts: alterations to existing hydrological or hydrogeological regimes; clearing of existing vegetation; erosion and sedimentation; or producing a substantial disruption of existing natural features linkages or the habitat of a significant species. (ROP, revised)

**Council** – the Council of the Corporation of the City of Cambridge.

**crisis intervention home** – a special care facility providing counseling, assistance and temporary emergency shelter for the homeless and or for the victims of a domestic conflict or physical assault/abuse of any kind. It includes such facilities as a family crisis shelter. (City of Cambridge Zoning By-law)

**Cultural Heritage Impact Assessment** – a study to determine if cultural heritage resources will be negatively impacted by a proposed development or site alteration. It can also demonstrate how the cultural heritage resource will be conserved in the context of development or site alteration. Mitigation or avoidance measures or alternative development approaches may also be recommended. (ROP)

**cultural heritage landscape** – a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual cultural heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. (ROP, revised)
**cultural heritage resources** – physical remains which include, but are not limited to: buildings (residential, commercial, institutional, industrial and agricultural); *cultural heritage landscapes* (designed, organic/evolved); structures (water tower, bridge, fence and dam); monuments (cenotaph, statue, cairn); *archaeological resources*; cemeteries; scenic roads; vistas/views; culturally significant *natural features* (tree and landforms); movable objects (archival records and artifacts); and cultural traditions (language, stories, music, dance, food, celebrations, arts and crafts. (ROP, revised).

**density target** – *density targets* and how they are to be measured are defined by the Province in the Growth Plan for the Greater Golden Horseshoe for the designated greenfield area and the Urban Growth Centre. These *density targets* measure the number of people and jobs over a land area. For the designated greenfield areas, the *density target* is measured over the entire designated greenfield area of the Region, excluding only those areas that are identified as provincially constrained environmental areas. For the Urban Growth Centre, the *density target* is the gross density of the area. (Growth Plan)

**designate/designated** – real property designated either under Part IV or Part V of the Ontario Heritage Act. (Ontario Heritage Act)

**designated greenfield area** - the area within a settlement area that is not built-up area. (Growth Plan, revised).

**development** – the creation of a new lot, a change in land use, or the construction of a building(s) or structure(s), requiring approval under the Planning Act, but does not include activities that create or maintain *infrastructure* authorized under an *environmental assessment* process or works subject to the Drainage Act. (Planning Act, revised)

**District** – see definition of *Heritage Conservation District* below.

**ecological functions** – the natural processes, products or services that living and non-living environments provide or perform within or among species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical and socio-economic interactions. (ROP)

**employment area** – areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary facilities. (PPS & ROP)

**endangered or threatened species** – a species that is listed or categorized as either a “Threatened Species” or an “Endangered Species” which appears on the Province’s official Species at Risk in Ontario List, as updated and amended from time to time. (ROP)
environmental assessment – a process for the authorization of an undertaking under legislation such as the Environmental Assessment Act and the Ontario Energy Board. (ROP)

Environmental Impact Statement - a study prepared in accordance with established procedures to refine the boundaries of elements of the Natural Heritage System, identify the potential impacts of a development application on such elements and recommend a means of preventing or minimizing these impacts through buffers, avoidance or mitigation. (ROP, revised)

Environmentally Sensitive Landscape (ESL) – a geographically and ecologically definable landscape that is distinguishable from the surrounding areas by the concentration, proximity and overlap of: designated natural features (such as Environmentally Sensitive Policy Areas or Provincially Significant Wetlands), associated natural features (such as stream valleys and specialized habitats) and ecological functions (such as groundwater recharge areas and ecological corridors or linkages) which together constitute a heterogeneous landscape mosaic that contributes significantly to Regional biodiversity conservation.

An Environmentally Sensitive Landscape (ESL) may include lands under active human use or management, but should be: predominantly natural, not bisected by major highways, and exclusive of areas irreversibly transformed by concentrated human settlement, or where widespread commitments to development in the form of land use designations have been made in Area Municipal Official Plans. In recognition of the cultural influences that have shared, and continue to shape, the Region’s landscape, ESLs are considered compatible with a number of limited human uses such as legally permitted agricultural, residential, commercial and resource extraction areas.

In addition to protecting regional and local biodiversity, providing a wide range of ecological functions, and accommodating some human land uses, ESLs also provide continued opportunities for aesthetic enjoyment, low-impact recreation, and scientific, archaeological and/or historical study in the Region’s countryside. (ROP)

Environmentally Sensitive Policy Area – regionally significant natural area that is identified by the Region and meets the criteria in the Regional Official Plan. (New)

Environmentally Significant Discharge Areas – lands where groundwater discharges to the surface of the soil or to surface water bodies to sustain wetlands, fisheries or other specialized natural habitats. (ROP)

Environmentally Significant Recharge Areas – lands where water infiltrates into the ground to replenish an aquifer that sustains, in full or in part, natural features. (ROP)
Environmentally Significant Valley Features – *natural features* within a significant valley that meet criteria outlined in the Regional Official Plan. (ROP)

**erosion hazard** – the loss of land, due to human or natural processes, that poses a threat to life and property. The *erosion hazard* limit is determined using considerations that include the 100-year erosion rate (the average annual rate of recession extended over a 100-year time span), an allowance for slope stability and an erosion access allowance. (ROP & PPS)

**farm** – a parcel of land on which the predominant activity is *agricultural uses*.

**farm greenhouse** – a building used for the growing of flowers, fruits, vegetables, plants, shrubs, trees and other similar agricultural products, under glass, fiberglass or plastic, that are used as inputs on the *farm* or primarily sold off-site at wholesale or retail. (ROP)

**farm-related residential unit** – a dwelling on a *farm* used as the primary residence for an active and operating farmer, or a dwelling for a full-time *farm* employee of an active *farm* on which the dwelling is located. (ROP)

**Federal** – the Country of Canada.

**fish** – fish, shellfish, crustaceans and marine animals, at all stages of their life cycles. (PPS)
fish habitat – the spawning ground and nursery, rearing, food supply and migration areas on which fish depend directly or indirectly in order to carry out their life processes. (ROP & PPS, revised)

flood fringe - the portion of the floodplain between the limits of the floodway and the Regulatory Floodline as defined by the GRCA. Flood depth and velocity are generally less severe in the flood fringe. (City Official Plan & ROP, revised)

floodway - the hazardous portion of the floodplain where flood depths and/or velocities are considered to be such that they pose a significant threat to life and/or property. Consequently, the floodway is generally defined as the area required for the safe passage of flood flows. In all cases, the floodway will include areas of inundation that contain high points of land not subject to flooding. In all circumstances, delineation of the floodway will be approved by the GRCA based on depth and velocity parameters. (City Official Plan, revised)
**Floor Space Index** – is the gross floor area of all buildings on a lot divided by the area of the lot on which the buildings are developed. (New)

**former waste disposal site** – a site identified by the Province and used in the past for the disposal of municipal waste by deposit, under somewhat controlled conditions, on land. The Province maintains the “Waste Disposal Site Inventory” on such sites Province-wide.

**garden suite** – a one-unit detached residential structure containing bathroom and kitchen facilities that is ancillary to an existing residential structure and that is designed to be portable. (Planning Act)

**good forestry practice** – the proper implementation of harvest, renewal and maintenance activities known to be appropriate for the forest and environmental conditions under which they are being applied and that minimize detriments to
forest values including significant ecosystems, important fish and wildlife habitat, soil and water quality and quantity, forest productivity and health and the aesthetics and recreational opportunities of the landscape. (Region of Waterloo Woodland Conservation By-law 08-026).

**greyfield** – previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant. (ROP & Growth Plan).

**gross leasable area** – the total floor area designed for tenant occupancy and exclusive use, including basements, upper floors and mezzanines. It is measured from the centre line of joint partitions and from outside wall faces. *Gross leasable area* is the area on which tenants pay rent and which produces income for an owner. (ROP)

**gross leasable retail commercial floor area** – that area in which tenants pay rent for what are commonly referred to as stalls and which is exclusive to tenant occupancy, including basement, mezzanines and upper floors, measured from the centre line of joint partitions and from outside wall faces. It includes department stores, service retail stores, restaurants, cocktail bars, banks and other financial establishments, barbers, beauty salons, cleaners, art studios, liquor and beer stores and travel agencies and other uses not specifically excluded below. It excludes service stations, auto centres, business and professional offices, banquet halls, hotels, motels, entertainment areas, theatres, residential, outside garden centre displays, shoe repair stores, medical and dental clinics, billiard parlours, bowling alleys libraries, car washes, any public assembly area, parking area, malls, sidewalks, landscaped areas, private and public washrooms, truck and service facilities, loading and unloading areas, halls, boiler rooms, mechanical and electrical rooms, maintenance rooms, tenant storage areas and employee rest rooms.

**gross retail commercial floor area** - the total area of a building or structure, or part thereof, measured from the centre line of joint partition walls and from the exterior faces of outside walls and includes all such floor area on a main floor, mezzanine, upper storey and basement, occupied or intended to be occupied by the following uses; retail commercial establishments, food services establishments, banks and other financial establishments. The following uses are excluded from the calculation of *gross retail commercial floor area*: service commercial establishments (other than food services establishments and banks and other financial establishments), commercial-recreational establishments, and places of amusement, a recreation centre, automobile service stations, gas bars, outside garden centre displays, and areas devoted to parking and loading which are not fully enclosed, all as may be defined in Zoning By-law 150-85, as amended from time to time. (*OMB Order for OP Amendment 18, Case File PL030357*).
**groundwater feature** – refers to water-related features in the earth’s subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations. (ROP & PPS).

**group home** – residential special care accommodation for up to 10 people (exclusive of staff) with special needs beyond economic requirements, including physical, social and mental needs, which require support functions for daily living.

**hazardous lands** – property or lands that could be unsafe for development due to naturally occurring processes. Along watercourses and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits. (ROP & PPS, revised)

**Heritage Character Area** – is a collection of buildings, neighbourhoods and landscapes which are distinct to Cambridge. (New)

**Heritage Conservation District/District** – an area designated under the Ontario Heritage Act for its heritage significance. (Ontario Heritage Act)

**Heritage Conservation District Plan** – the documentation supporting an area for designation as a district in accordance with the Ontario Heritage Act. It usually contains maps, research and an implementation guideline. (Ontario Heritage Act)

**Heritage Master Plan** – long term strategic plan for the management of cultural heritage resources as adopted by Council. (New)

**housing for people with special needs** – residential accommodation for people with physical, mental or emotional or other disabilities who require supervised and/or assisted residential care.

**infrastructure** – physical structures that form the foundation for development such as construction of a road on a new right-of-way, widening or upgrading of an existing roadway, transportation corridors and facilities, construction or upgrading of a trunk sewer, trunk water main, oil and gas pipelines, electrical transmission lines, wastewater treatment facility, water treatment facility, waste management facility, stormwater management facility, communications or groundwater taking projects. (City Official Plan, revised).

**intensification** - the development of a property, site or area at a higher density than currently exists through:

a) **redevelopment**, including the reuse of brownfield sites;

b) the development of vacant and/or underutilized lots within previously developed areas;

c) infill development; or

d) the expansion or conversion of existing buildings. (PPS)
**intensification area** - lands identified within a settlement area that are to be the focus for accommodating intensification. Intensification areas include Urban Growth Centres, intensification corridors, Major Transit Station Areas and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields. (Growth Plan, revised)

**institutional** – a public or private not for profit community, correctional, educational, fraternal, government, health care, religious or social organization including associated recreational and accessory uses, but does not include cemeteries, crematoriums and associated cemetery uses. (New – based on Policy 15.1)

**institutional special care facilities** – residential special care accommodation for over 10 people with special needs beyond economic requirements, including physical, social and mental needs, which require support functions for daily living, including retirement homes, nursing homes, crisis intervention home, halfway house and a private hospital.

**Leadership in Energy and Environmental Design (LEED®)** – standards and third-party certification program and an internationally accepted benchmark for the design, construction and operation of high performance green buildings. (New)

**listed** – a property which is included in the Council approved Registry of Cultural Heritage Resources but it not noted as being a designated property under Part IV or V of the Ontario Heritage Act. (New)

**low and moderate income households** –
   a) in the case of ownership housing, households with incomes in the lowest 60% of the income distribution for the regional market area; or
   b) in the case of rental housing, households with incomes in the lowest 60% of the income distribution for renter households for the regional market area. (PPS)

**low impact development** – an innovative stormwater management and sustainable design approach that recognizes rainwater as a resource, attempts to adhere to a site’s pre-development hydrology, and uses multiple small-scale systems to infiltrate water onsite. The principles and design elements can be applied to new development as well as redevelopment. (New)

**major addition or alteration** – construction that is greater than or equal to 50% of the foundation area of the existing structure or work.

**major facility** – uses such as airports, transportation corridors, waste management facilities, sewage treatment plants, water treatment plants, utilities facilities and utility corridors. (City Official Plan, revised)
**major office** – freestanding office buildings of 10,000m² or greater, or with 500 jobs or more. (ROP & Growth Plan)

**Major Transit Station Area** – lands typically located within a 600 to 800 metre radius of a rapid transit station. (ROP) the area including and around any existing or planned higher order transit station within a settlement area, or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m radius of a transit station, representing a 10-minute walk. (Growth Plan)

**mineral aggregate** – gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the Aggregate Resources Act suitable for construction, industrial, manufacturing and maintenance purposes but does not include materials prescribed under the Mining Act. (PPS, revised – ROP, revised)

**mineral aggregate operation** -
  a) lands under license or permit, other than for a wayside pit or quarry, issued in accordance with the Aggregate Resources Act or successors thereto;
  b) for lands not designated under the Aggregate Resources Act, established pits and quarries that are not in contravention of municipal Zoning By-laws and including adjacent land under agreement with or owned by the operator to permit continuation of the operation; and
  c) associated facilities used in the extraction, transport, beneficiation, processing or recycling of mineral aggregate or the production of secondary related products. (PPS)

**minimum distance separation formulae** – formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

**minor addition or alteration** – construction that is less than 50% of the foundation area of the existing structure or work to the maximum footprint as permitted by GRCA policy. (City Official Plan, revised).

**multi-unit residential development** – a group of 4 or more attached dwelling units, including row houses and apartment buildings.

**municipal comprehensive review** – an official plan review, or an official plan amendment, initiated by a municipality which comprehensively applies the policies and schedules of this Official Plan. (Growth Plan, revised).

**Municipal Heritage Advisory Committee/MHAC** – an advisory committee appointed by Council to provide advice regarding the conservation, restoration and protection of cultural heritage resources. (New)
Chapter 13

Glossary of Terms

natural features – features of the natural environment, including:
a)
b)
c)
d)

e)
f)
g)
h)
i)
j)
k)
l)
m)

Significant Habitat of Endangered or Threatened Species;
fish habitat;
wetlands;
provincially significant life science Areas of Natural and Scientific Interest,
regionally significant life science Areas of Natural and Scientific Interest, or
provincially significant earth science Areas of Natural and Scientific
Interest;
Environmentally Significant Valley Features;
Significant Woodlands;
significant wildlife habitat;
sand barrens, savannas and tallgrass prairies;
alvars;
permanent and intermittent watercourses;
lakes (and their littoral zones);
Environmentally Significant Discharge Areas and Environmentally
Significant Recharge Areas; and
Locally Significant Natural Areas. (ROP, revised)

natural features linkages – areas that connect natural features along which plants
and animals can propagate, genetic interchange can occur, populations can move in
response to environmental changes and life-cycle requirements, and species can be
replenished from other natural features. Linkages can also include those areas
currently performing, or with the potential to perform, through restoration, linkage
functions. Although linkages help to maintain and improve natural features, they
can also serve as important natural features in their own right. (ROP, revised)
natural heritage – the legacy of the natural landscapes of an area which are
important for their environmental and social values. (New)
natural heritage system – natural features and associated ecological functions
that have been identified at the federal, provincial, regional and local levels. They
are categorized in policy as Landscape Level Systems, Core Environmental
Features, Locally Significant Natural Areas, Fish Habitat, the natural features
linkages between them and lands that may be suitable for restoration. (PPS,
revised)
non-designated properties – properties listed on the Registry of Cultural Heritage
Resources that have not been designated in accordance with either Part IV or Part
non-farm lot – a parcel of land designated in the City Official Plan and/or zoned in
the City Zoning By-law for non-farm purposes. (ROP)

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Ontario Municipal Board (OMB) – an independent administrative board operated as an adjudicative tribunal. The Board is responsible for matters such as: hearing applications and appeals on municipal matters, including appeals under the Planning Act; and appeals under the Ontario Heritage Act. (New)

outdoor living area – is the part of an outdoor area which is easily accessible from the building and which is designed for the quiet enjoyment of the outdoor environment. Outdoor living areas include, but are not limited to, the following: a) backyards or front yards or gardens or terraces or patios; b) balconies, provided they are the only outdoor living area for the occupant and meet the following conditions: i) minimum depth of four metres; ii) outside the exterior building façade; and iii) unenclosed; c) common outdoor living areas associated with multi-storey apartment buildings or condominiums; and c) common outdoor living areas associated with multi-storey apartment buildings or condominiums; and d) passive recreational areas such as parks. (ROP)

portable asphalt plant – a facility:
  a) with equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and
  b) which is not of permanent construction, but which is to be dismantled at the completion of the construction project. (ROP)

portable concrete plant – a building or structure:
  a) with equipment designed to mix cementing materials, aggregate, water and admixtures to produce concrete, and includes stockpiling and storage of bulk materials used in the process; and
  b) which is not of permanent construction, but which is designed to be dismantled at the completion of the construction project. (ROP)

Province/Provincial – the Province of Ontario, its Ministries, or any delegated authorities.

provincially constrained environmental areas – landscape features where the features are both identified in any applicable official plan or Provincial plan, and where the applicable Provincial plan or Provincial Policy Statement prohibits development in the features: wetlands, woodlands, Significant Valleys, Environmentally Significant Valley Features, Areas of Natural and Scientific Interest, Significant Habitat of Endangered or Threatened Species, significant wildlife habitat and fish habitat. (ROP)

Provincially Significant Wetland – the classification of a particular wetland as provincially significant according to an evaluation methodology use by the Province. (PPS, revised).
*quarry operation – in Provincial modifications, but no definition provided. (ROP)

rapid transit – a public transportation system operating for its entire length primarily on an exclusive right-of-way. The definition includes systems operating at-grade and systems operating on elevated or underground facilities. (ROP)

redevelopment - the creation of new units, uses or lots on previously developed land in existing communities, including brownfield and greyfield sites. (PPS, revised).

redevelopment¹ – for lands within the Galt City Centre Special Floodplain Policy Area of this plan, the removal of buildings or structures from a site and the construction or erection of other buildings or structures thereon; and, shall include an addition which is larger than 50% of the total ground floor area of the original or existing building or structure.

Region/Regional or Waterloo Region – the Regional Municipality of Waterloo.

Regional Power Centre - a group of commercial establishments, the defining characteristics of which is the presence of one or more large retail commercial establishments. The Regional Power Centre is limited to a gross retail commercial floor area of 65,985 m². (OMB order #3006, regarding Case File PL030357)

Regional Power Centre at the Southeast Intersection of Highway 401 and Hespeler Road - a group of commercial establishments, the defining characteristic of which is the presence of one or more large retail commercial establishments, often referred to as big boxes. The Regional Power Centre may have more than one owner, must have one or more retail commercial establishments with a minimum gross retail commercial floor area of 3,716 m² (40,0000 sq. ft.) and must not be developed as an enclosed shopping mall. For Site A as shown on Figure 5 at full build out: (i) a minimum of 60% of the permitted gross retail commercial floor area occupied by retail commercial establishments must include establishments with not less than 1,858 m² gross retail commercial floor area; and (ii) a maximum of 40% of the permitted gross retail commercial floor area occupied by retail commercial establishments may be comprised of stores with a minimum gross retail commercial floor area of 627 m² subject to the exception that a maximum of ten stores shall be permitted to have a minimum gross retail commercial floor area of 488 m². For Site B, as shown on Figure 5 maximum of 3,556 m² gross retail commercial floor area shall be permitted and contained in only one store. (OMB order #3006, regarding Case File PL030357)

Registry of Cultural Heritage Resources/Registry – a listing of properties which includes those designated under either Part IV or V of the Ontario Heritage Act or are deemed to have the potential for designation. (Ontario Heritage Act).
resource management – the control and co-ordination of the use of resources to achieve specific ends. The term is commonly applied to elements of the natural environment.

retail impact statement - an analysis of the retail markets available to support a proposed commercial development project and includes where applicable an evaluation of the economic feasibility of undertaking the development project as proposed and an assessment of the probable economic impact of the proposed development on existing and approved retail commercial facilities in the Community Core Areas of the city’s various communities and/or other shopping centres. (City Official Plan, revised).

reurbanization - describes four distinct types of activity, all of which serve to increase the residential or employment density on sites located within the existing, built-up area. The four types of activity include:
   a) infill - new development on formerly vacant land;
   b) intensification - an expansion in the use of an existing structure or structures that serves to increase the density on a site;
   c) adaptive reuse - a change in the use of a structure, typically from commercial/industrial to residential, that results in greater density; and
   d) redevelopment - the wholesale change or conversion of an area, often involving some form of land assembly and/or demolition, which results in significantly higher density than existed previously. (ROP, revised).

rural residential infilling formulae – the measurement of the 100 metre separation distance set out in Policy 8.9.2.1 b) will be determined as follows:
   a) measurement is established between two points located along the centre-line of the existing right-of-way of an open public road and which points are determined by a line drawn from the centre of such unit and perpendicular to the public road;
   b) the distance between the two points is measured along the public road through intersecting public roads; and
   c) the point of reference on an adjoining undeveloped non-farm lot is determined by the mid-point along the public road. (ROP)

scenic heritage roads – Municipal and Regional roads characterized by natural, cultural heritage and recreational features that contribute to the scenic value of Municipal/Regional roads. (New)

School Boards – The Waterloo Region District School Board, the Waterloo Catholic District School Board, Le Conseil Scolaire de District Catholique Centre-Sud and Le Conseil Scolaire de District du Centre Sud-Ouest. (New)

Secondary Plan – a plan adopted and approved through amendment to this Plan which designates land for a specific geographic area and contains policies to guide future development in that area. (New)
**secondary residential unit** – a separate residential unit containing bathroom and kitchen facilities that is subordinate to an existing residential structure. (New)

**secondary uses** – uses secondary to the principal use of the property, including but not limited to home occupations, bed and breakfasts, home industries, *agri-tourism activities* and uses that provide value-added agricultural products from the *farm* operation on the property. (ROP)

**sensitive land use** – a building, amenity area or outdoor space associated with residences, schools, hospitals and senior citizen homes or other land uses such as outdoor recreational activities where humans during routine or normal activities occurring at reasonably expected times or the natural environment may be adversely affected by emissions from industrial or other major facilities. (City Official Plan, revised)

**shorelines** - the lands in immediate contact with, or seasonally inundated areas adjacent to these waterbodies. (New)

**significant** – in regard to cultural heritage and archaeology, resources that are valued for the important contribution they make to our understanding of the history of a place, event or a people. (ROP)

**significant wildlife habitat** - areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations which are ecologically important in terms of *natural features*, *ecological functions*, representation or amount, and which contribute to the quality and diversity of an identifiable geographic area or *natural heritage system*. (New)

**significant woodland** – areas that meet all of the following criteria:

a) greater than four hectares in size, excluding any adjoining hedgerows;

b) consisting primarily of indigenous species of trees; and

c) meets the criteria of a *woodland* in accordance with the provisions of the Regional Woodland Conservation Buy-law. (ROP)

**site alteration** – activities such as fill, grading, tree removal and excavation that would change the landform and natural vegetative characteristics of a site; but does not include activities that create or maintain *infrastructure* authorized under an *environmental assessment* process; works subject to the Drainage Act. (City Official Plan, revised).

**site plan** – a plan as defined in the licensing process for aggregate extraction operations in accordance with the provisions of the Aggregate Resources Act. (ROP)
specialty crop lands – areas where specialty crops such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops and crops from agriculturally developed organic soil lands are predominantly grown, usually resulting from:

- soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both; and/or
- a combination of farmers skilled in the production of specialty crops, and of capital investment in related facilities and services to produce, store, or process specialty crops.

subwatershed – the smaller watershed unit within a larger watershed. In Cambridge, the catchment area of one of the tributaries to the Speed or the Grand River such as Moffat or Devil’s Creek respectively is considered a “subwatershed”, whereas the drainage area of the Grand River (including all of its tributaries) is considered a “watershed”. (City Official Plan, revised)

subwatershed studies – comprehensive scientific studies of river and streams and the lands draining into them. These investigations result in recommendations as to where and how development activity can safely occur so as to minimize flood risks, stream erosion, degradation of water quality, and negative impacts on natural systems. Recommendations may also identify opportunities for ecological enhancement and recreation. (City Official Plan, revised)

sustainable development that meets the needs of the present without compromising the ability of future generations to meet their own needs. [World Commission on Environment and Development (WCED). Our common future. (Brundtland report), 1987]

sustainable design – leads to resource-efficient construction, operation and maintenance throughout a structure’s life cycle. Sustainably designed buildings reduce the overall impact of the built environment on human health and the natural environment and promote energy efficiency, water conservation, the use of renewable building materials, waste reduction, toxics reduction, indoor air quality, and opportunities to maximize the use of natural resources in siting, structure, and building systems, elements, and finishes. (New)

temporary farmers’ market – outdoor food stands using temporary structures to sell food products to the public. The foods sold would be primarily from local sources, and may include processed foods such as jams and preserves and other farm-made products. Stand operators could be farmers or staff or volunteers of a business or organization with a permit to operate the stand. (ROP)

Tertiary Plan – a plan for a smaller, more specific geographic area than a Community Plan containing detailed, specific policies to guide future development. (New)
transit oriented development – compact mixed use medium or high density development within walking distance of major transit stations, including a Major Transit Station Areas and or walking distance of a high frequency transit stops. (New)

transportation demand management – a set of strategies that results in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost. Examples include: carpooling, van pooling, and shuttle buses; parking management; site design and on-site facilities that support transit and walking; bicycle facilities and programs; pricing (road tolls or transit discounts); flexible working hours; telecommuting; high occupancy vehicle lanes; park-and-ride; incentives for ride-sharing, using transit, walking and cycling; initiatives to discourage drive-alone trips by residents, employees, visitors and students. (Growth Plan)

Urban Greenslands Strategy – a guidance document developed in collaboration with the Region, GRCA, and other stakeholders which identifies a system of natural areas and open spaces, including Major Urban Greenslands, and promotes their use and enjoyment, enhancement, expansion, and protection. The Urban Greenslands Strategy will guide Official Plan policies for, and designation of, Major Urban Greenslands. (New, based on ROP 2.G.2 and 2.G.3)

Urban Growth Centre – is defined in accordance with the policies of the Growth Plan for the Greater Golden Horseshoe and is delineated in accordance with Growth Plan policies 2.2.4.2 and 2.2.4.3. (Growth Plan)

vulnerable – surface water and groundwater that can be easily changed or impacted by activities or events, either by virtue of their vicinity to such activities or events or by preferential pathways among such activities and the surface water and/or groundwater. (ROP)

wayside pits and quarries – a temporary pit or quarry opened and used by a public road authority or a person who has a contract with a public road authority solely for the purpose of a particular project or contract of road construction, and is not located on that road right-of-way.

woodland – treed area that provides environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels. (ROP)
Chapter 14: Maps
City of Cambridge Official Plan

MAP 15
Source Water Protection Areas

Legend
- City Limits
- Municipal Boundaries
- Existing Grades - Separated Interchange
- Roads - Ownership
- Province of Ontario or Region of Waterloo
- City of Cambridge
- High Microbial Risk Management Zones
- Groundwater Under Direct Influence
- Municipal Wellheads

Surface Water Intake Protection Zone
- Zone 1
- Zone 2

High Microbial Risk Management Zones
- High
- Low
- Moderate

Wellhead Protection Areas
- WPSA-1
- WPSA-2
- WPSA-4
- WPSA-5
- WPSA-6
- WPSA-7
- WPSA-8

Data Sources: Regional Municipality of Waterloo (RMW)

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Note: Some of the Official Plan maps include mapping information that extends beyond the City's boundaries. This mapping is provided as information only to show connection between the City's systems and neighbouring municipalities. Such mapping is not intended to set land use designations in the neighbouring municipalities.
Chapter 15: Appendices

Appendix A: Regional Official Plan Policies Modified for Source Water Protection in Cambridge

General

ROP 8.A.5

Development applications within all Source Water Protection Area designations will comply with the following:

a) employment uses that would direct infiltration of stormwater run-off without pre-treatment through the use of dry wells or artificial/enhanced recharge will not be permitted; and

b) employment uses that would require new water taking for industrial/commercial purposes and/or for irrigation purposes, except for water taking associated with mineral aggregate operations will not be permitted.

ROP 8.A.6

New water taking is not permitted for any new or expanding uses where a municipal water distribution system is available within the road right-of-way abutting the property except as permitted in the zoning by-law.

ROP 8.A.7

New water taking in quantities greater than 50,000 litres per day may be permitted outside of the Urban Area shown on Map 1A and Source Water Protection Area designations provided that the application is substantiated by further study in accordance with ROP Policy 8.A.4.

ROP 8.C.1

The City will collaborate with the Region, Province and GRCA in providing advice to landowners to promote good stewardship practices for lands and water within Source Water Protection Areas.
Source Water Protection Land Use Categories

ROP 8.A.8

For the purpose of implementing source water protection, the Region has identified four categories of land uses that may pose a risk to drinking-water. They are:

(a) Category A (Very High Risk Uses);
(b) Category B (High Risk Uses);
(c) Category C (Moderate Risk Uses);
(d) Category D (represents preferential pathways, or other land uses that involve soil excavation and/or the creation of subsurface facilities, that contribute to the risk to municipal drinking-water supplies by increasing vulnerability).

ROP 8.A.9

Land uses typically associated with each of the land use categories identified in Policy ROP 8.A.8 include, but are not limited to, the uses listed in Schedule “B” to this Appendix.

Wellhead Protection Areas

This Plan designates Wellhead Protection Sensitivity Areas around each municipal drinking-water supply well. Wellhead Protection Areas are the total area of land which contributes water to a municipal drinking-water supply well. Within each Wellhead Protection Area, one or more Wellhead Protection Sensitivity Areas (WPSA) may be delineated. The purpose of these designations is to prevent land uses involving hazardous chemicals and/or substances, disease causing organisms and land uses that increase the vulnerability of groundwater from becoming water quantity and/or quality risks to municipal drinking-water wells.

ROP 8.A.10

Wellhead Protection Sensitivity Areas (WPSA) are classified from 1 to 8. This classification allows for varying degrees of management relative to the vulnerability of the underlying groundwater to contamination, the importance of the well to the capacity of the municipal drinking-water supply systems as well as the length of time groundwater within the WPSA will take to reach the municipal drinking-water supply well. WPSAs are designated as shown on ROP Maps 6a, 6f and 6g and are described below:

(a) WPSA 1 – delineates areas within a 100 metre radius of each municipal drinking-water supply well. It represents the highest sensitivity area with
respect to the potential movement of disease-causing organisms and groundwater infiltration;
(b) WPSA 2 – delineates high sensitivity areas found within the two year *time of travel* to a municipal drinking-water supply well;
(c) WPSA 3 – delineates high sensitivity areas found outside the two year, but within the ten year *time of travel* to a municipal drinking-water supply well;
(d) WPSA 4 – delineates medium sensitivity areas found within the two year *time of travel* to a municipal drinking-water supply well;
(e) WPSA 5 – delineates medium sensitivity areas found outside of the two year, but within the ten year *time of travel* to a municipal drinking-water supply well;
(f) WPSA 6 – delineates low sensitivity areas found within the two year *time of travel* to a municipal drinking-water supply well;
(g) WPSA 7 – delineates low sensitivity areas found outside of the two year, but within the ten year *time of travel* to a municipal drinking-water supply well; and
(h) WPSA 8 – delineates the area outside of the ten year *time of travel* to the limit of the total land area contributing water to a municipal drinking-water supply well.

**ROP 8A.11**

Within the WPSA 1 designation:

(a) Category A, B, C and D uses will not be permitted;
(b) New individual wastewater treatment systems, private wells, pipelines, sewers, stormwater management ponds (or other ponds) and the direct infiltration of stormwater run-off without pre-treatment will not be permitted; and
(c) New impermeable surfaces of any kind will be restricted or minimized to the greatest extent possible.

**ROP 8A.12**

Within the WPSA 2 designation, development applications will comply with the following:

(a) Until such time as the Regional Official Plan is amended to incorporate approved Source Protection Plans under the Clean Water Act, 2006, Category A uses, geothermal wells, *mineral aggregate operations* and *wayside pits and quarries* will not be permitted;
(b) Category B and C uses and underground parking garages will not be permitted outside of the Built-Up area as shown on Map 1;
(c) Category B and C uses and underground parking garages already permitted by this Plan may be permitted within the Built-Up Area subject to further study in accordance with ROP Policy 8A.4; and
(d) Individual wastewater treatment systems, private wells, pipelines, sewers, stormwater management ponds (or other ponds) and plans of subdivision or vacant land condominiums may be permitted subject to further study in accordance with ROP Policy 8.A.4.

ROP 8.A.13

Within the WPSA 3 designation, development applications will comply with the following:

(a) Category A uses will not be permitted;
(b) Category B and C uses will not be permitted outside of the Built-Up Area;
(c) Category B and C uses and underground parking garages already permitted by this Plan may be permitted within the Built-Up Area subject to further study in accordance with ROP Policy 8.A.4.; and
(d) Category D uses, individual wastewater treatment systems, private wells, pipelines, sewers, stormwater management ponds (or other ponds), and plans of subdivision or vacant land condominiums may be permitted subject to further study in accordance with ROP Policy 8.A.4.

ROP 8.A.14

Within the WPSA 4 designation, development applications will comply with the following:

(a) Until such time as the Regional Official Plan is amended to incorporate approved Source Protection Plans under the Clean Water Act, 2006, Category A uses, geothermal wells, mineral aggregate operations and wayside pits and quarries will not be permitted;
(b) Category B and C uses will not be permitted outside of the Built-Up Area;
(c) Category B and C uses already permitted by this Plan may be permitted within the Built-Up Area subject to further study in accordance with ROP Policy 8.A.4; and
(d) Underground parking garages, individual wastewater treatment systems, private wells, pipelines, sewers, stormwater management ponds (or other ponds) and plans of subdivision or vacant land condominiums may be permitted subject to further study in accordance with ROP Policy 8.A.4.

ROP 8.A.15

Within the WPSA 5 designation, development applications will comply with the following:

(a) Category A uses will not be permitted;
(b) Category B and C uses will not be permitted outside of the Built-Up Area;
(c) Category B and C uses already permitted by this Plan may be permitted subject to further study within the Built-Up Area in accordance with ROP Policy 8.A.4; and
(d) Category D uses and plans of subdivision or vacant land condominiums may be permitted subject to further study in accordance with ROP Policy 8.A.4.

ROP 8.A.16

Within the WPSA 6 designation, development applications will comply with the following:

(a) Until such time as the Regional Official Plan is amended to incorporate approved Source Protection Plans under the Clean Water Act, 2006, Category A uses, geothermal wells, mineral aggregate operations and wayside pits and quarries will not be permitted;
(b) Category B and C uses will not be permitted outside of the Built-Up Area;
(c) Category B and C uses may be permitted within the Built-Up Area subject to further study in accordance with ROP Policy 8.A.4; and
(d) Underground parking garages and plans of subdivision or vacant land condominiums may be permitted subject to further study in accordance with ROP Policy 8.A.4.

ROP 8.A.17

Within the WPSA 7 designation, development applications will comply with the following:

(a) Category A uses will not be permitted;
(b) Category B and C uses will not be permitted outside of the Built-Up Area;
(c) Category B and C uses already permitted in this Plan may be permitted within the Built-Up Area subject to further study in accordance with ROP Policy 8.A.4; and
(d) Category D uses and plans of subdivision or vacant land condominiums may be permitted subject to further study in accordance with ROP Policy 8.A.4.

ROP 8.A.18

Within the WPSA 8 designation, development applications will comply with the following:

(a) Category A uses will not be permitted; and
(b) Geothermal wells, mineral aggregate operations and wayside pits and quarries may be permitted subject to further study in accordance with ROP Policy 8.A.4.
GUDI Wells and High Microbial Risk Management Zones

ROP 8.A.19

This Plan designates municipal drinking-water supply wells supplied by Groundwater Under the Direct Influence of Surface Water (GUDI) as shown on ROP Map 6f. Development applications proposing individual wastewater treatment systems and/or private wells are not permitted within the High Microbial Risk Management Zone surrounding the GUDI wells.

Surface Water Intake Protection Zones

A portion of the Region’s drinking-water supply comes from surface water through a municipal intake located in the Grand River just downstream of the City’s municipal boundary, located in the City of Kitchener. The Surface Water Intake Protection Zones are delineated to protect the quality and quantity of the surface water entering the intake, mainly by protecting the surface water upstream of the intake from hazardous spills. In the city, only Surface Water Protection Zone 2 is found as designated on Map 6g. This delineates the area of land over which a hazardous spill could reach the municipal surface water intake within a two hour travel time.

ROP 8.A.22

Within Surface Water Intake Protection Zone 2, development applications will comply with the following:

(a) Category A uses will not be permitted; and
(b) Category B, C and D uses and stormwater management ponds (or other ponds) may be permitted subject to further study in accordance with ROP Policy 8.A.4.

Schedule B: Source Water Protection Land Use Categories

Category ‘A’

- Waste treatment and disposal facilities, including lagoons, landfills communal/municipal sewage treatment facilities and including large sewage vaults at sewage pumping stations, but not including facilities regulated under the Nutrient Management Act.
- Salvage yards, including automobile wrecking yards or premises
• Bulk storage of hazardous chemicals and hazardous substances (as listed in O.Reg. 347 under the Environmental Protection Act), including bulk storage of oil, gasoline or petroleum products, and including transportation terminals for these substances/chemicals (including truck/trailer/container parking, washing or cleaning depots)

Category ‘B’

• Bulk storage of road salt and snow disposal sites
• Primary metal manufacturing, including iron and steel mills and ferro-alloy manufacturing; steel product manufacturing from purchased steel; alumina and aluminum production and processing; non-ferrous metal production and processing; and foundries
• Manufacturing of fabricated metal products, including manufacturing of unfinished metal products and metal finishing operations
• Manufacturing and assembly of transportation equipment, including motor vehicles and parts, aerospace products and parts, rail cars, ships and boats
• Manufacturing of machinery, including agricultural, commercial, industrial, and other machinery
• Chemical manufacturing including chemicals; resins; fertilizers, pesticides and other agricultural chemicals; pharmaceutical and medicines; paint, coating and adhesives; inks and other chemicals but excluding soap and cleaning compound manufacturing. Including manufacturing, packaging, repackaging, and bottling. Excludes uses involving bulk storage of hazardous materials which are included under Category ‘A’
• Manufacturing of petroleum and coal products, including manufacturing of asphalt materials. Excludes uses involving bulk storage of hazardous materials which are included under Category ‘A’
• Manufacturing of electronic components such as semiconductors, printed circuit boards, and cathode ray tubes
• Manufacturing of electrical equipment, appliances and components
• Commercial or industrial dry cleaning of textiles and textile products, excluding depots not performing on-site dry cleaning
• Manufacturing of leather and allied products including footwear
• Wood and wood product preservation and treatment
• Gasoline stations and other retail establishments with gasoline sales
• Wholesale/distributing of cleaning products, pesticides, herbicides, fungicides and chemicals

Category ‘C’

• Manufacturing of rubber products
• Manufacturing of soap, cleaning compounds and toilet preparations
• Textile and fabric finishing and fabric coating
• Manufacturing of plastic products
• Manufacturing of wood products including wood furniture, and excluding wood preservation
• Manufacturing of glass and glass products
• Manufacturing of paper and paper products including newsprint and boxes
• Printing and related support activities, excluding business support services such as photocopy services
• Repair and Maintenance of automobiles and automotive machinery, electronic equipment, industrial and commercial machinery, and personal and household goods repair
• Golf courses
• Airports, train and public transit terminals, except terminals with no fuel storage or transfer of shipped goods or materials
• Medical, health and other laboratories (other than clinics generally associated with commercial plazas)
• Miscellaneous manufacturing not included elsewhere, including jewellery, silverware, medical equipment and signs
• Recycling, recovery, or remanufacturing of materials including the collection, processing, manufacturing, or reuse of post-consumer or post-industrial materials, not including recycling or disposal of hazardous materials, and not including salvage yards or facilities with outdoor operations which are Category ‘A’ uses

Category ‘D’

• Underground parking garages
• Geothermal wells
• Mineral aggregate operations including wayside pits and quarries

Source Water Protection Glossary

geothermal well – a vertical well, borehole or pipe installation used for geothermal systems, ground-source heat pump systems, geo-exchange systems or earth energy systems for heating or cooling; including open-loop and closed-loop vertical borehole systems. A geothermal well does not include a horizontal system where construction or excavation occurs to depths less than five metres unless the protective geologic layers overlaying a vulnerable aquifer have been removed through construction or excavation.

mineral aggregate operations – an operation and uses accessory thereto, other than wayside pits and quarries, conducted under a license or permit under the Aggregate Resources Act.

municipal drinking-water supply systems – all or part of the drinking-water supply, treatment and distribution systems owned and operated by a municipality.
**preferential pathways** – a constructed pathway or excavation to a depth greater than five metres and/or where protective geologic layers overlying an aquifer have been removed that create a direct access or conduit facilitating the transport of contaminants to a municipal drinking-water source.

**time of travel** – an estimate of time required for a particle of water to move in the saturated soil or rock from a specific point in an aquifer to the well intake.

**wayside pits and quarries** – a temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.
## Appendix B: Road Allowance Widths

<table>
<thead>
<tr>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Designated Road Allowance (metres)</th>
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</thead>
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<tr>
<td>Adam St. (east side only)</td>
<td>Queen St. W.</td>
<td>Tannery St.</td>
<td>5.47</td>
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<td>Queen St. W.</td>
<td>Franklin Blvd.</td>
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<td>Fountain St. N.</td>
<td>Riverbank Dr.</td>
<td>30</td>
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<tr>
<td>Avenue Rd.</td>
<td>Hespeler Rd.</td>
<td>Townline Rd.</td>
<td>20</td>
</tr>
<tr>
<td>Beaverdale Road</td>
<td>Kossuth Rd.</td>
<td>Regional Road 24</td>
<td>30</td>
</tr>
<tr>
<td>Beverley Street</td>
<td>Wellington Street</td>
<td>Dundas St.</td>
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<tr>
<td>Blair Road</td>
<td>Blenheim Rd.</td>
<td>Grand Avenue</td>
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</tr>
<tr>
<td>Black Bridge Rd.</td>
<td>Guelph Ave.</td>
<td>Townline Rd.</td>
<td>26</td>
</tr>
<tr>
<td>Blenheim Road</td>
<td>West City Limits</td>
<td>CPR Tracks</td>
<td>30</td>
</tr>
<tr>
<td>Blenheim Road</td>
<td>CPR Tracks</td>
<td>Blair Road</td>
<td>20</td>
</tr>
<tr>
<td>Briardean Rd.(E/W leg)</td>
<td>Speedsville Rd.</td>
<td>Briardean Rd.(N/S leg)</td>
<td>26</td>
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<tr>
<td>Bruce St.</td>
<td>Water St. S.</td>
<td>Main St.</td>
<td>20</td>
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<tr>
<td>Chilligo Rd.</td>
<td>Kossuth Rd.</td>
<td>Fisher Mills Rd.</td>
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<tr>
<td>Cooper St.</td>
<td>Queen St. E.</td>
<td>Ramsay Ave.</td>
<td>18</td>
</tr>
<tr>
<td>Cooper St.(east side only)</td>
<td>Lot 4, R.P. 149</td>
<td>Cooper St. (E/W leg)</td>
<td>7.9</td>
</tr>
<tr>
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<td>Lot 25, R.P. 801</td>
<td>Cooper St. (E/W leg)</td>
<td>12.1</td>
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<tr>
<td>Ellis Rd.</td>
<td>New Hope Cemetery</td>
<td>Townline Rd.</td>
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<td>Beaverdale Rd.</td>
<td>Guelph Ave.</td>
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<td>Franklin Blvd.</td>
<td>Adam St.</td>
<td>Edward St.</td>
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<td>Grand Avenue</td>
<td>St. Andrews St.</td>
<td>Parkhill Rd.</td>
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<td>Guelph Avenue</td>
<td>Milton Ave.</td>
<td>Queen St. W.</td>
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<tr>
<td>Guelph Avenue</td>
<td>Regional Road 24</td>
<td>Milton Avenue</td>
<td>26</td>
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<tr>
<td>Langdon Dr.</td>
<td>Blair Rd.</td>
<td>S. City Limits</td>
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<tr>
<td>Main Street</td>
<td>Wellington St.</td>
<td>Water St.</td>
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<td>Middle Block Rd.</td>
<td>Riverbank Dr.</td>
<td>Speedsville Rd.</td>
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<td>Mohawk Rd.</td>
<td>Speedsville Rd.</td>
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<td>18</td>
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<tr>
<td>Queen St. W.</td>
<td>Regional Road 24</td>
<td>Guelph Ave.</td>
<td>20</td>
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<tr>
<td>Queen St. E.</td>
<td>Cooper St.</td>
<td>River Rd.</td>
<td>20</td>
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<td>Queen St. E.</td>
<td>Townline Rd.</td>
<td>20</td>
</tr>
<tr>
<td>Riverbank Dr.</td>
<td>West City Limits</td>
<td>Fountain St.</td>
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<td>Royal Oak Rd.</td>
<td>Cherry Blossom Rd. (easterly end)</td>
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<td>Samuelson St.</td>
<td>Water St. N.</td>
<td>Beverly St.</td>
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<tr>
<td>Speedsville Rd.</td>
<td>Eagle St.</td>
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<tr>
<td>Speedsville Rd.</td>
<td>C.P.R. Tracks</td>
<td>Kossuth Rd.</td>
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</tr>
<tr>
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<td>Bruce St.</td>
<td>Concession St.</td>
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<td>Townline Rd.</td>
<td>Wellington County Rd. 34</td>
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<tr>
<td>Wellington Street</td>
<td>Beverly St.</td>
<td>Main St.</td>
<td>20</td>
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Chapter 16: Figures
Modification No. 68

Figure 2
Community Node
Hespeler Rd and Can-Amera Pkwy

Legend
- Node Boundary
- Future Study Area for inclusion in node boundary

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Figure 3
Community Node
Main St and Dundas St S
Figure 4
Community Node
Queen St, Goebel Ave
and Holiday Inn Dr
Figure 5
Regional Power Centre

Legend
- Orange: Regional Power Centre
- Railway
Figure 6 - Page 1
Strip Commercial Areas

Legend

- Strip Commercial Areas

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Figure 6 - Page 2
Strip Commercial Areas

Legend
- Strip Commercial Areas

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Figure 11
675 Coronation Blvd

Legend

- Low / Medium Density Residential
- Subject Lands

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The diagram shows a map of an area around 200 Franklin Blvd, indicating the location of Commercial Class 3 and Subject Lands. The map is marked with a scale of 1:5,000 and includes several streets and landmarks such as Main St, Franklin Blvd, Dundas St S, and Flora St. The disclaimer at the bottom of the page states that the document is subject to copyright and may only be used for personal, non-commercial use, provided you keep intact the copyright notice. The City of Cambridge assumes no responsibility for any errors and is not liable for any damages of any kind resulting from the use of, or reliance on, the information contained in this document. The City of Cambridge does not make any representations or warranty, express or implied, concerning the accuracy, quality, likely results or reliability of the use of the information contained in this document.

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Figure 18
237 and 255 King St W

Legend

- Preston Towne Centre
- High Density Residential
- Natural Open Space System
- Subject Lands
Legend

- Low / Medium Density Residential
- Natural Open Space System
- Municipal Boundary
- Subject Lands

Figure 22
1164 Morrison Rd

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Figure 25
1278 King St E

Legend

- Low / Medium Density Residential
- Subject Lands

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Legend

- Galt City Centre
- Rivers and Lakes
- Subject Lands

Figure 26
13, 15 and 17 Cedar St
Figure 29
255 Elgin St N

Legend

- Business Industrial
- Subject Lands

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Legend
- Low / Medium Density Residential
- Municipal Boundary
- Subject Lands

Figure 30
155 Robinson Rd

1:2,000
Figure 31
3680 Speedsville Rd

Legend
- Prime Agricultural
- Municipal Boundary
- Subject Lands

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Figure 34
Conestoga Blvd (Lena Cres, Pamela Lane, Knack Lane, Booty Lane)
Figure 37
112 Pinebush Rd

Legend
- Employment Corridor
- Subject Lands
Figure 38
900 Jamieson Pkwy

Legend

- Employment Corridor
- Municipal Boundary
- Subject Lands

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Figure 39
970 Franklin Blvd

Legend

- High Density Residential
- Commercial Class 3
- Subject Lands

Legend

- High Density Residential
- Commercial Class 3
- Subject Lands

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Figure 42
Green Gate Blvd

Legend

- Low / Medium Density Residential
- Subject Lands

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Legend

- Low / Medium Density Residential
- Subject Lands
Figure 44
95 McLaren Ave

Legend
- Industrial
- Subject Lands

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Figure 45
1962 Eagle St N

Legend

- Employment Corridor
- Subject Lands

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Figure 47
Doon Valley Golf Course

Legend
- Natural Open Space System
- Rivers and Lakes
- Municipal Boundary

Subject Lands

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Figure 48
Conestoga College
Cambridge Campus
Figure 49
Langdon Hall Area

Legend

- Rural
- Natural Open Space System
- Rivers and Lakes

Municipal Boundary
Subject Lands

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Thursday, November 22, 2012 2:22:47 PM
Modification No. 69

Legend

- Light Yellow: Low / Medium Density Residential
- Dark Yellow: Subject Lands

Figure 53
6 and 12 Poplar Dr

Legend

- Light Yellow: Low / Medium Density Residential
- Dark Yellow: Subject Lands

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Modification No. 69

Figure 54
1512, 1526 and 1546
King St E

Legend

- Low / Medium Density Residential
- Subject Lands
Note: Refer to Main Street Heritage Conservation District Plan for Implementation Details.

Schedule 1
Main St
Heritage Conservation District

Legend

- Heritage Conservation District Boundary
- Parcels
- Rivers and Lakes
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Schedule 3
Dickson Hill
Heritage Conservation District
(City Owned Properties)
### 6 – List of Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>dBA</td>
<td>Weighted Decibel</td>
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<tr>
<td>ESL</td>
<td>Environmentally Sensitive Landscape</td>
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<tr>
<td>FSI</td>
<td>Floor Space Index</td>
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<tr>
<td>GRCA</td>
<td>Grand River Conservation Authority</td>
</tr>
<tr>
<td>ICL</td>
<td>Impervious Cover Limit</td>
</tr>
<tr>
<td>LEED®</td>
<td>Leadership in Energy and Environmental Design</td>
</tr>
<tr>
<td>Leq</td>
<td>Equivalent Continuous Noise Level</td>
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<td>LSNA</td>
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<td>MHAC</td>
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<td>NEF</td>
<td>Noise Exposure Forecast</td>
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<td>OMB</td>
<td>Ontario Municipal Board</td>
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<td>PPS</td>
<td>Provincial Policy Statement</td>
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<td>ROP</td>
<td>Regional Official Plan</td>
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<td>RoW</td>
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Region-Approved November 21, 2012