



Supporting Advocacy on Municipal Official Plans

A Report to the Waterloo Region Healthy
Communities Partnership

Prepared by Krista Long
Funded by the Government of Ontario and Region of Waterloo Public Health
April 2012

Contents

Introduction	Page 3
Literature Review	Page 6
Analysis of Waterloo Region Municipal Official Plan Policies	Page 19
Summary and Key Recommendations for Policy Advocacy Areas	Page 26
Appendix 1: Current Work in Waterloo Region Supporting Healthy Eating, Active Living, and Mental Health	Page 33
Appendix 2: Official Plan Review Process	Page 37
Appendix 3: Example Letter to Municipal Council	Page 39
Appendix 4: Literature Review Sources	Page 42
Appendix 5: Municipal Policies in Waterloo Region Supporting Healthy Eating, Active Living, and Mental Health	Page 45

Introduction

The cities of Kitchener, Waterloo, and Cambridge are each undergoing public consultation processes as they update their Official Plans. Official Plans govern the ongoing issuing of development permits to property owners wishing to build on their lands, and attempt to put overall visions of community design into practice by directing certain kinds of development into certain areas and prohibiting certain uses in others.

Community input into these policies is an important process in the development of official plans. It makes sure that the plans reflect the needs of the community. Within the last few years, those who create these plans are beginning to identify that physical and mental well-being, as well as making healthy eating choices, have a direct relationship to our living environment. How our cities are planned and designed affects the opportunities for walking, biking or taking transit to work and school, connecting with neighbours, having access to natural spaces, accessing necessary services, and accessing healthy fresh local foods. The policies contained within Official Plans direct land uses and the overall vision for community design, therefore affecting the opportunities for community health and wellness.

Supporting Advocacy on Municipal Official Plans Project

The Waterloo Region Healthy Communities Partnership (the Partnership) was established in 2010 to mobilize strategic action for policy change to enable healthy and active lives. Based on a community consultation, the Partnership listed as its priority areas healthy eating, physical activity, and mental health. Not wishing to duplicate the efforts of various networks already at work in the Region, the Partnership was designed to include such existing networks in its structure. Thus the Partnership consists of three partner networks – the Waterloo Region Food System Roundtable (the Roundtable), the Waterloo Region Active Living Network (WRALN), and the emerging mental health network.

The Waterloo Region Food System Roundtable was successful in advocating to Waterloo Region to include food policies in its Regional Official Plan (ROP) in 2009. The Region is now one of the first municipalities in North America to have food policies written into its Official Plan.

Inspired by this success, the Region of Waterloo Public Health submitted a proposal to the Ministry of Health and Long Term Care on behalf of the Healthy Communities Partnership for funding to support all partner networks of the Partnership to advocate for healthy eating and active living provisions within the official plans of cities and townships within Waterloo Region. Region of Waterloo Public Health provided the funding to include mental health provisions in the review. Thus this project, *Supporting Advocacy on Municipal Official Plans*, was funded.

The *Supporting Advocacy on Municipal Official Plans* project includes two components: 1) the review and identification of municipal policies that support healthy eating, active living, and mental health within official plans; and 2) providing support to partner networks of the Partnership to advocate to municipal councils. The goal of this work is that municipal plans will make provisions that encourage healthy eating and physical activity in every neighbourhood and which create conditions for optimal mental health.

Supporting and Engaging Partner Networks

The process for working with the partner networks of the HCP varied since each is at a different stage in its advocacy work.

Work with the WRALN focused on how existing municipal policy and activities at the Region and Municipal level tied into the development of its Physical Activity Charter. After a presentation on official plans and the types of policies that support active living, it was determined a gap analysis would support its work in understanding current policies and tying the Charter into those policies. Support also included reviewing the letter to Regional Council to adopt the Toronto Physical Activity Charter and ensuring current policies were acknowledged, as well as providing a sample letter to council for future advocacy work.

Work with the emerging mental health network focused on bringing more awareness to how municipal policy can affect mental health. This network was not ready for advocacy work as of yet, but will use this information to gain a better understanding of how municipal policy supports its work at the community level, identify gaps in policy, and consider a mental health charter to take to regional and municipal councils.

Work with the Roundtable involved taking policy suggestions to city council. The Roundtable already had experience with reviewing municipal plans, so support for this group picked up at the review of the final plan for the City of Waterloo, and included reviewing past comments to council; cross referencing prior comments with the final draft of the plan; developing a list of recommendations to review with the Roundtable committee, meeting with city planners to review the recommendations, drafting a letter to the city, and delivering a presentation to council. The Roundtable will continue with its advocacy work using the details from this report and key recommendations for the City of Kitchener and township plans.

Each of the partner networks was also active in providing feedback on the research and final report.

About this Report

This report has been prepared for the partner networks of the Healthy Communities Partnership. It is intended to guide the development of their policy advocacy work with respect to official planning documents. It is meant to be shared within their networks to gain a greater understanding of municipal policy and how it can support the work in the communities of Waterloo Region around healthy eating, active living, and mental health. The following section – possible next steps - provides a preview of the recommendations for future action based on the findings of the report.

Possible Next Steps

- Involvement in the zoning by-law project with the City of Waterloo to support the development of key definitions that could further support small to mid size food stores and access to healthy food
- Involvement in the development of the Urban Greenlands Strategy
- Review other policy documents – urban design guidelines, active transportation plan, pedestrian plan etc to ensure policies support and reflect all aspects of healthy eating, active living, and mental health
- Targeted public awareness - make people aware of existing policy so that the community can act on them (e.g. start up a small neighbourhood food store with healthy local foods; create temporary markets in neighbourhoods across the region)
- Presentations to community councils on temporary farmers markets to build broader awareness and understanding
- Consider bringing forth charters to support various aspects of healthy eating, active living, and mental health, such as a mental health charter, access to healthy local food charter
- Evaluation - measure changes that happen as a result of policy changes and awareness campaign
- Engage other community stakeholders through sharing of report and municipal policies to build a broader awareness of the municipal planning process
- Get involved in all planning processes and public consultations, such as the central transit corridor (creating great places) forum – this is where public input can help shape development on the ground
- Continue to speak with municipal councillors and planning staff to make issues heard and addressed in the planning process

Literature Review: Types of Policies that a Municipality can write into an Official Plan

Municipal policies contained in Official Plans are broad overview policies. They determine what land uses go where. They outline the vision for how a city, town or neighbourhood within a city or town will be developed, to achieve an overall land use vision.

The following section outlines the types of policies that can be written into an official plan to support healthy eating, active living, and mental health. The information in this section has been gathered from a literature review of planning documents and other Municipal Official Plans. Sources for the review are provided in Appendix 3.

This section is not meant to be exhaustive, but rather to provide an overview of the types of policies for consideration in advocating to municipalities and in assessing current municipal policies.

The types of policies have been organized under key priority areas for healthy eating, active living, and mental health. The priority areas were identified through the common themes emerging from the literature review, and in consultation with the HCP partner networks, and include:

- Walkable Access to Affordable Healthy Food – support for a variety of means of accessing healthy affordable food, including markets, food stores, community gardens, within walking distance of all neighbourhoods
- Urban Agriculture – support for local food production
- Sustainable Food System – food system policies and sustainable food production policies
- Pedestrian Linkages – pedestrian access to all points of interest in the community including employment areas, stores, recreation areas
- Active and Passive Recreation Opportunities – recreation opportunities meeting the needs of all users regardless of age, culture and ability
- Accessible Recreation Opportunities - location, cost, culturally appropriate
- Active Transportation – supporting all forms of non-vehicular transportation to move throughout the city
- Walkability – supporting the ease, safety, and comfort of walking throughout the city to everyday destinations including work, shopping, education, and recreation
- Affordable Housing and Safe Environments – support for a range and type of housing that addresses needs for safety, comfort, and liveability

- Integrated and Inclusive Communities – support for accessible communities that provide housing, jobs, and recreation for all residents, regardless of age or ability, interspersed throughout the whole city (non-isolating)
- Community Connectivity/Social Cohesion – support for public gathering spaces and neighbourhood design that promotes community connections

Walkable Access to Affordable Healthy Food

The World Health Organization in their *Social Determinants of Health* report (2003) identified affordable fresh food as a key determinant of health.

- Provide affordable and nutritious fresh food for all, especially the most vulnerable

The Simcoe Muskoka District Health Unit in its *Healthy Community Design Report* (2010) suggests the following policy provisions to support access to healthy foods:

- Develop land use designations for small-scale food processing facilities and distribution centre(s) for locally produced food in commercial and industrial land use designations
- Develop land use designations that support small-scale food-based home industries and home occupations

The Community Garden Council of Waterloo Region recommends the following policy provision in its report, *Building the Future for Community Gardening in Region of Waterloo Municipalities* (2010):

- Identify lands close to residential, school, transit, and community use areas for community gardens to support walkable access to gardens

Urban Agriculture

The Simcoe Muskoka District Health Unit in its *Healthy Community Design Report* (2010) suggests the following policy provisions to support urban agriculture:

- Permit community gardens in all land use designations; and as accessory uses for community facilities such as places of worship, schools, and health, cultural, or recreational institutions
- Permit edible landscaping and rooftop gardens in all land use designations

The City of Guelph draft *Official Plan* (2012) includes the following planning objective:

- To support urban agriculture in appropriate locations throughout the City as a means of encouraging local food production and distribution, reducing transportation needs, and fostering community spirit

The Community Garden Council of Waterloo Region recommends the following policy provisions in support of community gardens in its report, *Building the Future for Community Gardening in Region of Waterloo Municipalities* (2010):

- Permit community gardens in all land use designations
- Set targets for community garden sites in new developments
- Allocate land in future developments for community gardens through the allotted green space designation
- Provide infrastructure support (e.g. water, top soil, compost) for garden start-ups, as well as for existing community gardens
- Encourage community or allotment gardens in institutional land uses, such as the grounds of hospitals and other medical or therapeutic institutions
- Ensure long-term tenure and protection for community gardens
- Work in partnership with private companies (land holders) to offer incentives and create policies in support of community gardens
- Permit the raising of rabbits and hens
- Permit bee keeping
- Encourage urban foraging

The North Vancouver Official City Plan supports community gardens through:

- Creation of Community Garden Location Criteria which identify high density areas as priorities

The City of Montreal provides policy support for community gardens, such as:

- Supporting a Designated Permanent Agricultural Zone (PAZ) which includes approximately 4% of the city's land
- Providing zoning for new community gardens as parkland in order to protect them

The City of Ottawa's *Community Garden Program Action Plan* (2004), sets out policy supports adopted by Council that includes:

- Permitting community gardens in all zones
- Identifying parcels of vacant land to create community gardens
- Providing free water access and covering liability insurance for community gardens

The Kamloops Food Policy Council report, *Best practices in urban agriculture: a background report for the City of Kamloops to support development of an urban agricultural strategy* (2007), identifies the following policy strategy in support of community gardens:

- Include urban agriculture in City's managed open space strategy

Sustainable Food Systems

The World Health Organization in its *Social Determinants of Health* report (2003) identified sustainable food production as a determinant of health.

- Support sustainable agriculture and food production methods that conserve natural resources and the environment

The City of Guelph draft *Official Plan* (2012) identifies the following statement about local food systems in its goals for Planning a Complete and Healthy Community:

- Foster sustainable local food systems

Pedestrian Linkages

The Simcoe Muskoka District Health Unit in its *Healthy Community Design Report* (2010) identified the following policy provisions to support pedestrian linkages.

- Barrier-free, aesthetically pleasing pedestrian linkages such as trails, sidewalks and bike lanes between residential, commercial, employment, industrial, institutional, and open space lands shall be provided and maintained as part of the community's transportation system to encourage and support recreational and utilitarian active transportation
- Trail planning and design shall be focused on trails as both recreation and active transportation infrastructure, including a connected system of regional trails and bike paths/lanes to permit linkages between municipalities
- Development and subdivision standards will be created to ensure that new development provides convenient and direct access to adjacent uses through integrated pedestrian sidewalks, walkways, and trails
- Open spaces, recreational areas, and parks will be developed as an interconnected system that can be accessed from residential neighbourhoods through a community-wide network of walkways, sidewalks, and trails

The *County of Haliburton Official Plan* (2010) includes the following policy supporting pedestrian linkages:

- Encourage the development of recreational trails which connect local municipalities

The City of Brampton outlined in their *Brampton Pathways Masterplan (2002)*:

- Pathways will link all residents with desirable or important destinations

The City of Guelph draft *Official Plan (2012)* outlines the following objective and planning policies for pedestrian linkages:

- To support a multi-modal transportation network and efficient public transit that links the City's Urban Growth Centre to the rest of the community and surrounding municipalities
- Offer multi-modal access to jobs, housing, schools, cultural, and recreational opportunities and goods and services
- Provide linkages between intensification areas, adjacent neighbourhoods, and transit stations

Active and Passive Recreation Opportunities

The Simcoe Muskoka District Health Unit in its *Healthy Community Design Report (2010)* has identified the following policy provisions to support active and passive recreation:

- The provision of active and passive parks is recognized as an essential component within the municipality for physical and mental health and enjoyment by residents and visitors and shall be a priority of the community
- Trail planning and design shall be focused on trails as both recreation and active transportation infrastructure

The City of Brampton outlined the following policy in its *Brampton Pathways Masterplan (2002)*:

- Establish and maintain a city-wide on and off-road walking and cycling network for a broad range of users and interests

Accessible Recreation Opportunities

The Simcoe Muskoka District Health Unit in its *Healthy Community Design Report (2010)* identified the following policy provisions to support accessible active and passive recreation opportunities.

- All residents and visitors shall have access to an adequate supply of recreational areas and opportunities within close proximity to residential areas in the community to ensure maximum potential for access
- The municipality shall develop (or revise) a Recreation Master Plan to ensure that the community is provided with a strategic plan to provide safe, affordable, and quality recreation programs and facilities for all residents and visitors regardless of age, physical ability, and financial means
- Recreational trails permitted in all land use designations

The City of Brampton outlined in the *Brampton Pathways Masterplan (2002)*:

- Pathways will be accessible to all residents within a five-minute bike ride or fifteen (15)-minute walk
- Pathway design will be flexible to meet the evolving needs of residents
- Pathways will be developed in a safe and consistent manner by adopting the Brampton Pathways Planning and Design Standards and Guidelines

The City of Guelph outlines in its *draft Official Plan (2012)*:

- Ensure an accessible, connected open space, park and trail system and sustainable network of recreational facilities necessary to promote a physically active and healthy community that meets resident needs for active and passive recreation activities. (supports e) above as well)
- Provide an appropriate supply and distribution of community facilities to meet the social, health, and education needs of existing and future residents in a manner that maximizes accessibility

Active Transportation

The Simcoe Muskoka District Health Unit in its *Healthy Community Design Report (2010)* identified the following policy provisions to support active transportation.

- Development standards shall include support infrastructure for active transportation, such as bicycle-activated street lights, enhanced street crossings, pedestrian rest areas, and bike racks
- Adopt a Bicycle Parking Zoning By-Law which would require a minimum number of bicycle parking spaces at retail, institutional, employment, educational, and residential centers
- Draft and adopt a by-law which prohibits the operation of motor vehicles within designated bicycle lanes or paths

- Traffic calming measures are implemented on residential and local streets where pedestrian and cycling traffic is high
- All employment lands shall be linked to residential areas and main transportation corridors with active transportation infrastructure and mass transportation services to support employment needs
- The municipality shall consider intensification of land uses as a means to achieve compact development that will optimize mass transit, optimize active transportation, and contribute to better air quality and increased physical activity

The World Health Organization in their *Social Determinants of Health* report (2003) identified the following policy areas to support active transportation:

- Roads should give precedence to cycling and walking for short journeys
- Increase bike and bus lanes
- Provide incentives for pedestrian travel (e.g. increase parking costs)
- Remove car parking spaces
- Stop the growth of low density residential and out of town (regional) supermarkets, that support the use of cars

The City of Guelph *Bicycle Friendly Guelph Initiative* (2010) identified the following policy areas to support active transportation.

- Bike lanes are provided on all arterial roads when reconstructed; retrofit widening on designated roads where reconstruction not scheduled
- Include bike boxes at all major intersections ¹

The City of Guelph draft *Official Plan* (2012) includes the following planning objectives and policies:

- To support transit, walking, and cycling for everyday activities
- To encourage and support walking and cycling as healthy, safe, and convenient modes of transportation all year round and ensure that the design of pedestrian and cycling networks are integrated with other modes of transportation

¹ Bike boxes are special stop areas ahead of automobiles that cyclists wait in while stopped at a red light. These boxes allow cyclists to move in front of stopped traffic rather than waiting beside it, thereby increasing their visibility to motorists. A bike box at an intersection also indicates that right turns are not permitted on a red light, potentially reducing the number of bicycle collisions with right-turning vehicles. http://ottawa.ca/en/roads_trans/cycling/safety/law/bikebox/index.html

- The City will plan, implement, and maintain a transportation system to facilitate increasing non-auto mode shares for average daily trips to 15% for transit, 15% for walking, and 3% for cycling
- Ensure that bikeways and pedestrian walkways are integrated into and designed as part of new road and other infrastructure projects in the City. Special consideration will be given to matters such as bike lanes, physically separated bikeways, and provisions for a comfortable pedestrian environment which may include shade trees, street furniture, bicycle racks, lighting, signed and safe street crossings, and other traffic controls
- Require minimum provisions for on-site parking and storage for bicycles and other personal transportation devices in the Zoning Bylaw for uses such as employment and commercial, schools, high and medium density residential development, and transportation terminals
- The City will prepare a Bicycle Transportation Plan that will identify a Bicycle Network of off-road and on-road bicycle facilities

In Wellington County, the draft Active Transportation Plan (in progress) includes the following three planning guidelines and one policy provision to support active transportation:

- *Active Commuting* which involves the use of an active transportation mode such as walking and cycling to get to and from work, attend meetings, or to deliver materials as part of the work day
- *Active Recreation* which involves the use of an active transportation mode for fitness, exercise or recreation pursuits
- *Active Destination-oriented Trips* which involves the use of an active transportation mode to get to and from school, go shopping, visit friends and run errands etc.
- Provide bike lanes on all county roads

The County of Haliburton Official Plan (2010) has the following policy provision for active transportation:

- Official plans are encouraged to have regard for the objectives identified in the Cycling Master Plan and promote the implementation of the recommendations made in the Cycling Master Plan

The *Town of Algonquin Highlands Official Plan* (2010) includes the following policy provision for active transportation:

- Support the development of bicycle and walking routes

The *City of Mississauga Official Plan* has the following policy provision for active transportation

- Ensure all residents are within 1km of a cycling route

The City of Toronto *Bike Plan* (2001) suggests the following policy provisions for active transportation

- Encourage cycling for everyday transportation
- Provide a bike network within a 5 minute bicycle ride from all residents.
- Demonstrate leadership through innovative policies and facilities that encourage City employees to cycle
- Ensure that transportation policies, practices, and regulations support increased bicycle safety and access for intersections, roadways, bridges, and underpasses
- Expand and improve road maintenance programs to enhance cyclist safety, access, and comfort
- Ensure that cyclist safety, access, and comfort are maintained through or around construction zones
- Improve bicycle parking facilities at transit stations
- Improve bicycle access to transit stations
- Ensure the safe and comfortable year round operation of bikeways through design, signage, enforcement, and maintenance
- Expand the basic bicycle parking program to serve all public cycling destinations
- Develop and provide enhanced bicycle parking facilities which provide security from theft and protection from the elements
- Connect Toronto's network to bikeways in adjacent municipalities

The *City of Toronto Official Plan* (2007) has the following planning policy in support of active transportation.

- Universities, colleges, and hospitals will be encouraged to create campus plans in consultation with nearby communities that will: d) identify the network of pedestrian routes to be maintained, extended, and improved; e) examine existing transportation modes and create policies and programs that emphasize the use of public transit, walking, and cycling over automobile travel

Walkability

The Simcoe Muskoka District Health Unit in their *Healthy Community Design Report* (2010) identified the following policy provisions for walkability:

- Utilize a Municipal *Pedestrian Charter* as a guideline in the planning and development of walking opportunities

The City of Greater Sudbury in their *Sustainable Mobility Plan* (2010) identified the following policy provisions for walkability: (City of Victoria as well)

- Develop a Sidewalk Priority Index to identify and eliminate gaps in the pedestrian network
- Provide controlled pedestrian crossings
- Install countdown crosswalk signals at every traffic signalized intersection
- Develop a Pedestrian Crossing Priority Index to identify gaps in crosswalk infrastructure
- Install pedestrian refuge islands or medians where significant mid block crossings have been identified
- Signed walking routes; Provide appropriate signage was also identified in the *Brampton Pathways Masterplan* (2002)

The *City of Toronto Official Plan* (2007) has the following planning policies in support of walkability:

- Install pedestrian refuge islands or medians when foot traffic in the area of interest exceeds 100 pedestrians in 8 hours, the road is greater in width than 16.4 m, and there are 5 lanes of traffic or less
- The functioning of the local network of streets...will be improved by maintaining roads and sidewalks in a state of good repair
- An urban environment and infrastructure will be created that encourages and supports ...safe, direct, comfortable, attractive, and convenient pedestrian conditions, including safe walking routes to schools, recreation areas, and transit
- Design measures which promote pedestrian safety and security will be applied to streetscapes, parks, other public and private open spaces, and all new and renovated buildings
- New development will limit surface parking between the front face of a building and the public street or sidewalk

The City of Peterborough has the following provision to support walkability:

- Provision of *Sidewalk Policy* that states that sidewalks should be provided on both sides of the street in all re-developments and new developments.

The City of Guelph draft *Official Plan* (2012) includes the following policies:

- Ensuring that sidewalks are accessible and accommodate people with impaired or reduced mobility
- Encouraging the use of voice signals at crosswalks

Affordable Housing and Safe Environments

The Simcoe Muskoka District Health Unit in their *Healthy Community Design Report* (2010) identified the following policy provisions to support affordable housing and safe environments:

- Adopt affordable housing targets and standards that are integrated into mixed-income neighbourhoods within complete communities
- Develop standards for intensification that minimize the cost of housing and promote compact form, healthy living, and safety

The *City of Toronto Official Plan* (2007) has the following policy supporting appropriate housing and safe pedestrian friendly environments:

- Development...will contribute to the quality of life by locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces
- In Mixed Use Areas development will provide an attractive, comfortable, and safe pedestrian environment

The City of Guelph draft *Official Plan* (2012) includes the following goal and policies regarding affordable and appropriate housing:

- Consideration will be given to adequate vibration attenuation required to buffer sensitive land uses including residential, residential care and other institutional uses within 75 metres of a railway line

Integrated and Inclusive Communities

The Simcoe Muskoka District Health Unit its *Healthy Community Design Report* (2010) identified the following policy provisions to support inclusive communities:

- Allow for mixed and non-traditional housing arrangements to support residents of all ages (e.g. universal design, granny flats, multiple housing types within neighborhoods, etc.)
- Require development to meet social, health, and well-being needs of current and future residents

Peel Regions *Health Background Study Framework* (2011) suggested the following policy measure to help create inclusive communities:

- Provide support for an assessment tool which allows the evaluation of public health impacts of a proposed plan or development, as part of the approval process

The *City of Toronto Official Plan* (2007) has included the following planning policy in support of universal access:

- “Universal physical access to publicly accessible spaces and buildings will be ensured by: a) creating a connected network of streets, parks, and open spaces that are universally accessible, including sidewalks with unobstructed pathways and curb cuts at corners on all City streets; b) requiring that plans for all new buildings and additions meet the City’s accessibility guidelines

The City of Guelph draft Official Plan (2012) includes the following goal and policies supporting inclusive communities:

- Ensure that land use planning provides for a diverse and inclusive city
- Provide a mix of commercial, offices, and residential development in a higher density compact urban form that supports walkable communities and live/work opportunities
- Ensure that an adequate supply, range and geographic distribution of housing types including affordable housing, special needs housing, and supporting amenities are provided to satisfy the needs of the community
- The City’s transportation system shall be developed to be inclusive of the needs of persons with disabilities, seniors, children, and those with reduced mobility by ensuring that new transit facilities, transit stops, and vehicles are accessible and use barrier free design principles in accordance with the *Accessibility for Ontarians with Disabilities Act*

Community Connectivity/Social Cohesion

The Simcoe Muskoka District Health Unit its *Healthy Community Design Report* (2010) identified the following policy provisions to support social cohesion:

- Provide mixed neighbourhoods that balance residential, commercial, and institutional development and that reduce the need for residents to commute long distances to work, school, shops, and services
- Provide open space and park areas within the built environment that are easily accessible to all residents and visitors and that are located near schools, workplaces, and residential developments
- Ensure neighbourhoods are designed to include meeting spaces, and common areas that address the needs of people of all ages and physical abilities
- Increase community safety features and initiatives to encourage more social interaction among neighbours and increase physical activity

The City of Toronto Official Plan (2007) has included the following policy around community connectivity:

- New neighbourhoods will be viable as communities. They should have a community focal point within easy walking distance of the neighbourhood's residents and workers; and a fine grain of interconnected streets and pedestrian routes that define development blocks

Analysis of Waterloo Region Municipal Official Plan Policies

Table 1 provides an analysis of the municipal official plan policies for Waterloo Region. It identifies which municipalities currently have strong policies supporting the key priority areas for healthy eating, active living, and mental health identified in the previous section. Appendix 4 provides a comprehensive listing of each of the policies referenced in Table 1.

Table 1: Gap Analysis of Municipal Official Plan Policies

✓ Strongly supports * Included but could be stronger Not included

Priority Area	ROP	Waterloo	Kitchener	Cambridge	Wellesley	Woolwich	North Dumfries	Wilmot
Walkable Access to Affordable Healthy Food								
Ensure affordable and nutritious food for all residents	✓	✓	*	✓*	*	*		
Identify lands close to residential and community use areas for community gardens								
Land use designations for small-scale food processing facilities and distribution centre(s) for locally produced food								
Support small-scale food-based home industries								
Urban Agriculture								
Permit community gardens in all land use designations	✓	✓	*	✓				
Permit edible landscaping and rooftop gardens in all land use designations		✓	*	*				
Set targets for community garden sites in new developments								

Provide infrastructure support for gardens	✓	✓						
Encourage allotment gardens in institutional land uses								
Apply zoning to ensure long-term tenure and protection for community gardens								
Permit bee keeping								
Permit the raising of rabbits and hens (small animal husbandry)				*				
Encourage urban foraging								
Create Community Garden Location Criteria								
Include urban agriculture in City's managed open space strategy	✓	✓	✓	*				
Sustainable Food System								
Support sustainable agriculture and food production methods	✓	✓						
Foster sustainable food systems	✓		*	*		*	*	*
Pedestrian Linkages								
Multi-modal pedestrian linkages/corridors (e.g. trails, sidewalks, bike lanes) within and between all land uses	✓	✓	✓	✓		*		
Intensification of land uses to support pedestrian links	✓	✓	✓	✓				
Link all residents with important destinations	✓	✓	✓		✓	✓	✓	✓
Open spaces, recreational areas and parks will be developed as an interconnected system	✓	✓	✓		✓	✓	✓	✓
Interconnected system of regional trails to permit linkages								

between municipalities		✓					✓	
Active and Passive Recreation Opportunities								
Trails as both recreation and active transportation infrastructure	n/a	✓	✓			✓	✓	✓
Priority for active and passive parks for physical and mental health	n/a	✓	✓	✓	✓	✓	✓	✓
On and off road walking and cycling network	n/a	✓	✓					
Accessible Recreation Opportunities								
Parks and recreation opportunities within close proximity to neighbourhoods	n/a	✓	✓	✓		*	*	*
All season recreational opportunities	n/a	✓					✓	✓
Recreational trails permitted in all land use designations	n/a		✓					
Provide safe, affordable and quality recreation programs and facilities for all residents and visitors regardless of age, physical ability and financial means.	n/a	✓	✓	✓				
Provide an appropriate supply and distribution of community facilities	n/a	✓	✓			*	*	*
All residents within a 5 minute bike ride or 15 minute walk of a pathway/trail	n/a		*					
Utilize a safe and consistent design for pathways using a Planning and Design Guideline/Standard	✓							
Active Transportation								
Preference for pedestrian forms of	✓	✓	*	*			*	*

transportation								
Support infrastructure for active transportation (e.g. bike parking, bicycle activated street lights, enhanced street crossings, rest areas)	n/a	✓	✓	*				
Bike lanes on all main city arterial roads								
Bike lanes on all county roads								*
Bike boxes at major intersections								
Bicycle parking by-law to support bike parking at major destinations								
Employment lands shall be linked to residential areas and main transportation corridors with active transportation infrastructure		✓	*					
Active transportation networks are integrated with other modes of transportation (e.g. transit)	✓	✓	✓*	✓*				
Intensification of land uses to support active transportation		✓						
Provide incentives for pedestrian travel (e.g. increased car parking fees)								
Ensure that bikeways and pedestrian walkways are integrated into and designed as part of new road and other infrastructure projects	✓	✓	✓	✓		*	✓	✓

Encourage and support walking and cycling as healthy, safe and convenient modes of transportation all year round	✓	✓	✓					
Support increased bicycle safety and access for intersections, roadways, bridges and underpasses		✓		*				
Develop innovative policies and facilities that encourage City employees to cycle			✓	✓				
All residents within 1km (or 5 min) of cycling route								
Prepare and use a Bicycle Transportation Plan	✓	✓	✓	✓				✓
Walkability								
Traffic calming measures		✓		✓				
Pedestrian traffic signals at all intersections				✓				
Controlled pedestrian crossings								
Sidewalk Priority Index								
Pedestrian refuge islands								
Sidewalks on both sides of streets	✓			✓				
Create and use a Sidewalk Policy								
Ensure all sidewalks are accessible								
Use a Municipal Pedestrian Charter as a guideline in the planning and development of walking opportunities	✓	✓						
Signed walking and pedestrian routes		✓						
Limit surface parking between the front face of a building and the			✓					

public street or sidewalk								
Design measures which promote pedestrian safety and security	✓	✓		✓		✓		
Affordable Housing and Safe Environments								
Adopt affordable housing targets and standards	✓	✓	✓	✓	✓	✓	✓	✓
Standards for intensification that minimize the cost of housing and promote compact form, healthy living, and safety	✓		✓				✓	
Design of buildings to create safe, comfortable pedestrian environments			✓	✓		✓		
Buffer residential and sensitive land uses from noise and incompatible use areas		✓*	✓	✓		✓*	✓	✓
Inclusive Communities								
Provide mixed and non-traditional housing arrangements	✓	✓	✓	✓	✓	✓	✓	✓
Require development to meet social, health and well-being needs of current and future residents	✓	✓	✓	✓				
Ensure an adequate supply, range and geographic distribution of housing types	n/a		✓		✓			
Design compact urban form that supports walkable communities and live/work opportunities	n/a		✓	✓		*	✓	
Support for an assessment tool which allows the evaluation of public health impacts of a proposed plan or development								

Be inclusive of the needs of persons with disabilities, seniors, children and those with reduced mobility	n/a	✓	✓	✓	✓	✓	✓	✓
Apply universal physical access design standards to publicly accessible spaces and buildings		✓	✓	✓				
Community Connectivity/Social Cohesion								
Provide mixed used neighbourhoods that reduce the need for residents to commute long distances to work, school, shops and services	n/a	✓	✓			✓	✓	
Neighbourhoods are designed to include meeting spaces and common areas that address the needs of people of all ages and physical abilities.	n/a	✓						
Increase community safety features and initiatives to encourage more social interaction	n/a	✓	✓	✓				
Provide a community focal point in each neighbourhood	n/a		✓					

Summary and Key Recommendations for Policy Advocacy Areas

Overall, municipalities in Waterloo Region have included provisions for future development to follow a more compact, mixed-use design that supports pedestrian linkages and alternative or multi-modal transportation within and between land use areas. This growth structure aligns with the policies laid out in the Regional Official Plan (ROP).

Kitchener, Waterloo and Cambridge are all following the *complete communities* design guideline as identified in the ROP. “A community that meets people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of employment, local services, a full range of housing and *community infrastructure* including *affordable* housing, [locally grown food], schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.”

The City of Cambridge has included locally grown food, as shown in the brackets above, within their definition; however Waterloo and Kitchener have not followed suit.

The City of Kitchener has included an additional planning guideline for *healthy communities*: “A healthy community provides access to clean air and water, nutritious food, a variety of employment opportunities, and safe and socially vibrant neighbourhoods. A healthy community also promotes active lifestyles by providing access to community and recreation facilities, active modes of transportation, parks and open space. Kitchener will be planned as a healthy community that provides the basic needs for all of its residents, creates and maintains strong and positive relationships within and outside the community, and offers an overall high quality of life. Planning for a healthy community will create a place where social, cultural and spiritual differences are welcomed, a place where everyone belongs.” Nutritious food is included in this description; however, more explicit wording of healthy local food could be suggested.

The City of Waterloo has included the additional planning guideline for *complete streets* as outlined in the ROP and Regional Transportation Master Plan: “Facilitating the movement of, and interaction between, all travel modes – pedestrians, bicycles, transit and motorized vehicles – within and throughout the City.”

Additionally, the three cities are working with the Region on the development of an Urban Greenlands Strategy which promotes green roofs and community gardens within urban greenlands.

The ROP has directed further municipal policies through the *liveability* definition: “Vibrant urban and rural communities require: a range and mix of housing options; access by walking, cycling, and transit; integrated Transportation Demand Management programs to reduce automobile dependency; a high standard of air quality; access to locally grown and other healthy foods; opportunities for *alternative and/or renewable energy systems*; and that more consideration be given to *human services* needs.”

The City of Waterloo has taken that lead and created strong policies in support of active transportation, a strong preference for pedestrian movement over vehicular movement, preference for small to mid size food stores, and by permitting community gardens and temporary farmers markets in all land use areas. The inclusion of community gardens and temporary farmers markets in all land use areas is included in large part due to the advocacy done by the Roundtable, through this project.

The draft plan for the City of Kitchener has outlined strong policies for universal accessibility, cultural inclusion, pedestrian friendly design (comfort of building location and street access), mixed housing arrangements, including a variety of housing types and styles (coach houses, lodging houses etc) and live/work arrangements, including residential uses in all land use areas - focusing overall on built form, compact pedestrian friendly community design and inclusiveness.

The City of Cambridge has overall well rounded policies, such as permitting community gardens and temporary farmers markets in all land uses, supporting the Countryside Line and protection of agricultural lands, and supporting a diversity of housing styles and affordable housing, but has not really put a strong emphasis in any one area.

The Township of Woolwich has focused on walkability in their main built up areas, pedestrian links between and within land use areas, multi modal transportation (including car, bike, buggy, and pedestrian) and valuing local community and services. As well, the plan identifies health and social services as a key area, and acknowledges that although the delivery of programs and services is done by other organizations and levels of government, the township can play a role in monitoring the health and social services provided and will make representation and recommendation to the supplying agency of any addition, amendment or improvement, which would improve the service provided to Township residents. “Although health and social services are primarily the responsibility of higher levels of government, the Plan adopts policies aimed at assuring that the highest possible standards of health and social services will be available to the residents of the Township”.

An interesting policy that jumped out in support of healthy communities is that Kitchener and Waterloo are both discouraging drive thru facilities. This will encourage people to get out of

their cars as well as prevent long idling which violates existing idling bylaws. (Example: “The City will prohibit the use of *drive-through facilities* in all new *developments* and *redevelopments*.” pg 156 Kitchener OP)

As well, each municipal plan includes the provision that will require new developments to include a *transportation impact study* “to assess the transportation demands, impacts and opportunities of a proposed development and identify the required transit, pedestrian, cycling, road, and parking facilities (vehicular and bicycle) necessary to support the proposed development, that support safe and efficient pedestrian and cyclist movement”.

Suggested Policy Changes

All of the city and regional plans could create stronger policies as follows.

Sustainable Agriculture

Include stronger policies in support of food system planning and sustainable agriculture practices. For instance, the City of Waterloo includes the following, “Farming operations are encouraged to utilize sustainable agricultural techniques and best management practices which conserve and enhance the natural environment, protect surface and ground water quality and quantity and minimize impacts on adjacent land uses.” The ROP outlines “Support the development of an environmentally sustainable and economically viable regional food system.”

Although the City of Cambridge supports the Countryside Line to protect agricultural lands, they do not include any policies in support of sustainable agriculture practices. The township plans are currently under review and are in the process of being updated. However, as they currently stand, none of the plans include provisions for sustainable agriculture.

Urban Agriculture

Each of the cities supports community gardens however they have not included a provision for their inclusion in new developments, or their location to be walkable by community residents. A provision could be created for community gardens to be a use for the 5% and 3% parkland dedication amount. Currently the provision says for “park or other recreational purposes”; this could be changed to “park, community garden and/or other recreational purposes”.

As well, a provision for the protection of community gardens would be helpful as community gardens are not a temporary land use. The City of Montreal provides zoning for a permanent agricultural zone in the city, as well as provides zoning for new community gardens as parkland in order to protect them.

To better support residents in the raising of their own food, a provision to support and permit the raising of rabbits and hens in residential land use areas would be beneficial. The Cambridge plan unintentionally does this by allowing *agricultural uses*, including community gardens, in all land use areas.

Walkable Access to Healthy Affordable Food

Each of the city plans provides support for farmers markets and community gardens. The City of Waterloo is the only plan that provides support for small to mid size food stores and walkable access to these stores, “all residents will have access to a food store with two kilometres of their residence”. Cambridge and Kitchener, as well as the regional municipalities could include similar policies. As well, each of the cities and municipalities could address the issue of accessing affordable healthy foods better, such as stated in the ROP, “provide a range of human services....and income supports that seek to ensure all residents have adequate incomes to be able to afford to buy locally grown and other healthy food products”.

Active Transportation

The plans could also be more explicit in requiring all residents to be within a 5 minute bike ride or 15 minute walk of a pathway or trail to better support active living and pedestrian and cycling networks. Mention is made of being within walking distance (400m) of a transit stop, however, no provision is made for distance to trails and pathways.

The inclusion of a bicycle parking by-law would better support destination based trips by bicycle.

As well, each of the townships could provide policies in support of bike lanes on all county roads to link communities.

Walkability

Although pedestrian linkages are supported throughout the plans, features of creating safe, walkable, communities was not strongly addressed beyond the use of Crime Prevention Through Environmental Design (CPTED) standards. Further policies addressing comfort and safety, including sidewalk accessibility, pedestrian refuge islands, safe road crossings for pedestrians, sidewalks on both sides of the street, amenities such as bus and bike shelters, and non-isolated bus stops and pathways could also be included. The City of Cambridge has expanded on their definition of CPTED standards to include, “avoidance of the creation of secluded areas”, among others, in their plan.

Integrated and Inclusive Communities

Each of the three main cities has provided policies for public buildings and facilities to include universal physical access design standards, however, the townships have not – this is an area that could be better addressed to allow access for all individuals within the built up areas of these communities.

As well, support could be provided for an assessment tool which allows the evaluation of public health impacts of a proposed plan or development, much the same as a transportation study or assessment to ensure pedestrian and bicycle transportation is addressed.

Specific recommendations for each municipal plan are outlined below.

a) City of Waterloo

- Ensure that the preference for small to mid size food stores remains consistent in each land use section throughout plan
- Include local healthy food provisions in the vision for neighbourhood design, local economy (support for local food as a way to support local economy), and energy sections of plan (support for local food as a way to support energy conservation)
- Include locally grown food in the *complete communities* definition

b) City of Kitchener

- Permit community gardens in all land use areas - right now they are allowed in residential areas
- Provide support (resources etc) for community gardens
- Permit temporary farmers' markets in all land use designations
- Include food stores and temporary farmers markets in Business Park Employment land use designation and Institutional land use designations
- Include support for home based food business. The plan currently includes strong supports for home based businesses for artists, so this could be expanded.
- Include locally grown food in the *complete communities* definition
- Include a stronger preference for active transportation over vehicular traffic

c) City of Cambridge

- Include opportunities for food growing, community gardens in urban greenlands
- Include Pedestrian links to/through urban greenlands
- Provide support (resources etc) for community gardens
- Include small to mid size food stores as complementary uses in retail uses under the Employment Areas Community Core, and Community and Neighbourhood Node land use designations

- Include a stronger preference for active transportation over vehicular traffic
- d) Township of Wellesley
- Include stronger policies for active transportation
 - Include a policy for bike lanes on all regional roads
 - Include support for community gardens in all land use areas (Note: temporary farmers' markets are permitted in all land uses in the township's by-laws)
 - Include universal accessibility design standards for public buildings and facilities
- e) Township of Woolwich
- Include support for community gardens and temporary farmers markets in all land use areas
 - Stronger support for bike lanes on all regional and trunk roads – currently says ``will request consideration of the needs of horse drawn vehicles, cyclists and pedestrians in the design and construction of these roads, where appropriate``
 - Include small to mid size food stores in Convenience Commercial Facility designations and Light Industrial/Limited Commercial Policy Area (Elmira 7.18.14.13 convenience store/variety store) for Elmira, St. Jacobs, Breslau – currently has convenience retail “necessary to satisfy limited shopping and personal service needs which occur daily or frequently and therefore require a location in close proximity to the residential neighbourhood they serve”
 - Include broad policies for access to local healthy foods
 - Question why 7.18.14.18 d) Lunenburg Development Policy Area states ``That food stores (not including Convenience Retail/Variety Store) are prohibited``
 - Include universal accessibility design standards for public buildings and facilities
- f) Township of North Dumfries
- Include a provision for food stores – currently has 4.3.1 “The Township will encourage the provision of commercial/retail facilities in core and Industrial/Commercial Areas to serve the needs of township residents.” What are commercial/retail facilities – does this include food stores?
 - Include support for community gardens and temporary farmers' markets in all land use areas
 - Include broad policies for access to local healthy foods
 - Include universal accessibility design standards for public buildings and facilities
- g) Township of Wilmot
- Include stronger policies for active transportation

- Include policy for bike lanes on all regional roads
- Include support for community gardens and temporary farmers markets in all land use areas
- Include broad policies for access to local healthy foods
- Include universal accessibility design standards for public buildings and facilities

Future Advocacy – Looking Beyond Official Plans to Implementation on the Ground

- Involvement in the zoning by-law project with the City of Waterloo to support the development of key definitions that could further support small to mid size food stores and access to healthy food
- Involvement in the development of the Urban Greenlands Strategy
- Review other policy documents – urban design guidelines, active transportation plan, pedestrian plan etc to ensure policies support and reflect all aspects of healthy eating, active living, and mental health
- Targeted public awareness - make people aware of existing policy so that the community can act on them (e.g. start up a small neighbourhood food store with healthy local foods; create temporary markets in neighbourhoods across the region)
- Presentations to community councils on temporary farmers markets to build broader awareness and understanding
- Consider bringing forth charters to support various aspects of healthy eating, active living, and mental health, such as a mental health charter, access to healthy local food charter
- Evaluation - measure changes that happen as a result of policy changes and awareness campaign
- Engage other community stakeholders through sharing of report and municipal policies to build a broader awareness of the municipal planning process
- Get involved in all planning processes and public consultations, such as the central transit corridor (creating great places) forum – this is where public input can help shape development on the ground
- Continue to speak with municipal councillors and planning staff to make issues heard and addressed in the planning process

Appendix 1: Current Work in Waterloo Region to Support Healthy Eating, Active Living, and Mental Health

A number of groups, as well as the regional and municipal governments are actively engaged in work and policies supporting healthy eating, active living, and mental health in the community. The goal of this section of the report is to provide an overview of those activities for partner networks of the HCP to use in making connections and determining gaps in policy work. This is not meant to be a comprehensive list.

Policy/Project	Region or Municipality	Details
Community Nutrition Workers	Region – Public Health	- A peer program that offers cooking groups, workshops and other food-related activities in low income neighbourhoods
Neighbourhood Markets	Region - Public Health	- Three community neighbourhood farmers’ markets run by community partners in Cambridge and Kitchener, supplying fresh local produce to neighbourhoods
Community Garden Council	Region-wide	- A group of individuals dedicated to helping community gardens grow and prosper
Project Health	Region – Public Health	- www.projecthealth.ca - Provides a variety of health promotion services to workplaces interested in improving and/or sustaining a healthy workplace in Waterloo Region - Includes active transportation, healthy eating, and physical activity among other health related topics
Healthy Choices	Region-wide	- Works to create and improve school guidelines and policies around healthy eating - Developed the <i>Food and Nutrition Policy for Secondary Schools</i> (adopted by Waterloo Region Catholic District School Board in 2006)
Live Well Online	Region-wide	- Comprised of learning modules including Portion Sizes, Fat & Fibre, Physical Activity, Reading Food Labels, Menu Planning and Helping Your Child Eat Well - Also includes a wide variety of nutrition and physical activity links, including local physical activity opportunities
Local farms link	Township of North Dumfries	- Link on website profiling local farms in North Dumfries
Healthy Communities Partnership	Region-wide	- Committed to creating a healthy community by promoting and supporting healthy public policy in Waterloo Region
walkON, iCANwalk		- A collaboration of partners who support the development of walkable communities
TravelWise	Region	- Strategies that encourage employees to use active and

		<p>sustainable transportation.</p> <ul style="list-style-type: none"> - Includes ride matching for carpoolers, GRT corporate pass, and emergency ride home
Active Transportation Master Plan (ATMP)	Region-wide	<ul style="list-style-type: none"> - in progress - Walk Cycle Waterloo Region
Transportation Master Plan	Region-wide	<ul style="list-style-type: none"> - All municipalities working with Region on implementation - 7% reduction in total auto trips by the year 2016
Regional Transportation Corridor Design Implementation Guideline	Region	<ul style="list-style-type: none"> - Provides design standards for planning and designing complete streets which include space for all modes of transportation
Regional Cycling Master Plan	Region-wide, Waterloo, Kitchener, Wellesley	<ul style="list-style-type: none"> - Goal of doubling the number of cycling trips to 2% of all trips by 2016 (as identified in the Regional Transportation Master Plan) - Includes a cycling map
Cycling Advisory Committee	Region	<ul style="list-style-type: none"> - Advise the Region on the implementation of the cycling policies in the ROP and the Regional Cycling Master Plan
Pedestrian Charter	Region; adopted by Waterloo, Cambridge and Kitchener	<ul style="list-style-type: none"> - Adopted by Region in 2005
Pedestrian Master Plan	Region	
Recreation and Leisure Services Master Plan	City of Waterloo	<ul style="list-style-type: none"> - Approved in 2008
Complete Streets policy	City of Waterloo	<ul style="list-style-type: none"> - part of Transportation Master Plan, 2011 - Roads under the City's jurisdiction will be planned to serve as a network of complete streets, facilitating the movement of, and interaction between, all travel modes – pedestrians, bicycles, transit and motorized vehicles – within and throughout the City
Community Trails and Bikeways Master Plan	City of Waterloo	<ul style="list-style-type: none"> - Approved by Council in 2001 - Serves as the primary reference for the on-going development of a city-wide interconnected off-road trail and on-street bikeway system
Traffic Calming Policy	City of Waterloo	<ul style="list-style-type: none"> - To support safe and convenient pedestrian, bicycle and vehicular movement on the existing road network
Charter of Physical Activity, Sport, Recreation, Play and Well-Being	City of Cambridge	<ul style="list-style-type: none"> - Active Cambridge
Trails Master Plan	City of Cambridge	<ul style="list-style-type: none"> - 2010
Bikeway Network Plan	City of Cambridge	<ul style="list-style-type: none"> - Enables and supports cycling in Cambridge and

		<p>incorporates direction for future routes, end of trip facilities, promotion and education</p> <ul style="list-style-type: none"> - Currently maintains 230km of on-road cycling facilities, including bike lanes, paved shoulders, wide-shared use lanes and signed routes - 50km of natural and urban off-road trails
Master Plan for Leisure Services/Facilities	City of Cambridge	<ul style="list-style-type: none"> - Ensure recreation facilities, programs, green spaces and consultation services are provided for the enjoyment and well-being of the citizens of Cambridge - Ensure that all residents, regardless of their recreational interests, capabilities, or financial status are able to participate
Plan for a Healthy Kitchener	City of Kitchener	<ul style="list-style-type: none"> - plan which highlights the community's six key priorities for its future, and guides the City of Kitchener Strategic Plan
Leisure Facility Master Plan	City of Kitchener	<ul style="list-style-type: none"> - Adopted in February - Focuses on planning for leisure facilities for recreation, arts and culture, sports fields and trails
Park Master Plan	City of Kitchener	<ul style="list-style-type: none"> - approved 2010 - guides the long-term plans, priorities and strategies for local parks and open spaces - includes natural areas, community trails, grand river corridor, active parkland, neighbourhood parks and community engagement
Multi Use Pathway Master Plan	City of Kitchener	<ul style="list-style-type: none"> - Guiding document that provides the framework for the design, development and operation of a multi-use pathway network in the city - All development and redevelopment applications must be consistent with the Multi-Use Pathways Trails Master Plan
Active Transportation Charter	Waterloo Region District School Board	<ul style="list-style-type: none"> - Adopted May 2011 - The Charter is a statement of principles that recognizes the value of active modes of transportation for the journey to and from school
Active and Safe Routes to School	Region-wide	<ul style="list-style-type: none"> - A comprehensive community-based initiative that taps into the increasingly urgent demand for safe, walkable neighbourhoods - Partnership between all municipalities, school boards, police
Accessibility Plan	Cities of Kitchener and Waterloo (joint)	<ul style="list-style-type: none"> - Accessibility plan for the two cities based on requirements of <i>Accessibility for Ontarians with Disabilities Act</i> (AODA); developed with Grand River Accessibility Advisory Committee (GRAAC) - committee that provides advice to local municipal councils about the identification, prevention and removal of municipal barriers to full citizenship for persons with disabilities

		<ul style="list-style-type: none"> - Includes Customer Service Standard, Transportation Standard, Information and Communication Standard, Employment Standard, Built Environment Standard - Transportation Standard and Built Environment Standard still awaiting approval by Minister
Accessibility Plan	Region	<ul style="list-style-type: none"> - Reports on the actions taken by the Region of Waterloo and Waterloo Regional Police Services to implement the accessibility standards provided by the Accessibility for Ontarians with Disabilities Act, 2005 Integrated Accessibility Standard Regulation (Ont. Reg. 191/11) - Identifies the sections of the Integrated Accessibility Standard Regulation that the Region of Waterloo and Waterloo Regional Police Services plan to implement throughout 2012
Facility Accessibility Design Standard	City of Cambridge	<ul style="list-style-type: none"> - Accessibility plan adopted by Council
Community Action Plan for Housing	Region-wide	<ul style="list-style-type: none"> - The Region's community-based housing strategy - Approved by Regional Council in 2005 - The Action Plan is based on a long-term housing vision including market rental and home ownership. - Updated every 5 years
Affordable Housing Strategy (AHS)	Region-wide	<ul style="list-style-type: none"> - Addresses the need for sustainable, affordable housing in Waterloo Region - The Strategy establishes a number of priorities for affordable housing, including: <ul style="list-style-type: none"> o More energy efficiency, design excellence o Greater distribution throughout the Region, including rural areas o Barrier-free units o Rent reductions where possible to assist the lowest-income households o Supportive housing
Homelessness to Housing Stability Strategy	Region-wide	<ul style="list-style-type: none"> - Examines the current state and root causes of homelessness and housing instability across the region
Recovery Values and Principles		<ul style="list-style-type: none"> - Self Help Alliance Policy guide
Integrated Health Services Plan	WWHILN	<ul style="list-style-type: none"> - <i>Working Together for a Healthier Future</i> is the community's strategic plan for Waterloo Wellington's health system for 2010-2013 - Four key focus areas: <ul style="list-style-type: none"> o improve access to health services o improve the health of the population o enhance system effectiveness o build community capacity to achieve a sustainable health system

Appendix 2: Suggested Official Plan Review Process

1. Contact Clerk's office to get on mailing/information list – they will send you notices about upcoming meetings and changes to the Official Plans.
2. Compose a letter with aspects of the plan you commend staff for and aspects you are recommending being changed.
3. Set a meeting with one of the City planners to review any questions/suggested changes your group may have. Send or bring your draft letter with you (or main points from it) for discussion.
4. Revise and submit the letter as per the requirements for that municipality (some require it in advance of the Council Meeting)
5. Register as a delegation for the Council Meeting
6. Prepare a presentation –usually 5-10 minutes is provided for each delegation.
7. Review the next draft to see what policy changes have been made
8. Submit another letter (register as a delegation) for the next draft and round of public meetings to express your support for, or recommend more changes to, certain policy areas.

Official Plan Review Dates

Municipality	Public Meeting Dates	Municipal Planning Contacts	Details
City of Waterloo	Monday, April 2	Adam Lauder, Policy Planner City of Waterloo 519-747-8649 adam.lauder@waterloo.ca	- council approved plan at this meeting - public input is now closed
City of Kitchener	Tbd (mid 2012)	Tina Malone-Wright tina.malonewright@kitchener.ca 519-741-2765	
City of Cambridge	Closed (last meeting was Feb 21)	Elaine Brun Shaw Planning Director, City of Cambridge BrunnShawE@cambridge.ca	- comment period now closed - final plan set for approval at May 7 council meeting; any further comments will be submitted with the plan to the Region for consideration
Township of Wellesley		Sarah Speck speck@township.wellesley.on.ca	- presentations can be made at any council meeting; no formal meeting or process
Township of North Dumfries	Tbd, Fall 2012	Steve Jefferson KSmart Associates (planning firm working with North Dumfries township)	

		planning@ksmart.on.ca 519-748-1199 x 230	
Township of Woolwich	Tbd, Fall 2012	Jeremy Vink jvink@woolwich.ca 519-669-6040	- Undertaking a scoped review (not a full review) to update key sections to align with ROP
Township of Wilmot	No response to date		

Appendix 3: Example Letter to Municipal Council



“Connecting our Community to the Work of Building a Healthy Food System”

March 30, 2012

Mayor Halloran and City of Waterloo Councillors
Waterloo City Centre, 3rd Floor
100 Regina St. S.
Waterloo, ON N2J 4A8

Re: Comments on the Final Draft of the City of Waterloo Official Plan

Dear Mayor and Councillors:

The Waterloo Region Food System Roundtable is pleased to provide our input on this next draft of the City of Waterloo Official Plan. We have reviewed the Plan with a particular view to how it might help bring about a healthier food system, and more specifically with reference to the comments we provided on the previous draft.

The following comments represent our recommendations for strengthening the ability of the Plan to enable a healthy food system in the City of Waterloo.

1) Vision

The Roundtable supports the design of communities following the *complete community* planning guideline. The most recent draft of the City of Cambridge Official plan includes locally grown food within their definition of a complete community, and we would suggest that the City of Waterloo also include 'locally grown food' within their definition.

We would suggest amending as follows: “A community that meets people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of employment, **locally grown food**, local services, a full range of housing and community infrastructure including affordable housing, schools, recreation and open space for their residents.”

2) Access to Healthy, Local Food

Section 3.1 (3)

To support access to healthy foods, we would suggest that the City include (d) “**provide for walkable access to healthy, locally produced foods**” in Section 3.1 (3) which outlines the design vision for neighbourhoods throughout the City.

Section 10.1.3 and 10.3.1

We applaud the City for including temporary farmers markets as complementary land uses under the *community uses* definition in the Official Plan. We recognize and support the intent of this provision to provide opportunities, ranging from small to mid scale, for access to healthy local foods in all land use designations. However, we are concerned with the lead in to Section 10.1.3(2), which states that “lands designated Low Density Residential may be zoned to permit the following complementary uses...” Is the intent of this provision to require a zoning by-law amendment to permit a temporary farmers market? By definition, such markets are temporary, short-term uses that should be regulated through a permit process, not through a zoning by-law amendment.

In addition, in order to facilitate better food access in residential areas, which may not be within easy walking distance of a commercial area, we would ask that the phrase in Section 10.3.1(2) (d) Community uses, “**provided further that temporary farmers’ markets shall not be permitted on lands used for residential purposes within the Low Density Residential Designation**” be removed.

3) Opportunities for Local Food Production

We applaud the City for including production of local food as an innovative use of green space that supports environmental sustainability initiatives in Section 8.7.3(3).

As well, we are pleased to see that the City of Waterloo will be working with the Region on the development of an Urban Greenlands Strategy that will promote green roofs and community gardens, among other environmental functions, in Urban Greenlands designated areas. The Roundtable would be willing to contribute to the development of this strategy.

Section 8.7.4 Community Gardens

As stated in our letter of August 22, 2011, we applaud the City for this specific section supporting community gardens and other forms of urban agriculture.

Regarding section 8.7.4 (2), we suggest that wording be modified to, “The City **will permit** community gardens in **all** land uses ...”. This is consistent with the language and intent regarding community gardens in sub-sections 10.1.3 to 10.1.6.

Regarding sections 10.1.3 to 10.1.6, we strongly support community gardens as a permitted ancillary use to all residential, open space and major institutional land designations; however, we recommend that community gardens be permitted in all land use designations including

employment land uses. This supports the provision in 8.7.4(4) “The City will encourage backyard, roof top, and **workplace gardening**, as well as edible landscaping and fruit-bearing trees to complement community gardens”.

Allowing community gardens in employment areas supports healthy living, including access to healthy foods and physical health, as well as supports the local food sector. Public Health is actively encouraging employers to offer community gardens on their property as a way to promote the health of their employees. Details of this project and a healthy eating toolkit for workplaces can be found at www.projecthealth.ca.

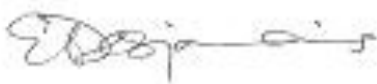
4) Supporting the Economic Development of the Local Food Sector

The Region of Waterloo has identified support for an economically viable regional food system as part of the liveable city definition in Section 3.6 of the Regional Official Plan, “Support the development of an environmentally sustainable and economically viable regional food system”.

Therefore, we would suggest the City include a statement in section 7.5 (1) that supports the economic development of the local food sector by giving preference to small and medium size food stores, temporary farmers markets and community gardens.

Finally, we wish to thank City of Waterloo Planning staff for their work on the Plan to date. We ask Councillors to take our comments – and the goal of creating a healthy food system – into consideration as they develop the final draft of the Plan.

Sincerely, on behalf of the Waterloo Region Food System Roundtable,



Ellen Desjardins, co-chair



Brendan Wylie-Toal, co-chair

4: Literature Review Sources

Algonquin Highlands Official Plan, 2010.

<http://www.algonquinhighlands.ca/documents/Official%20Plan%20OFFICE%20CONSOLIDATION%2023-Nov-2011.pdf>

The Active Communities Charter: A Roadmap for Policy Development, Haliburton, Kawartha, Pine Ridge District Health Unit, 2012, <http://www.hkpr.on.ca/uploadedFiles/ACCharterrev.pdf>

Active Transportation Plan, Region of Peel, 2011 <http://www.walkandrollpeel.ca/projects/pdf/TTR-ATplan-part1-final-v2-2011-11-23v2.pdf>

Bicycle Friendly Guelph Initiative, City of Guelph, 2010

County of Haliburton Official Plan, 2010

<http://www.haliburtoncounty.ca/main.asp?function=municipal&subfunction=municipal§ion=Planning&subsection=OfficialPlan>

County-wide Active Transportation Masterplan, Wellington Dufferin Guelph Health Unit, County of Wellington - in development, plan passed by council which will create cycling lanes on all County roads, www.wellington.ca/document_download.aspx?id=4658

Cycling Masterplan, City of Mississauga, 2010.

http://www5.mississauga.ca/rec&parks/websites/cycling/cycling_master_plan.pdf

Designing Active Communities Tool Kit, Haliburton, Kawartha, Pine Ridge District Health Unit -

<http://www.hkpr.on.ca/healthy-lifestyles-master.asp?id=3270>

Dillon Consulting, 2011. Waterloo Region Healthy Communities Partnership Community Picture

<http://chd.region.waterloo.on.ca/en/researchResourcesPublications/resources/WlooRegionCommunityPicture.pdf>

Draft Checklist for Planners to Design Active Communities, Bergeron, Franklin & Lévesque, 2007,

<http://www.hkpr.on.ca/uploadedFiles/planners%20checklist%20July%202007.pdf>

Guelph Official Plan, 2012 (draft)

http://guelph.ca/uploads/PBS_Dept/planning/OP/Jan%2030%20release/Attachment%204%20-%20Draft%20OP.pdf

Health Background Study: Development of a Health Background Study Framework, Region of Peel, 2011.

http://www.peelregion.ca/health/resources/healthbydesign/pdf/Final_HBS_Framework_Report.pdf

Healthy Community Design: Policy Statements for Official Plans, Simcoe Muskoka District Health Unit,

2010. <http://www.simcoemuskokahealth.org/JFY/OurCommunity/healthyplaces/Healthydesign.aspx>

Michalenko, Greg. (2010) **Building the Future for Community Gardening in Region of Waterloo Municipalities**. Prepared for The Community Garden Council of Waterloo Region. March 2010.

Minden and Haliburton Active Transportation Plan, Communities in Action, Haliburton, Kawartha, Pine Ridge District Health Unit, <http://www.haliburtoncooperative.on.ca/CIA/our-projects/creating-healthy-active-communities>

Nova Scotia Pathways for People Framework for Action, 2006.
<http://www.gov.ns.ca/hpp/publications/P4PFramework.pdf>

Ontario Professional Planners Institute. (2011) **Healthy Communities and Planning for Food Planning for Food Systems in Ontario**. June 2011.
http://www.ontarioplanners.on.ca/pdf/a_call_to_action_from_oppi_june_24_2011.pdf

Ontario Professional Planners Institute. (2011) **Healthy Communities and Planning for Sustainable City Regions in Ontario**. October 2011. http://www.ontarioplanners.on.ca/pdf/CTA_Sustainable_Ontario.pdf

City of Brampton. **The Pathways Masterplan**. 2002. <http://www.brampton.ca/en/Business/planning-development/Documents/CD/ParksPI/Pathways%20Master%20Plan,%20Vol.%201.pdf>

The Pedestrian Masterplan, City of Victoria,
<http://www.victoria.ca/assets/Departments/Engineering~Public~Works/Documents/transportation-pedestrian-master-plan.pdf>

Pedestrian Charter, Region of Waterloo, 2008

Perrotta, Kim. (2011) **Public Health and Land Use Planning: How Ten Public Health Units are Working to Create Healthy and Sustainable Communities**. Prepared for the Clean Air Partnership (CAP) and the Ontario Public Health Association (OPHA). April 2011.
http://perrottaassociates.com/picts/Public%20Health%20and%20Land%20Use%20Planning_background.pdf

Perrotta, Kim. (2011) **Public Health and Land Use Planning: Highlights**. Prepared for the Clean Air Partnership (CAP) in partnership with the Ontario Public Health Association (OPHA). April 2011.

Recreation and Leisure Services Masterplan, City of Waterloo, 2008
http://www.city.waterloo.on.ca/Portals/57ad7180-c5e7-49f5-b282c6475cdb7ee7/RL_documents/rlsmp10Oct2008.pdf

Region of Peel Official Plan, 2008, 2011 <http://www.peelregion.ca/planning/officialplan/>

Region of Waterloo Public Health, n.d. **Healthy Growth: Health and the Built Environment**.
http://www.gardenparty.ca/files/www/HealthyGrowth_Report.pdf

Region of Waterloo Public Health, 2011. Waterloo Region Community Assessment Report <http://chd.region.waterloo.on.ca/en/researchResourcesPublications/resources/WlooRegionCommunityAssessment.pdf>

Social Determinants of Health: The Solid Facts, 2nd Edition, World Health Organization, 2003.

Steps to Strides, Brantford Active Transportation Group (Brantford Walkability Task Force), http://www.canadawalks.ca/downloads/Steps_to_Strides_Brantford_Winter_2010.pdf

Sustainable Mobility Plan, City of Greater Sudbury, 2010. <http://hosting.mysudbury.ca/hcgs/pdf/susplan.pdf>

Toronto Bike Plan, 2001 http://www.toronto.ca/cycling/bikeplan/pdf/bike_plan_full.pdf

Toronto Walking Strategy, 2009 http://www.toronto.ca/transportation/walking/walking_strategy.htm

Toronto Official Plan policies relevant to the walking strategy:

http://www.toronto.ca/transportation/walking/pdf/appendix_op_policies.pdf

True Consulting Group (2007) **Best practices in urban agriculture: a background report for the City of Kamloops to support development of a urban agricultural strategy**. Prepared for the Kamloops Food Policy Council. <http://kamloopsfoodpolicycouncil.com/wp-content/uploads/2010/04/Best-Practices-in-Urban-Agriculture2.pdf>

Urban Design Action Plan, City of Guelph, 2009 http://guelph.ca/uploads/PBS_Dept/planning/documents/Policy/042009_UDAP_FINAL_web.pdf

Urban Design Manual, Town of Collingwood, <http://www.collingwood.ca/files/collingwood-urban-design-manual.pdf> The Simcoe County Transportation Master Plan has been adopted by County Council with specific references to Active Transportation (AT) and trails. Collingwood's Official Plan will include the principles of AT as well as a policy statement. The Town of Collingwood has been working hard to establish a network of trails that totals close to 100 km of trails. These trails will soon connect to urban bike lanes supported by all the amenities such as bike racks and bike lockers strategically placed around town.

Appendix 5: Municipal policies in Waterloo Region supporting healthy eating, active living, and mental health

Priority Area	Municipal Policy	Region/Municipality
Walkable Access to Affordable Healthy Food		
Ensure affordable and nutritious food for all residents	2.D.1 (g) the Region and/or Area Municipalities will ensure that <i>development</i> occurring within the Urban Area is planned and developed in a manner that facilitates residents’ access to locally grown and other healthy foods in neighbourhoods.	ROP, Shaping Urban Communities: Urban Area Development Policies, pg 17- 26
	3.F.1 (c)The Region will support the development of a strong regional food system through the policies in this Plan that provide for a mix of land uses, including food destinations, within close proximity of each other to facilitate residents’ access to locally grown and other healthy food products	ROP, Liveability: Access to Locally Grown and Other Healthy Foods, pg 44 - 45
	3.F.1 (d) The Region will support the development of a strong regional food system through the policies in this Plan that provide a range of <i>human services</i> including <i>affordable housing</i> , subsidized daycare, employment and income supports that seek to ensure all residents have adequate incomes to be able to afford to buy locally grown and other healthy food products.	ROP, Liveability: Access to Locally Grown and Other Healthy Foods, pg 44 - 45
	3.F.2 Area Municipalities will establish policies in their official plans to permit <i>temporary farmers’ markets</i> , wherever appropriate, in existing and newly planned neighbourhoods, particularly in areas where access to locally grown food and other healthy food products may currently be limited.	ROP, Liveability: Access to Locally Grown and Other Healthy Foods, pg 44 - 45
	10.1.4 (2), 10.1.5 (2), 10.1.6 (2).... may be zoned to permit the following complementary uses... <i>Community uses</i> (includes temporary farmers markets in definition)	City of Waterloo, Land Use: Residential Land Use Policies, pg 165 - 181
	10.2.2.1 (3) (k) Lands designated Uptown Commercial Core shall be zoned to permit <i>Community uses</i> (includes temporary farmers markets in definition)	City of Waterloo, Land Use: Commercial Land Use Policies, pg 182-
	10.2.2.2 (4), 10.2.3 (4), 10.2.4 (4), 10.2.5 (4), 10.2.6 (4), 10.2.7 (4), 10.2.8 (4), 10.2.9 (4)... may be zoned to permit the following complementary uses... <i>Community Uses</i> (includes temporary farmers markets in definition)	
	10.3.2.1 (4) (b), 10.3.2.2 (f)... may be zoned to permit the following uses, <i>Community uses</i> (includes temporary farmers markets in definition)	City of Waterloo, Land Use: Employment Land Uses, pg 211 - 216
10.3.2.3 (4)(b) ... may be zoned to permit the following uses, <i>Community uses</i> (includes temporary farmers markets in definition)	City of Waterloo, Land Use: Academic, pg 220 - 221	

	10.4 (4)(g) ...may be zoned to permit the following uses, <i>Community Uses</i> (includes temporary farmers markets in definition)	City of Waterloo, Land Use: Major Institutional, pg 222 - 223
	3.6.1 (2) ... Major Nodes shall be planned to accommodate small to medium-sized <i>food stores</i> , with the objective that all residents will have access to a <i>food store</i> within two kilometres of their residence. 3.6.1 (3) Minor Nodes...where appropriate, shall be planned to accommodate small to medium-sized <i>food stores</i> , with the objective that all residents will have access to a <i>food store</i> within two kilometers of their residence.	City of Waterloo, City Form: Land Use Nodes, pg 33-34
	3.9.1 (1) This Plan envisions convenient access to healthy food a key priority and as such, small to mid-size <i>food stores</i> that are well distributed throughout the community are preferred over fewer, large format <i>food stores</i> . To encourage convenient access to <i>food stores</i> , the City will: (a) Plan for the provision of one small to mid-size <i>food store</i> for every 10,000 residents; and (b) Plan for the distribution of food stores uses such that all residents will have access to a food store within two kilometers of their residence.	City of Waterloo, City Form: Planning Districts (complete communities), pg 34-36
	10.1.4 (5), 10.1.5 (5), 10.1.6 (5)... may be zoned to permit offices, medical clinics, <i>convenience retail</i> , restaurants, <u><i>food stores</i></u> , child care centres, and personal services as <i>ancillary uses</i>	City of Waterloo, Land Use: Residential Land Use Policies, pg 165 -181
	3.2 1.The City will support the integration of non-residential land uses, which are <i>compatible</i> and serve the needs of residents, at appropriate locations in the <u>residential land use designations</u> to support the development of a <i>complete</i> and <i>walkable community</i> . Such uses may include: n) temporary farmer’s markets	City of Kitchener, Housing and our Residential Areas, Non-Residential Supporting Land Uses, pg 147
	8. The City will encourage the retention and enhancement of existing food stores in <i>mixed use</i> areas and support the development of new <u>appropriately scaled</u> food stores within lands designated for <i>mixed use</i> . (Note: could be more explicit to support small to mid size food stores)	City of Kitchener, Mixed Use Areas, Policies, pg 151
	3.3 1.The Mixed Use Node land use designation will permit a broad range of non-residential and medium and high density residential uses in a <i>compact urban form</i> . a) Permitted non-residential uses may include the following: xi) retail, including <u>food stores</u> and convenience and <i>major retail</i> (Note: could be more explicit to support small to mid size food stores; could also include community gardens and temporary farmers markets) 3. The City will strongly encourage food stores to locate in Mixed Use Nodes. (Note: could be more explicit to support small to mid size food stores)	City of Kitchener, Mixed Use Areas, Mixed Land Use Designations, Mixed Use Node, pg 154

	<p>3.3 1.The Mixed Use Corridor land use designation will permit a broad range of non-residential and medium and high density residential uses in a <i>compact urban form</i>.</p> <p>a) Permitted non-residential uses may include the following: xiv) retail, including <u>food stores</u> and convenience retail, but not <i>major retail</i></p> <p>(Note: could be more explicit to support small to mid size food stores)</p> <p>8. The City will strongly encourage food stores to locate in appropriate locations identified as Reurbanization Corridors</p>	<p>City of Kitchener, Mixed Use Areas, Mixed Land Use Designations, Mixed Use Corridor, pg 157-158</p>
	<p>3.3 1.The Neighbourhood Mixed Use Centre land use designation will permit a broad range of non-residential uses which serve the day to day convenience or service oriented needs of surrounding residential areas as well as a limited number of residential uses.</p> <p>a) Permitted non-residential uses may include the following: xii) retail, including food stores and convenience retail, but not including <i>major retail</i></p> <p>(Note: could be more explicit to support small to mid size food stores; could also include community gardens and temporary farmers markets)</p>	<p>City of Kitchener, Mixed Use Areas, Mixed Land Use Designations, Neighbourhood Mixed Use Centre, pg 162</p>
	<p>3.4 3.The City will recognize food store uses as an integral use in the vitality of communities. Where food stores exist, planning decisions will have regard for the retention and enhancement of food store(s) in commercial and <i>mixed use</i> areas.</p> <p>(Note: could be more explicit to support small to mid size food stores)</p>	<p>City of Kitchener, Commercial Areas, Policies, pg 166</p>
	<p>3.4 1.Commercial Nodes have a city-wide orientation and serve the community’s needs in the form of comprehensively planned and integrated developments that function as a unit and may consist of individual buildings or <i>plaza</i> groupings. Commercial Nodes will permit a broad range of commercial uses such as: h) retail uses, including food stores, <i>retail commercial centres</i> and <i>major retail</i></p> <p>(Note: could be more explicit to support small to mid size food stores; not included in commercial corridor, convenience commercial areas...could request inclusion in these areas as well)</p>	<p>City of Kitchener, Commercial Areas, Commercial Land Use Designations, Commercial Node, pg 166</p>
	<p>3.5 7.The City will encourage the development and retention of food stores within the <i>Urban Growth Centre</i>.</p>	<p>City of Kitchener, Urban Growth Centre, General Uses, pg 175</p>
	<p>3.5 4.The City Centre District will be the predominant location in the Downtown for uses such as: a) all types and sizes of retail including <i>major retail</i> and food stores; (Note: could be more explicit to support small to mid size food stores; not supported in other downtown districts – may want to request inclusion in these areas)</p>	<p>City of Kitchener, Urban Growth Centre, Land Use Designations, Downtown City Centre District, pg 179</p>
	<p>2.6.3 3. The <i>City</i> will recognize and encourage the use of the Community Core Areas as: h) locations where residents can access local food through farmers’ markets.</p>	<p>City of Cambridge, Growth Management, Community Core Areas, pg 11-12</p>

	7.10 The <i>City</i> supports a strong local food system through its Farmers' Market, <i>temporary farmers' markets</i> , and <i>community gardens</i> . The <i>City</i> recognizes that <i>community gardens</i> contribute to the overall parks and open space system and access to locally grown food.	City of Cambridge, Parks and Open Space, Markets and Community Gardens, pg 113
	8.1.2 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 uses generally permitted in all land use designations are: f) <i>temporary farmers' markets</i> subject to meeting other requirements such as found in the City's Zoning By-law	City of Cambridge, Land Use Policies and Designations, Uses Permitted in All Designations, pg 114-115
	8.4.7 3. The <i>City</i> may permit the use of lands in any urban residential designation for the purposes of a neighbourhood grocery or variety store.	City of Cambridge, Land Use Policies and Designations, Residential, Compatible Community Facilities and Commercial Uses, pg 129
	b) Permitted uses within the Neighbourhood Commercial Facility shall include only those uses that are necessary to satisfy limited shopping and personal service needs, which occur daily or frequently and therefore require a location in close proximity to the residential neighbourhood they serve and include uses such as: <ul style="list-style-type: none"> • <u>Convenience retail</u>; • <u>Food store</u>; • Financial establishment; • Medical/dental office/clinics; • Personal services; • Restaurant and "Drive Thru"; • Pet Supply Store; • Gas Bar; • Institutional uses 	Township of Woolwich, Settlement Patterns, Breslau Settlement Area, Neighbourhood Commercial Facility, pg 7-35
Identify lands close to residential and community use areas for community gardens to support walkable access to gardens		
Land use designations for small-scale food processing facilities and distribution centre(s) for locally produced food		
Support small-scale food-based home industries		
Urban Agriculture		

Permit community gardens in all land use designations	3.F.3 Area Municipalities will establish policies in their official plans that encourage community gardens and rooftop gardens.	ROP, Liveability: Access to Locally Grown and Other Healthy Foods, pg 44-45
	3.9.2 (2) (f) The City will plan for neighbourhoods that provide safe and healthy living environments, and promote healthy lifestyles by supporting access to locally-grown food and by planning for <i>community gardens</i> , where appropriate	City of Waterloo, City Form: Planning Districts (complete communities), pg 34-36
	8.7.4 (1) The City recognizes <i>community gardens</i> as valuable community resources that provide open space and a local food source, offer recreational and educational opportunities, and build social connections. 8.7.4 (2) The City will identify land use designations appropriate for <i>community gardens</i> , with consideration being given to compatibility, prior land use and lot area. [changing in revised plan]	City of Waterloo, Environment and Energy: Environmental Sustainability, pg 160-161
	10.1.3 (2), 10.1.4 (2), 10.1.5 (2), 10.1.6 (2) ...may be zoned to permit the following complementary uses... <i>Community garden</i>	City of Waterloo, Land Use: Residential Land Use Policies, pg 165 - 181
	10.4 (4) (b) ... may be zoned to permit the following uses, <i>Community gardens</i> (Note: the final plan has been adjusted to include may be zoned to permit the following uses, <i>Community gardens</i> in all land use designations)	City of Waterloo, Land Use: Major Institutional, pg 222 - 223
	The City will support the creation of <i>community gardens</i> and other <i>compatible</i> forms of urban agriculture, where appropriate, and in accordance with the other policies in this Plan.	City of Kitchener, Sustainable Development, Policies, pg 38
	3.1 The following uses may be permitted in all land use designations subject to the applicable policies of this Plan. 3. <i>Community gardens</i> and other <i>compatible</i> forms of urban agriculture <u>may be permitted in all residential areas</u> , unless otherwise limited by the policies of this Plan or the City of Kitchener Growth Management Strategy and related growth management plans, and will be subject to City by-laws and guidelines. (Note: could be changed to in all land use areas, which is also more supportive of the opening statement)	City of Kitchener, General Policies for all Land Use Designations, pg 134
	8.1.2 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 uses generally permitted in all land use designations are: e) agricultural uses including community gardens but excluding livestock operations;	City of Cambridge, Land Use Policies and Designations, Uses Permitted in All Designations, pg 114-115
Permit edible landscaping and rooftop gardens in all	8.7.4 (4) The City will encourage backyard, roof top, and workplace gardening, as well as edible landscaping and fruit-bearing trees to complement <i>community gardens</i> .	City of Waterloo, Environment and Energy: Environmental

land use designations		Sustainability, pg 160-161
	2.4 The City will periodically review the City of Kitchener <i>Urban Design Manual</i> to consider the development and inclusion of guidelines and/or briefs relating to matters such as, but not limited to, the creation of innovative green spaces such a green roofs and living walls, bird-friendly <i>development</i> guidelines, and guidelines for “greening” surface parking lots.	City of Kitchener, Sustainable Development, Policies, pg 38
Set targets for community garden sites in new developments		
Provide infrastructure support for gardens	3.F.4 The Region will support community gardens, wherever feasible, by granting access to Regional lands, and by providing rain barrels, composting bins, compost, wood mulch or other forms of in-kind support.	ROP, Liveability: Access to Locally Grown and Other Healthy Foods, pg 44 - 45
	8.7.4 (3) The City will support <i>community gardens</i> through initiatives which may include: (a) promoting the awareness of <i>community gardening</i> ; (b) where appropriate, offering City-owned lands as new <i>community garden</i> sites, such as undeveloped parcels and closed <i>road</i> right of ways	City of Waterloo, Environment and Energy: Environmental Sustainability, pg 160-161
Encourage allotment gardens in institutional land uses		
Apply zoning to ensure long-term tenure and protection for community gardens		
Permit bee keeping		
Permit the raising of rabbits and hens (small animal husbandry)		
Encourage urban foraging		
Create Community Garden Location Criteria		
Include urban agriculture in City’s managed open space strategy	8.7.3 (3) The City will encourage the creation of innovative green spaces that...provide opportunities for local food production...	City of Waterloo, Environment and Energy: Environmental Sustainability, pg 160-161
	2.G.3 (c) Area Municipalities, in collaboration with the Region, the Grand River Conservation Authority and other stakeholders, will develop and implement an Urban Greenlands Strategy that promotes green roofs, community gardens and tree planting in	ROP, Shaping Urban Communities: Major Urban Greenlands, pg

	urban areas;	30
	2.13 The City, in collaboration with the Region, the Grand River Conservation Authority and other stakeholders, will develop and implement an Urban Greenlands Strategy that: c) promotes green roofs, <i>community gardens</i> , tree planting and the <i>urban forest</i> ;	City of Kitchener, Parks, Open Space and Community Facilities, Major Urban Greenlands, pg 98
Sustainable Food System		
Support sustainable agriculture and food production methods	3.6 Support the development of an environmentally <i>sustainable</i> and economically viable regional food system.	ROP, Liveability: Objectives Pg 36-37
	6.1 Permanently protect the ecological and groundwater recharge functions of the Protected Countryside.	ROP, Supporting the Countryside: Objectives, pg 73
	10.6.1 (3) Farming operations are encouraged to utilize sustainable agricultural techniques and best management practices which conserve and enhance the natural environment, protect surface and ground water quality and quantity and minimize impacts on adjacent land uses. (a) Council may establish additional regulations in the Zoning By-law to minimize the impact of <i>agricultural uses</i> or <i>agricultural-related uses</i> on adjacent uses and the environment.	City of Waterloo, Land Use: Agricultural Uses, pg 236
Foster sustainable food systems	2.1 Establish a Countryside Line to contain future urban growth and protect farmlands	ROP, Shaping Urban Communities: Objectives, pg 9 - 10
	3.F.1 The Region will support the development of a strong regional food system through the policies in this Plan that: (a) establish a Countryside Line to protect the countryside for long-term agricultural use; (b) permit a full range of <i>agricultural uses</i> , <i>farm-related uses</i> and <i>secondary uses</i> to support the economic viability of local farms	ROP, Liveability: Access to Locally Grown and Other Healthy Foods, pg 44 - 45
	3.F.5 The Region will collaborate with stakeholders to continue to implement initiatives supporting the development of a strong regional food system.	ROP, Liveability: Access to Locally Grown and Other Healthy Foods, pg 44 - 45
	3.F.6 The Region supports food system planning as a means of improving the regional food system.	ROP, Liveability: Access to Locally Grown and Other Healthy Foods, pg 44 - 45
	6.2 Support agriculture as the predominant land use within the countryside and help strengthen the viability of the farm sector.	ROP, Supporting the Countryside: Objectives, pg 73
	1. To recognize and protect the rural character of the city's agricultural lands. 2. To encourage and support agriculture as the predominant land	City of Kitchener, Agriculture Areas, Objectives, pg 208

	use and help strengthen the viability of the local farm economy.	
	2.2 m) to protect the city's prime agricultural areas from urban <i>development</i> .	City of Cambridge, Growth Management, Objectives, pg 5
	2.10 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. 2.11 The Countryside Line represents the long-term boundary between the urban area boundary and the countryside in Cambridge.	City of Cambridge, Growth Management, Protected Countryside, pg 23
	5.1 Given the limited availability of prime agricultural lands within the Township, it is the intent to preserve, protect and encourage the continued use of these areas for agricultural purposes.	Township of North Dumfries Natural Resource Management, Agricultural Resource Areas, pg 42
	1.5 1. To preserve and protect a vital rural/agricultural area in the Township of Wilmot not only for the production of food and other products, but also as an important component of the Township's economic base, a source of employment and as a basis for the Township's rural community.	Township of Wilmot, Goals, pg 3
Pedestrian Linkages		
Multi-modal pedestrian linkages/corridors (trails, sidewalks, bike lanes) within and between all land uses	2.D.2 ... the Region and Area Municipalities will apply the following Transit Oriented Development provisions in reviewing <i>development applications</i> or <i>site plans</i> , on or near sites that are served by existing or planned <i>rapid transit</i> , or higher frequency transit to ensure that <i>development</i> : (a) creates an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed-use development;	ROP, Shaping Urban Communities, Urban Area Development Policies, pg 17- 26
	5.A.23 Regional Roads provide safe, direct, accessible and <i>multi-modal</i> transportation links for moving people and goods throughout Waterloo Region, and to adjacent municipalities. Regional Roads will be planned and constructed in accordance with the provisions of the Regional Transportation Corridor Design Implementation Guideline.	ROP, Road Network, pg 62-63
	3.1 (3) (d) Plan for neighbourhoods that facilitate movement within and between neighbourhoods that is safe, convenient and accessible to all by walking, biking, public transit and other motorized vehicles	City of Waterloo, City Form: Objectives – pg 27-29
	3.7.2 (10) (b) The Uptown Waterloo Urban Growth Centre will be connected with the surrounding City fabric through parks, trails, bikeways, transit routes, sidewalks and <i>roads</i> . (c) The City will enhance connections by improving <i>pedestrian</i> routes/links and community trails through the Uptown Waterloo Urban Growth Centre and in surrounding neighbourhoods within walkable or bikeable distance, planning for the provision of bicycle parking and maintaining/enhancing greenspaces.	City of Waterloo, City Form: Uptown Waterloo Urban Growth Centre – pg. 38-43

	<p>6.1.1 (1) (c) Plan for a transportation system that is multi-modal, meaning that users have choice in the type of transportation within the City</p> <p>6.5.1 (3) Several connected and inter-related components of the City's networks are an important part of supporting <i>active transportation</i> to the extent that they connect neighbourhoods and Districts throughout the City as well as connecting the City to adjacent municipalities. These include: (a) City-wide multi-use routes and cycling routes</p>	<p>City of Waterloo, Transportation – pg 86-98</p>
	<p>10.2.2.6 As neighbourhood destinations, areas designated Mixed-Use Neighbourhood Commercial will be planned to accommodate safe and convenient <i>pedestrian</i> and cyclist travel to, from and within the site, connecting the centre to the surrounding local neighbourhood.</p> <p>10.2.2.7 Areas designated Convenience Commercial will have a strong <i>pedestrian</i> and cyclist focus and be well connected to the surrounding local neighbourhood.</p>	<p>City of Waterloo, Land Use: Commercial Land Use Policies – pg 182</p>
	<p>2.1 8.To support the provision of safe, comfortable, barrier-free and convenient <i>pedestrian</i> and cycling linkages between <i>Intensification Areas</i> and surrounding neighbourhoods and transit stations.</p>	<p>City of Kitchener, City Urban Structure, Objectives, pg 22</p>
	<p>2.5 1.The City will ensure that new neighbourhoods are designed, existing neighbourhoods are redeveloped, and <i>community infrastructure</i> is planned: f) to contribute and support a complete, convenient, integrated and legible transportation network that includes <i>pedestrians</i> and bicycles, is <i>transit-supportive</i> and provides accessible multiple route options for all modes and means of travel;</p>	<p>City of Kitchener, Urban Design, Community Design Policies, pg 42</p>
	<p>2.14 2. To provide, maintain and expand a continuous, connected and efficient multi-use pathway system throughout the city. 3. To encourage the development of multi-use pathways as connecting links between institutional uses such as schools and recreation areas, <i>employment areas</i> and residential neighbourhoods within both existing and new communities.</p>	<p>City of Kitchener, Parks, Open Space and Community Facilities, Multi-use Pathways and Trails, Objectives, pg 99</p>
	<p>7. When planning for new small and large sized institutional locations in new community plans and secondary plans or when considering amendments to this Plan for new institutional uses, the City will have regard to the following: b) the lands are within walking distance to existing or planned public transit; c) the location would contribute to creating and maintaining a <i>walkable and complete community</i>; d) the lands can incorporate a strong focus on the creation of links for <i>pedestrians</i> and cyclists with surrounding uses;</p>	<p>City of Kitchener, Community Infrastructure, Land Use Designations, Institutional, pg 200</p>
	<p>2.2 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;</p>	<p>City of Cambridge, Growth Management, Objectives, pg 5</p>

	5.1 b) enhance connectivity to allow for ease of travel throughout the city by multiple modes of transportation;	City of Cambridge, Urban Design, Objectives, pg 82
	5.14 1. The importance of urban design to the quality of the built environment is recognized and promoted by the <i>City</i> . In order to provide guidance to the <i>development</i> process in terms of achieving a high standard of design and meeting the urban design objectives and policies of this Plan, the <i>City</i> will prepare and adopt urban design guidelines which address items such as the following: h) linkages, including pedestrian, cycling, vehicular, rail, transit and those involving the natural environment, both within and outside of the <i>development</i> ;	City of Cambridge, Urban Design, Urban Design Guidelines, pg 89-90
	7.5.2 c) Streets shall be designed and built, to ensure: • appropriate access for pedestrians (including the physically and sight impaired), bicyclists, buggies and motor vehicles; Walkways/ bikeways shall be constructed and dedicated to the Township where appropriate to provide access within and through neighbourhoods/ communities.	Township of Woolwich, Settlement Patterns, Residential Design Guidelines, pg 7-11
Intensification of land uses to support pedestrian links	2.2 Support the development of a Planned Community Structure based on a system of nodes, corridors and other development areas linked together by an integrated transportation system. 2.3 Promote Transit Oriented Development with a diverse mix of land uses, housing types and open spaces in close proximity to each other.	ROP, Shaping Urban Communities, Objectives, pg 9 - 10
	2.B This Plan seeks to implement a Planned Community Structure based on a system of nodes, corridors and other development areas connected by a network of roads, transit routes, cycling paths and <i>pedestrian</i> connections. Future development in Designated Greenfield Areas will contribute to the creation of <i>complete communities</i> with a greater mix of land uses and development patterns that support trips by walking, cycling and, where available, transit services.	ROP, Shaping Urban Communities, Planned Community Structure, pg 11- 12
	2.D.1 ... the Region and/or Area Municipalities will ensure that <i>development</i> occurring within the Urban Area is planned and developed in a manner that: (c) contributes to the creation of <i>complete communities</i> with development patterns, densities and an appropriate mix of land uses that supports walking, cycling and the use of transit	ROP, Shaping Urban Communities, Urban Area Development Policies, pg 17- 26
	3.1 (2) Develop an urban form that: (a) Provides for an appropriate mix of land uses in close proximity to one another, increasing the opportunity for people to walk, bike or take public transit to where they work, shop, learn and play; (b) Provides for compact urban growth to facilitate reduced reliance on the automobile while supporting transit and promoting walking and cycling as active forms of movement	City of Waterloo, City Form: Objectives, pg 27-29
	2.2 5.The City will encourage and support <i>intensification</i> and reduced private automobile reliance by: a) promoting a multi-modal transportation network;	City of Kitchener, Growth Management, Policies –

	b) promoting <i>mixed use, transit-supportive, pedestrian-friendly development</i>	Intensification, pg 33
	3.3 4.To ensure that <i>mixed use</i> areas are <i>transit-supportive, walkable</i> and integrated and interconnected with other areas of the city.	City of Kitchener, Mixed Use Areas, Objectives, pg 150
	2.6.1 6. <i>Intensification</i> within the <i>built-up area</i> will be planned and designed to: d) support walking, cycling and transit;	City of Cambridge, Growth Management, Intensification within the Built up Area, pg 8-9
Link all residents with important destinations	2.D.17 Area Municipalities, in collaboration with the Region, will ensure that <i>development</i> occurring in Urban Designated Greenfield Areas will be planned and developed to: (c) establish a network of continuous sidewalks, community trails and bicycle pathways that provide direct, safe, comfortable and convenient linkages within the neighbourhood and externally to other neighbourhoods, including linkages to <i>transit stops, employment areas</i> , school sites, food destinations and community facilities; (d) provide any required easements, land dedications and <i>pedestrian</i> amenities in accordance with Policy 5.A.3 to support walking, cycling and existing or planned transit services for everyday activities; (e) ensure that the design of the road network provides for direct and efficient transit routes within and between communities; (f) locate land uses such that the distance to a <i>transit stop</i> is generally within a 450 metre walking distance;	ROP, Shaping Urban Communities, Urban Area Development Policies, pg 17- 26
	3.1 (3) (e) neighbourhoods are planned and designed to provide for direct and convenient access to transit and to residential, commercial, institutional, recreational, cultural and employment uses	City of Waterloo, City Form: Objectives, pg 27-29
	3.9.1 (2) Development will reinforce neighbourhood focal points, strengthen linkages to existing and future parks, trails and open space, public transportation stops, cycling networks, as well as other <i>community infrastructure</i> .	City Form: Planning Districts (complete communities), pg 34-36
	6.5.1 (2) <i>Active transportation</i> will be accommodated and encouraged within and across the City's networks, and in particular, the <i>road</i> network and the trails and open space network. (a) The system shall be comprehensive, continuous, well-connected and provide linkages between major activity areas throughout the City;	City of Waterloo, Transportation, pg 86-98
	1.4 3.Facilitating the convenient movement of persons between residences, places of employment, recreational facilities and community resources.	City of Kitchener, Goals, pg 10
	2.1 To provide easy access to local stores and services, particularly by promoting and planning for active modes of transportation (walking and cycling) and public transit.	City of Kitchener, City Urban Structure, Objectives, pg 22
	2.5 To create a <i>walkable</i> community dedicated to <i>pedestrian</i> activity which links the built environment to private and public amenity areas and public open spaces systems.	City of Kitchener, Urban Design, Objectives, pg 39

	<p>2.5 The City will ensure that new neighbourhoods are designed, existing neighbourhoods are redeveloped, and <i>community infrastructure</i> is planned:</p> <p>a) to provide <i>walkable</i> communities that are well connected and fully accessible to major destinations, public amenities and services and to surrounding neighbourhoods;</p>	<p>City of Kitchener, Urban Design, Community Design Policies, pg 42</p>
	<p>6.8.8.2 The Township will encourage the development of a system of bicycle routes and pedestrian paths to link major public open space, schools and activity centres, and to provide for recreational needs of Township residents.</p>	<p>Township of Wellesley, Bicycle Routes and Pedestrian Paths, pg 39</p>
	<p>7.17.3.6 d) To provide for pedestrian pathways and sidewalks which minimize potential conflicts with vehicular traffic while providing essential connections between the Core Area, industrial areas and the surrounding residential areas of the Settlement.</p> <p>e) To recognize the importance of bicycles as a viable form of transportation and to promote the development of a bicycle route system linking the various areas of the Settlement to the Core Area, industrial areas and each other.</p>	<p>Township of Woolwich, Settlement Patterns, St. Jacobs Settlement Area, Transportation, pg 7-45</p>
	<p>7.17.9.3 b) Draft Plan of Subdivision or other development applications will provide for pedestrian linkages and/or bicycle paths connecting open space areas where appropriate.</p>	<p>Township of Woolwich, Settlement Patterns, St. Jacobs Settlement Area, Parks, pg 7-52</p>
	<p>7.18.3.6 d) To provide for pedestrian pathways and sidewalks which minimize potential conflicts with vehicular traffic while providing essential connections between the Core Area, industrial areas and the surrounding residential areas of the Settlement.</p> <p>e) To recognize the importance of bicycles as a viable form of transportation and to promote the development of a bicycle route system linking the various areas of the Settlement to the Core Area, industrial areas and each other.</p>	<p>Township of Woolwich, Settlement Patterns, Elmira Settlement Area, Transportation, pg 7-68</p>
	<p>3.3.9.2 The Township will encourage the development of a system of bicycle routes and pedestrian paths to link major public open space, schools and activity centres, and to provide for recreational needs of Township residents.</p>	<p>Township of North Dumfries Transportation Planning, Bicycle Routes and Pedestrian Paths, pg 34</p>
	<p>6.7.9.2 The Township will encourage the development of a system of bicycle routes and pedestrian paths to link major public open space, schools, areas of employment and activity centres, and to provide for recreational needs of Township residents.</p>	<p>Township of Wilmot Transportation Planning, Bicycle Routes and Pedestrian Paths, pg 31</p>
<p>Open spaces, recreational areas and parks will be developed as an interconnected system</p>	<p>2.G.2 Area Municipalities, in collaboration with the Region and the Grand River Conservation Authority, will designate Major Urban Greenlands and establish associated policies for these areas in their official plans that:</p> <p>(c) facilitate public access to the Major Urban Greenlands through connections with transit, cycling and <i>pedestrian</i> facilities;</p>	<p>ROP, Shaping Urban Communities, Major Urban Greenlands, pg 30</p>
	<p>2.3 (11) The City will plan for trails and open space networks and supporting facilities that are interconnected and serve [active] transportation, recreation and leisure, and environmental functions.</p>	<p>City of Waterloo, Basis of Plan: Networks and Transportation, pg</p>

		21-22
	3.11.1 (7) Open Space: To facilitate the integration of a linear park and/or open space system which may include a community trail system, into subdivision design and <i>intensification</i> proposals, and where feasible, into the existing central areas of the City and to promote access to the existing or planned open space system.	City of Waterloo, City Form: Urban Design, pg 37-46
	8.2.12 (3) (c) facilitate public access to the Major Urban Greenlands through connections with transit, cycling, and <i>pedestrian</i> facilities;	City of Waterloo, Environment and Energy: Urban Greenlands, pg 134
	1.4 3.Designing a built environment and our open space system to maximize connectivity and legibility.	City of Kitchener, Goals, pg 10
	2.13 1.To provide for a continuous public open space system...supporting diverse recreational pursuits, environmental <i>sustainability, active transportation...</i>	City of Kitchener, Parks, Open Space and Community Facilities, Objectives, pg 91
	2.13 8.The City will develop a system of linked open spaces, urban trails and bikeways throughout the city relying heavily on the city's parklands, watercourses, utility corridors, natural heritage areas and schools.	City of Kitchener, Parks, Open Space and Community Facilities, Public Parks and Community Facilities, pg 92
	6.12.1.4 The Township will encourage the development of a system of linked green space, open space and trails throughout the township relying on existing parklands, watercourses, utilities corridors, conservation areas, schools and the co-operation of private landowners.	Township of Wellesley, Parks, Open Space and Recreational Facilities, pg 43
	7.16.9 b) To encourage the development of a linear parks system providing for pedestrian/bicycle pathways and trails linking parks and other open spaces. c) Draft Plan of Subdivision or other development applications will provide for pedestrian linkages and/or bicycle paths connecting open space areas, where appropriate.	Township of Woolwich, Settlement Patterns, Breslau Settlement Area, Environment and Parkland, pg 7-37
	7.17.3.1 c) vii) To encourage the development of a linear parks system providing for pedestrian/bicycle pathways linking parks and other open spaces;	Township of Woolwich, Settlement Patterns, St. Jacobs Settlement Area, Objectives, pg 7-44
	7.18.3.1 g) To encourage the development of a linear parks system providing for pedestrian/bicycle pathways linking parks and other open spaces.	Township of Woolwich, Settlement Patterns, Elmira Settlement Area, Objectives, pg 7-67
	7.18.9.3 b) Draft Plan of Subdivision or other development applications will provide for pedestrian linkages and/or bicycle paths connecting open space areas where appropriate.	Township of Woolwich, Settlement Patterns, Elmira Settlement Area, Parks, pg 7-76
	10.1.5 The Township will encourage the development of a system of linked green space, open space and trails throughout the Township relying on existing parklands, watercourses, utilities corridors,	Township of Woolwich, Open Space Policy, General Policies, pg 10-

	conservation areas, schools and the co-operation of private landowners.	1
	3.5.1.4 As part of the completion of a Community Plan, existing parks, open space, recreational facilities and linkages between these will be identified, and opportunities to establish new ones will be evaluated. 3.5.1.5 The Township will encourage the development of a system of linked green space, open space and trails throughout the township relying on existing parklands, watercourses, utilities corridors, conservation areas, schools and the co-operation of private landowners.	Township of North Dumfries Parks, Open Space And Recreational Facilities, General Policies, pg 37-38
	6.11.1.9 The Township will encourage the development of a system of linked green space, open space and trails throughout the Township relying on existing parklands, corridors associated with watercourses, utility corridors, conservation areas, schools and the co-operation of private landowners.	Township of Wilmot Open Space, Parks And Recreational Facilities, General Policies, pg 35
Interconnected system of regional trails to permit linkages between municipalities	5.1.2 (1) (a) Plan for a trail and open space network that is well-designed and comprehensive, providing linkages between neighbourhoods, parks and open spaces, major activity areas throughout the City and to adjacent municipalities	City of Waterloo, Networks – pg 62-85
	3.5.1.6 The Township will support the maintenance and continued viability of the Cambridge to Paris Bicycle/Walking Trail along the Grand River, to ensure continued access and enjoyment by township residents.	Township of North Dumfries Parks, Open Space And Recreational Facilities, General Policies, pg 38
Active and Passive Recreation Opportunities		
Trails as both recreation and active transportation infrastructure	5.3.2 (3) The trails and open space network will be planned to accommodate the needs of residents with varying levels of mobility and throughout life stages.	City of Waterloo, Networks, pg 62-85
	4.1 (5) Plan for a comprehensive and connected trail system that is an integral part of the transportation system as well as a recreational and leisure opportunity. 4.6 (1) ... the City will plan for and support the development of a connected trails and open space network for recreation/leisure, transportation and environmental management purposes, where deemed appropriate.	City of Waterloo, Arts, Culture, Heritage, Recreation and Leisure: Objectives – pg 48-61
	7.17.9.3 d) and (7.18.9.3 d) Passive use parkland, in the form of lands designated Restricted Land Use Areas, is located throughout the Settlement Plan Area and may be utilized for pedestrian and bicycle paths where appropriate.	Township of Woolwich, Settlement Patterns, St. Jacobs Settlement Area, Parks, pg 7-52 (also in Elmira Settlement Area, pg 7-76)
	10.1.7 and 10.2.6 The Township will encourage the development of a system of bicycle routes and pedestrian paths to link major public	Township of Woolwich, Open Space Policy,

	open space, schools and activity centres, and to provide for recreational needs of Township residents.	General Policies, pg 10-1-3
	3.3.9.2 The Township will encourage the development of a system of bicycle routes and pedestrian paths to link major public open space, schools and activity centres, and to provide for recreational needs of Township residents.	Township of North Dumfries Transportation Planning, Bicycle Routes and Pedestrian Paths, pg 34
	6.7.9.2 The Township will encourage the development of a system of bicycle routes and pedestrian paths to link major public open space, schools, areas of employment and activity centres, and to provide for recreational needs of Township residents.	Township of Wilmot Transportation Planning, Bicycle Routes and Pedestrian Paths, pg 31
Priority for active and passive parks for physical and mental health	10.5.2 (2) (b) The City will plan, design, operation and maintain a wide range of municipal parkland intended for, and accessible to, a range of users, giving consideration to active and passive use...	City of Waterloo, Land Use: Open Space - pg 224 - 229
	10.5.2 (17) The City will anticipate greater intensity of use for existing municipal parkland and some potential shift from children and youth activities toward adult-oriented recreation and leisure as the City's population ages. The City will provide a combination of active and passive recreation opportunities in municipal parkland to accommodate existing users and in anticipation of future trends.	
	2.13 ...the City is committed to providing and maintaining sufficient publicly accessible parks and open space for both active and passive recreational pursuits to satisfy the recreational needs of all age groups and lifestyles, while having regard for the city's natural areas.	City of Kitchener, Parks, Open Space and Community Facilities, pg 91
	1. The Open Space land use designation may permit the following uses: a) active or passive outdoor recreational uses; h) parks, parkettes, squares and open space linkages; and i) trails.	City of Kitchener, Open Space Areas, Policies, pg 202
	7.0 e) balance the needs for active and passive recreation while protecting <i>natural features</i> ;	City of Cambridge, Parks and Open Space, Objectives, pg 107
	6.12.1.1 The Township will actively seek to provide a balanced system of recreational and leisure opportunities through the development of parks, open space and recreational facilities that provide opportunities for physical recreation, socialization, cultural pursuits, community identification, nature appreciation and education.	Township of Wellesley, Parks, Open Space and Recreational Facilities, pg 42-43
	4.2 11. To provide opportunities for both active and passive recreational pursuits by combining the provision of parkland, sports fields, community facilities, and natural areas to satisfy the recreational needs of existing and future residents.	Township of Woolwich, Goals, pg 4-4
	7.17.3.1 c) v) To develop an integrated open space system facilitating both active and passive recreational activities utilizing institutional, park and Restricted Land Use areas; vi) To provide for a wide range of recreational opportunities through community and neighbourhood parks;	Township of Woolwich, Settlement Patterns, St. Jacobs Settlement Area, Objectives, pg 7-44

	<p>7.18.3.1 e) To develop an integrated open space system facilitating both active and passive recreational activities utilizing institutional, park and Restricted Land Use Areas.</p> <p>f) To provide for a wide range of recreational opportunities through community and neighbourhood parks.</p>	Township of Woolwich, Settlement Patterns, Elmira Settlement Area, Objectives, pg 7-67
	10.1.1 The Township will actively seek to provide a balanced system of recreational and leisure opportunities through the development of parks, open space and recreational facilities that provide opportunities for physical recreation, socialization, cultural pursuits, community identification, nature appreciation and education.	Township of Woolwich, Open Space Policy, General Policies, pg 10-1
	3.5.1.1 The Township will actively seek to provide a balanced system of recreational and leisure opportunities through the development of parks, open space and recreational facilities that provide opportunities for physical recreation, socialization, cultural pursuits, community identification, nature appreciation and education.	Township of North Dumfries Parks, Open Space And Recreational Facilities, General Policies, pg 37
	6.11.1.6 The Township will actively seek to provide a balanced system of recreational and leisure opportunities through the development of parks, open space and recreational facilities that provide opportunities for physical recreation, socialization, cultural pursuits, community identification, nature appreciation and education.	Township of Wilmot Open Space, Parks And Recreational Facilities, General Policies, pg 35
On and off road walking and cycling network	10.5.2 (10) All municipal parkland blocks will have a trail connection to promote connectivity via on-street or off-street trails connecting blocks, open spaces and other points of interest.	City of Waterloo, Land Use: Open Space - pg 224 - 229
	2.22 4. The City will develop a network of on-street and offstreet cycling lanes, local bicycle priority streets, signed routes to key destinations, and multiuse trails.	City of Kitchener, Integrated Transportation System, Cycling, pg 127
Accessible Recreation Opportunities		
Parks and recreation opportunities within close proximity to neighbourhoods	<p>4.1 (2) Provide and encourage a wide range of arts, culture, heritage, recreation and leisure opportunities within neighbourhoods;</p> <p>4.6 (2) To support the continued improvement of the trails and open space network for recreation and leisure purposes at the City-wide and neighbourhood level, Council will...support or facilitate improved public access to existing recreation and leisure opportunities or create new opportunities where lands become available.</p>	City of Waterloo, Arts, Culture, Heritage, Recreation and Leisure: Objectives, pg 48
	10.5 The City's open space will be conveniently accessible from the City's neighbourhoods, and will be planned and designed to serve the needs of a diverse number of user groups.	City of Waterloo, Land Use: Open Space, pg 224 - 229
	<p>2.13 12.The City will require the development of on site recreation facilities and usable greenspace areas in multiple housing developments and <i>affordable housing</i> developments, in particular, apartment and townhouse developments.</p> <p>13. The City may consider other forms of parkland provision for <i>intensification</i> and <i>redevelopment</i> projects where green space is limited, such as greenroofs, linkages to existing area parks/facilities,</p>	City of Kitchener, Parks, Open Space and Community Facilities, Private Greenspace and Facilities, pg 93

	<p>on-site amenities, urban <i>plazas/civic squares</i>, enhanced streetscaping and landscaping, bicycle parking and/or <i>sustainability</i> features.</p> <p>14. The City will encourage, wherever reasonable and possible, the provision of useable and accessible semi-public spaces in private developments that support <i>arts, culture, recreation</i> and leisure opportunities for its residents.</p>	
	<p>2.13 16. To ensure the provision of an adequate amount of parkland, the standards of Table 4 – Parkland Classification System and Standards will be used in the determination of parkland needs. District parks – min 1 per district; serving 12km radius Neighbourhood parks – within 400-500m of residents</p> <p>19. The City will, as a condition of the subdivision or the <i>development or redevelopment</i> of land for residential and institutional purposes, require 5 percent of all the land proposed for <i>development or redevelopment</i>, or one hectare for each 300 <i>dwelling units</i> proposed be conveyed to the City for parkland or open space purposes in accordance with the standards set out in the Park Master Plan and Leisure Facilities Master Plan.</p> <p>20. The City will, in the case of commercial and industrial <i>development, or redevelopment</i> require a maximum of 2 percent of the land proposed for subdivision or <i>development or redevelopment</i> be conveyed to the City for parkland or open space purposes.</p>	<p>City of Kitchener, Parks, Open Space and Community Facilities, Parkland Standards and Needs, pg 95-96</p>
	<p>7.1 10. The <i>City</i> 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.</p>	<p>City of Cambridge, Parks and Open Space, The Open Space System, pg 109</p>
	<p>7.8 1. The <i>City</i> will require parkland dedication from <i>development</i> applications in accordance with the Planning Act and the following formulae: a) 5% of the residential <i>development</i> 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 <i>development</i> for commercial or industrial purposes;</p>	<p>City of Cambridge, Parks and Open Space, Parkland Dedication, pg 111</p>
	<p>7.9 a) where 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 <i>City</i> may enter into an agreement with the respective <i>School Board</i> 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.</p>	<p>City of Cambridge, Parks and Open Space, School Sites and Parks, pg 112-113</p>

	<p>8.1.2 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 uses generally permitted in all land use designations are:</p> <p>i) municipally established neighbourhood and community level parks and recreation facilities including signage structures and streetscape elements,</p>	<p>City of Cambridge, Land Use Policies and Designations, Uses Permitted in All Designations, pg 114-115</p>
	<p>7.17.9.2 a) In considering proposed subdivisions, severances, or site plans for residential purposes, the Township may require that land be conveyed to the municipality for park or other public recreational purposes not exceeding 5% of the lands proposed for development, exclusive of Restricted Land Use Areas, or one hectare per 300 dwelling units proposed.</p> <p>b) In considering proposed subdivisions, severances, or site plans for commercial or industrial purposes, the Township may require that land be conveyed to the municipality for park or other public recreational purposes, not exceeding 2% of the land proposed for development, exclusive of Restricted Land Use Areas.</p>	<p>Township of Woolwich, Settlement Patterns, St. Jacobs Settlement Area, Parkland Provision, pg 7-52</p> <p>(also in provisions for Elmira Settlement Area 7.18.9.2)</p>
	<p>3.5.1.2 Where feasible, the Township will facilitate partnership arrangements, joint ventures and facility sharing with the school boards, other institutions and community groups to expand the supply of parks, open space, and recreational facilities.</p>	<p>Township of North Dumfries Parks, Open Space And Recreational Facilities, General Policies, pg 37</p>
	<p>3.5.2.1 The Township may acquire and/or protect Parkland and Open Space Areas as follows:</p> <p>c) require in accordance with the provisions of the Planning Act, the dedication of land for parkland purposes of up to 2 percent of the land proposed for commercial or industrial development as a condition of draft approval of Plan of Subdivision or the granting of a consent to sever;</p> <p>d) require in accordance with the provisions of the Planning Act, the dedication of land for parkland purposes of up to 5 percent of the land proposed for all other forms of development as a condition of draft approval of Plan of Subdivision or the granting of a consent to sever;</p> <p>3.5.2.4 The Township may accept ownership of woodlots and other environmental constraint areas for protecting the natural area for passive recreation and education uses.</p>	<p>Township of North Dumfries Parks, Open Space And Recreational Facilities, Parkland and Open Space Acquisition, pg 38</p>
	<p>6.11.2.1 The Township may acquire and/or protect Parkland and Open Space Areas as follows:</p> <p>c) require in accordance with the provisions of the Planning Act, the dedication of land for parkland purposes of up to 2 percent of the land proposed for commercial or industrial development as a condition of draft approval of Plan of Subdivision or the granting of a consent to sever;</p> <p>d) require in accordance with the provisions of the Planning Act, the dedication of land for parkland purposes of up to 5 percent of the land proposed for all other forms of development as a condition of draft approval of Plan of Subdivision or the granting of a consent to sever;</p>	<p>Township of Wilmot Open Space, Parks And Recreational Facilities, Parkland and Open Space Acquisition, pg 36-37</p>

	6.11.2.4 The Township may accept ownership of woodlots and other environmental constrained lands areas for protecting the natural area for passive recreation and education uses.	
All season recreational opportunities	3.9.2 (2) (g)The City will plan for neighbourhoods that provide safe and healthy living environments, and promote healthy lifestyles by providing easily accessible and interconnected parks, trails and public gathering spaces that feature a high standard of design, and provide for four-season accessible recreational opportunities...	City of Waterloo, City Form: Planning Districts (complete communities) – pg 34-36
	10.5.2 (2) (a) The City will plan, design, operation and maintain a wide range of municipal parkland intended for, and accessible to, a range of users, giving consideration to four season use...	City of Waterloo, Land Use: Open Space - pg 224 - 229
	10.5.2 (9) With the desire to support healthier lifestyles, municipal parkland will be designed and maintained to allow for four season activities.	
	3.5.1.8 The Township will encourage and work with the Grand River Conservation Authority, the Region, other agencies and the public to make lands available for recreational purposes such as cross-country skiing and hiking trails.	Township of North Dumfries Parks, Open Space And Recreational Facilities, General Policies, pg 38
	6.11.1.11 The Township will encourage and work with the Grand River Conservation Authority, the Region, other agencies and the public to make lands available for recreational purposes such as cross-country skiing and hiking trails.	Township of Wilmot Open Space, Parks And Recreational Facilities, General Policies, pg 36
Recreational trails permitted in all land use designations	3.1 4. The multi-use pathway system will be permitted in all land use designations.	City of Kitchener, General Policies for all Land Use Designations, pg 134
Provide safe, affordable and quality recreation programs and facilities for all residents and visitors regardless of age, physical ability and financial means.	4.1 (1) Plan for a diversity of arts, culture, heritage, recreation and leisure opportunities that are safe as well as physically and economically accessible and accepting of all people with different backgrounds and cultures.	City of Waterloo, Arts, Culture, Heritage, Recreation and Leisure: Objectives, pg 48
	4.3.2 (2) The City will take a leadership role in planning for the provision of arts, culture, heritage, recreation and leisure services, focusing on expanding the accessibility, availability, affordability and mix of services available to residents.	City of Waterloo, Arts, Culture, Heritage, Recreation and Leisure: Delivery of Services, pg 50
	4.3.1 (4) The City will plan for and design municipal facilities that are: (a) flexible in terms of their ability to meet changing community needs; (b) accessible by public transit; (c) sustainable and environmentally responsible; (d) supportive of adaptive reuse of buildings; (e) flexible for inclusion of all residents; and (f) easy to maintain.	City of Waterloo, Arts, Culture, Heritage, Recreation and Leisure: Objectives – pg 48-61

	7.5 (1) (c) The City will continue to position itself as a creative and sustainable community through the policies of this Plan that plan for arts, culture, heritage, recreation and leisure opportunities that serve a population of increasing cultural diversity, and support social interaction, inclusion, and community building through various City facilities, services and programs;	City of Waterloo, Economy – pg. 104
	2.13 5.The City will plan for and design parks and trails to be flexible and adaptable to respond to anticipated changes in demand and to serve the needs of as many user groups as possible and appropriate. They will be planned to accommodate the needs of residents with varying levels of mobility and throughout life stages.	City of Kitchener, Parks, Open Space and Community Facilities, Public Parks and Community Facilities, pg 92
	7.0 b) promote the establishment and operation of facilities and services which are <i>accessible</i> and served by public transit where feasible; c) maintain and further develop an <i>accessible</i> , continuous, safe and well maintained trail system;	City of Cambridge, Parks and Open Space, Objectives, pg 107
Provide an appropriate supply and distribution of community facilities	4.1 (3) Encourage collaborations, facilities and programs that incorporate a mix of uses and other non-traditional ways of providing arts, culture, heritage, recreation and leisure opportunities.	City of Waterloo, Arts, Culture, Heritage, Recreation and Leisure: Objectives, pg 48-61
	4.3.2 (1) The City will support the decentralization of arts, culture, heritage, recreation and leisure activities, where appropriate, recognizing that the distribution of a range of activities throughout the City will provide opportunities for greater access to such services and programs at the local neighbourhood level. 4.3.2 (4) ...the City will continue to work with school boards to explore opportunities to effectively increase community accessibility to publicly funded school sites for arts, culture, heritage, recreation and leisure services and programs.	City of Waterloo, Arts, Culture, Heritage, Recreation and Leisure: Delivery of Services, pg 50
	1.4 7.Supporting a full range of community and <i>cultural facilities</i> in convenient and accessible locations to encourage and promote social cohesion and to embrace cultural diversity.	City of Kitchener, Goals, pg 12
	2.13 To provide and maintain a balanced distribution and sufficient supply of accessible and inclusive parks, open space and <i>community facilities</i> for both active and passive recreational uses to satisfy the needs of all residents of Kitchener.	City of Kitchener, Parks, Open Space and Community Facilities, Objectives, pg 91
	2.13 3.The City will provide a balance of a public parks and leisure services system that provides opportunities for physical recreation, socialization, cultural pursuits, community identification, <i>active transportation</i> , nature appreciation and education.	City of Kitchener, Parks, Open Space and Community Facilities, Public Parks and Community Facilities, pg 92
	3.7 1.To ensure that the city has sufficient <i>community infrastructure</i> and <i>facilities</i> to meet the current and projected needs of all its population.	City of Kitchener, Community Infrastructure, Objectives, pg 197
	2. To ensure that <i>community infrastructure</i> uses and <i>facilities</i> are	

	appropriately and conveniently located throughout our city to support a <i>complete community</i> .	
	10.1.2 Where feasible, the Township will facilitate partnership arrangements, joint ventures and facility sharing with the school boards, other institutions and community groups to expand the supply of parks, open space, and recreational facilities.	Township of Woolwich, Open Space Policy, General Policies, pg 10-1
	6.11.1.7 Where feasible, the Township will facilitate partnership arrangements, joint ventures and facility sharing with the school boards, other institutions and community groups to expand the supply of parks, open space, and recreational facilities.	Township of Wilmot Open Space, Parks And Recreational Facilities, General Policies, pg 35
All residents within a 5 minute bike ride or 15 minute walk of a pathway/trail	The City will, as a condition of the subdivision or <i>development</i> or <i>redevelopment</i> of land, require the dedication of land for <i>pedestrian</i> pathways and bicycle pathways that Council considers necessary.	City of Kitchener, Parks, Open Space and Community Facilities, Parkland and Open Space Acquisition, pg 96
Utilize a safe and consistent design for pathways using a Planning and Design Guideline/Standard	3.B.3 Area Municipalities are encouraged to enhance <i>pedestrian</i> and cycling environments so that people have more opportunities to walk and cycle for convenient travel, recreational, health, environmental and economic reasons through such means as: (e) creating urban design guidelines that support <i>pedestrian</i> and cycling activity in accordance with the provisions of the Canadian Institute of Transportation Engineers' guidelines for promoting <i>sustainable</i> transportation through site design;	ROP, Liveability, Walking and Cycling, pg 39-
Active Transportation		
Preference for pedestrian forms of transportation	3.2 Increase transportation opportunities for <i>pedestrians</i> , cyclists and transit users.	ROP, Liveability, Objectives, Pg 36-37
	2.3 (2) ...The Uptown Waterloo Urban Growth Centre will be planned to permit cultural facilities, recreational uses...public open spaces...This form of growth will support transit and <i>active transportation</i> modes	City of Waterloo, Basis of Plan: Growth and City Form, pg 20
	2.3 (6) Active forms of transportation provide alternatives to the automobile and this Plan places a high priority on encouraging <i>active transportation</i> .	City of Waterloo, Basis of Plan: Networks and Transportation, pg 21-22
	2.3 (7) It is desirable to plan for and support a shift in focus from providing <i>roads</i> to move cars, to providing streets where people can interact and travel on, whether by foot, bicycle, transit or other motorized vehicle. <i>Roads</i> under the City's jurisdiction will be planned to serve as a network of <i>complete streets</i> , facilitating the movement of, and interaction between, all travel modes – <i>pedestrians</i> , bicycles, transit and motorized vehicles – within and throughout the City.	
	3.3 (3) Place a high priority on encouraging <i>active transportation</i> and, over the long-term, strengthening the <i>active transportation</i> network,	City of Waterloo, City Form: Residential Intensification, pg. 30
	...Corridors are also anticipated to act as key <i>active transportation</i>	City of Waterloo,

	linkages between destinations....	City Form: Designated Corridors, pg 34
	3.7.2 (10)(a) Access to and within the Uptown Waterloo Urban Growth Centre by transit, walking and other active modes of transportation will have priority over private vehicle access.	City Form: Uptown Waterloo Urban Growth Centre – pg. 38-43
	5.3.2 (4) As a key component of the transportation system, this network will accommodate <i>active transportation</i> , where “human-powered” travel modes such as <i>pedestrian</i> and bicycle travelers can move safely and conveniently between origins and destinations such as work, home, school and commercial areas.	City of Waterloo, Networks – pg 62-85
	6.1.3 Council supports and encourages <i>pedestrian</i> and bicycle travel as preferred forms of travel. These travel modes will be supported through the planning, design and maintenance of the parks, trails and open space network, the <i>road</i> network as well as site, building and streetscape design.	City of Waterloo, Transportation – pg 86-98
	6.5.1 (1) This Plan supports <i>active transportation</i> as a low cost form of travel that promotes physical exercise and social interaction and results in a reduced impact on the environment.	
	7.5 (1) (e) (ii) The City will continue to position itself as a creative and sustainable community through the policies of this Plan that plan for a range of transportation modes through requiring development to contribute to, and support <i>pedestrian</i> , bicycle and transit as preferred forms of travel.	City of Waterloo, Economy – pg. 104
	8.1 (6) (e) Support low-energy transportation systems, including transit, cycling, and walking.	City of Waterloo, Environment and Energy: Objectives – pg 109-110
	8.7.2 (1) (b) The City will promote environmental sustainability by encouraging, supporting and, where appropriate, requiring greater use of alternative transportation modes, such as transit, cycling, and walking	
	2.4 The City will promote <i>development and redevelopment</i> that strives to be <i>sustainable</i> by encouraging, supporting and, where appropriate, requiring: e) <i>transit-supportive development and redevelopment</i> and the greater use of other modes of transportation such as cycling and walking.	City of Kitchener, Sustainable Development, Policies, pg 37
	2.15 10.The City will seek to minimize energy consumption by: h) promoting walking, cycling and the use of public transit.	City of Kitchener, Energy Conservation and Generation, Development and Building Design, pg 102
	2.16 The City will promote the development of <i>compact, mixed use, transit supportive</i> and <i>pedestrian</i> friendly community as a means of improving air quality and minimizing contributions to air pollution through reduced reliance on private automobiles.	City of Kitchener, Air Quality, Policies, pg 105
	2.22 2.The City will endeavor to enhance <i>pedestrian</i> and cycling environments so that people have more opportunities to walk and cycle for convenient travel, recreational, health, environmental and economic reasons	City of Kitchener, Integrated Transportation System, Active Transportation, pg 126

	3.2 8.To ensure that existing and new residential areas are <i>walkable</i> and are supported by all modes of transportation.	City of Kitchener, Housing and our Residential Areas, Objectives, pg 137
	3.5 11.To create and maintain a <i>pedestrian-friendly</i> and <i>walkable Urban Growth Centre</i> (Downtown).	City of Kitchener, Urban Growth Centre, Objectives, pg 174
	3.5 15. The City will give <i>pedestrian</i> , cycling and rapid and public transit modes of transportation the priority over vehicular circulation and accommodation within the overall transportation network.	City of Kitchener, Urban Growth Centre, Transportation, pg 176
	6.1 b) reduce dependence on the automobile by increasing the number of people using public transit, walking and cycling;	City of Cambridge, Transportation and Infrastructure, Objectives, pg 92
	3.3.9.1 The development of bicycle routes and pedestrian paths will be encouraged where practical and safe. (Note: could be stronger, and make a more explicit link to reducing car travel)	Township of North Dumfries Transportation Planning, Bicycle Routes and Pedestrian Paths, pg 34
	6.7.9.1 The development of bicycle routes and pedestrian paths will be encouraged where practical and safe. (Note: could be stronger, and make a more explicit link to reducing car travel)	Township of Wilmot Transportation Planning, Bicycle Routes and Pedestrian Paths, pg 31
Support infrastructure for active transportation (bike parking, bicycle activated street lights, enhanced street crossings, rest areas)	3.1 (5) (h) Plan for a vibrant Uptown Waterloo Urban Growth Centre by planning for appropriate, well-designed parking opportunities for both motorized vehicles and bicycles, promoting convenient travel by all modes and reduced reliance on the automobile.	City of Waterloo, City Form: Objectives – pg 27-29
	3.8.1(2) The Zoning By-Law will require, in addition to automobile parking, bicycle parking in an effort to encourage <i>active transportation</i> .	City of Waterloo, City Form: Uptown Waterloo Urban Growth Centre – pg. 38-43
	5.3.4 (2) The City will plan to incorporate beginning and end-of-route facilities such as parking lots and bicycle parking in the network. 5.3.4 (3) (a) The City will plan for adequate wayfinding facilities along bicycle and <i>pedestrian</i> routes...	City of Waterloo, Networks – pg 62-85
	6.6.3 (1)(b) To provide sufficient bicycle parking and/or storage to meet the needs of the intended use. Clear and convenient linkages shall be provided between bicycle parking areas and destinations including building entrances, streets, bicycle lanes and pathways;	City of Waterloo, Transportation – pg 86-98
	2.14 7.The City will encourage new <i>development</i> or <i>redevelopment</i> to provide multi-use pathway related facilities, such as access to the multi-use pathway network, bicycle parking, benches, and waste receptacles that are appropriately designed and properly located.	City of Kitchener, Parks, Open Space and Community Facilities, Multi-use Pathways and Trails, Policies, pg 100
	9. Multi-use pathways will be clearly signed regarding permitted use	

	and speed. Wayfinding signage will be provided throughout the trail multi-use pathway system.	
	2.22 5. The City will require new, multi-unit residential, commercial, industrial, office and institutional <i>developments</i> to provide secure bicycle parking and will encourage, where appropriate, shower/change facilities for cycling commuters.	City of Kitchener, Integrated Transportation System, Cycling, pg 127
	3.3 4. The City may require the incorporation of <i>Transportation Demand Management</i> (TDM) measures within lands designated for <i>mixed use</i> including: a) integration of cycling facilities; b) provision of <i>pedestrian</i> facilities; c) incorporation of transit facilities within larger scale <i>mixed use</i> developments; and d) consider shared or reduced parking requirements to encourage use of active modes of transportation and public transit.	City of Kitchener, Mixed Use Areas, Implementation, pg 153
	5.11 2. The design and layout of surface parking will consider the following: g) <i>bicycle parking and movement</i> . 5. Bicycle parking should be provided in close proximity to building entrances.	City of Cambridge, Urban Design, Parking, pg 88
Bike lanes on all main city arterial roads		
Bike lanes on all county roads		
Bike boxes at major intersections		
Bicycle parking by-law to support bike parking at major destinations		
Employment lands shall be linked to residential areas and main transportation corridors with active transportation infrastructure	3.7 (4) ... the Uptown Waterloo Urban Growth Centre will be planned to accommodate a significant share of the City's future population and employment growth...that supports a balanced transportation mode share and is designed to increase the number of <i>pedestrians</i> and cyclists;	City of Waterloo, City Form: Uptown Waterloo Urban Growth Centre – pg. 38-43
	10.3 The City will also plan for transit and <i>pedestrian</i> supportive <i>employment areas</i> , wherever possible, 10.3.1 (14) (a) Development will contribute to attractive, efficient, and competitive <i>employment areas</i> by featuring a high standard of urban design which enhances the quality of the public realm along all public roads, appropriately accommodates <i>pedestrians</i> and cyclists...	City of Waterloo, Land Use: Employment Land Uses – pg 211

	13. The City will encourage the development of <i>employment areas</i> that are <i>transit-supportive</i> , have a compact <i>built form</i> and minimize surface parking areas. (could strengthen active transportation connections)	City of Kitchener, Industrial Employment Areas, Policies, pg 190
Active transportation networks are integrated with other modes of transportation (eg transit)	3.B.3 Area Municipalities are encouraged to enhance <i>pedestrian</i> and cycling environments so that people have more opportunities to walk and cycle for convenient travel, recreational, health, environmental and economic reasons through such means as: (g) providing <i>pedestrian</i> and cyclist connections to <i>transit stops</i> .	ROP, Liveability, Walking and Cycling, pg 39-
	3.8.1 The City will plan for, and require appropriate, well designed bicycle and vehicle parking facilities in Major Transit Station Areas, balancing the desire to accommodate a range of transportation modes with the desire to implement transportation demand management and reduce reliance on the automobile in favour of rapid transit and active transportation.	City of Waterloo, City Form: Uptown Waterloo Urban Growth Centre – pg. 38-43
	6.1.1 (1) (d) Plan for a transportation system that: Provides connectivity between various modes of transportation, enabling users to choose multiple modes for a single trip;	City of Waterloo, Transportation – pg 86-98
	Designing a complete, convenient and integrated transportation network that accommodates private vehicles, is <i>transit-supportive</i> and incorporates active modes of transportation, including <i>pedestrians</i> and cyclists.	City of Kitchener, Goals, pg 10
	2.22 2.To encourage walking and cycling as safe and convenient modes of transportation and ensure that the design of <i>pedestrian</i> and cycling networks are integrated with other modes of transportation.	City of Kitchener, Integrated Transportation System, Objectives, pg 125
	5.3 1. <i>Development</i> located within a 500 metre radius of an existing or planned rapid transit station or along a higher frequency transit route will be planned and designed based on the principles of <i>transit oriented development</i> and will address the following: 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.	City of Cambridge, Urban Design, Transit Oriented Development, pg 84
Intensification of land uses to support active transportation	6.3 (2) The transportation network will support the development of designated Nodes and Corridors as compact <i>mixed-use</i> areas that serve as focal points for <i>intensification</i> and facilitate reduced reliance on automobile travel. (a) Nodes and Corridors will be planned to provide opportunities for people to live closer to where they work, shop, learn and play, thereby decreasing automobile use and increasing opportunities and support for <i>pedestrian</i> and bicycle travel and an efficient and effective transit system.	City of Waterloo, Transportation – pg 86-98

	<p>8.5.3 (1) The City will encourage energy conservation in the community by:</p> <p>(b) promoting a compact city form, including:</p> <p>(ii) improving the mix of land uses, where appropriate, to reduce/shorten vehicular trips and reduce congestion, including encouraging the distribution of <i>convenience retail</i> and personal services within walking/cycling distance of residential areas;</p>	<p>City of Waterloo, Environment and Energy: Energy Conservation in the Built Environment – pg 155</p>
<p>Provide incentives for pedestrian travel (eg increased car parking fees)</p>	<p>3.3 20.To further encourage <i>transit-supportive development</i> in the Mixed Use Corridor the City will consider incentives such as:</p> <p>a) reducing parking requirements; and</p> <p>b) permitting shared parking arrangements between permitted uses where appropriate.</p>	<p>City of Kitchener, Mixed Use Areas, Mixed Land Use Designations, Mixed Use Corridor, pg 161</p>
<p>Ensure that bikeways and pedestrian walkways are integrated into and designed as part of new road and other infrastructure projects</p>	<p>2.D.5 The Region, in collaboration with Area Municipalities, will support growth and development within each Urban Growth Centre through <i>infrastructure</i> investments in such areas as:</p> <p>(b) the Regional Road and cycling network and <i>pedestrian</i> environment;</p> <p>2.D.13 When planning and undertaking public works within the right-of-way of a Reurbanization Corridor, the Region will endeavour to improve the corridor’s <i>pedestrian</i> and cycling environment consistent with the Regional Transportation Corridor Design Implementation Guideline.</p>	<p>ROP, Shaping Urban Communities, Urban Area Development Policies, pg 17- 26</p>
	<p>3.B.2 The Region will ensure, whenever feasible, the provision of facilities to encourage walking and cycling, and to address the needs, safety and convenience of <i>pedestrians</i> and cyclists when constructing or reconstructing Regional transportation facilities and public buildings.</p> <p>3.B.3 Area Municipalities are encouraged to enhance pedestrian and cycling environments so that people have more opportunities to walk and cycle for convenient travel, recreational, health, environmental and economic reasons through such means as:</p> <p>(b) integrating pedestrian and cycling facilities into existing, expanded and new development areas</p>	<p>ROP, Liveability: Walking and Cycling, pg 39</p>
	<p>5.A.36(a) ... the Region may require road widenings as a condition of approval of a <i>development application</i> and/or <i>site plan</i>, for the following purposes: to provide for transit and <i>rapid transit infrastructure, pedestrian</i> facilities and cycling lanes</p>	<p>ROP, Regional Road Allowances, pg 66</p>
	<p>3.7.2 (10)(d) The City will plan for <i>road</i> improvement projects that incorporate active modes of transportation and provide <i>pedestrian</i> and bicycle facilities.</p>	<p>City of Waterloo, City Form: Uptown Waterloo Urban Growth Centre – pg. 38-43</p>

	<p>5.3.3 (4) When planning for <i>on-road</i> trail components of the network, which may include sidewalks, multi-use pathways or other portions of the right-of-way such as on-street bicycle lanes, the City will consider the following:</p> <p>(a) Planning, design and construction of the City <i>road</i> network shall include provision for <i>pedestrians</i> and bicycles, including the safe and convenient crossing of such roadways and appropriate treatment of intersections.</p> <p>(b) Designated on-street bicycle routes and lanes shall be marked and signed.</p> <p>(c) Where feasible, <i>pedestrian</i> and bicycle traffic shall be separated from vehicular traffic.</p> <p>(d) <i>On-road</i> trail components shall be planned, designed and constructed to be connected and integrated with the existing network.</p>	<p>City of Waterloo, Networks – pg 62-85</p>
	<p>2.14 6. The City will require new <i>development</i> or <i>redevelopment</i> to include recreation and transportation multi-use pathways and facilities which contribute to the city-wide network and provide local neighbourhood connections to this network.</p>	<p>City of Kitchener, Parks, Open Space and Community Facilities, Multi-use Pathways and Trails, Policies, pg 100</p>
	<p>2.22 1. The City will ensure, whenever feasible, the provision of facilities to encourage walking and cycling, and to address the needs, safety and convenience of <i>pedestrians</i> and cyclists when constructing or reconstructing public facilities.</p>	<p>City of Kitchener, Integrated Transportation System, Active Transportation, pg 126</p>
	<p>5.2 2. The <i>City</i> will support the integration of pedestrian and cycling facilities into existing and new development areas.</p>	<p>City of Cambridge, Urban Design, Healthy and Liveable Communities, pg 83</p>
	<p>6.11 2. Measures to increase <i>active transportation</i> will be required where feasible as part of <i>development</i> proposals such as, bicycle paths, bicycle racks, pedestrian walkways, sidewalks, enhanced sidewalks and transit shelters.</p> <p>3. The design of municipal roadways will include provisions for measures to facilitate safe and <i>accessible active transportation</i>, while providing for the safe and effective movement of vehicles.</p>	<p>City of Cambridge, Transportation and Infrastructure, Active Transportation, pg 101</p>
	<p>15.4.3 In preparation of Zoning By-laws and in considering development proposals adjacent to Trunk and Primary Roads, the Township will attempt to preserve the usefulness of these roads as major traffic arteries by:</p> <p>j) will request consideration of the needs of horse drawn vehicles, cyclists and pedestrians in the design and construction of these roads, where appropriate.</p> <p>(Note: strengthen to include bike lanes on all roads)</p>	<p>Township of Woolwich, Transportation Policy, Regional and Provincial Roads, pg 15-3 – 15-4</p>
	<p>15.5.6 The Township will consider the needs of horse drawn vehicles, cyclists and pedestrians in the design and construction of Township roads.</p> <p>(Note: strengthen to include bike lanes on all roads)</p>	<p>Township of Woolwich, Transportation Policy, Township Roads, pg 15-4</p>

	<p>3.3.2.1 To minimize the impact of development on Provincial and Regional Road systems the Township will:</p> <p>b) encourage site plan designs that promote cycling and walking; and,</p> <p>c) provide for the design and construction of an integrated road system.</p>	Township of North Dumfries Transportation Planning, General Policies, pg 31
	<p>6.7.1.1 To minimize the impact of development on Provincial and Regional Road systems, the Township will:</p> <p>b) require site plan and plan of subdivision designs to have regard for the needs cyclists, pedestrians and future transit for access to the site; and (MODIFICATION NO. 37)</p> <p>c) provide for the design and construction of an integrated road system.</p>	Township of Wilmot Transportation Planning, General Policies, pg 27
	<p>6.7.5.4 As part of the completion of a Community Plan or review of development applications adjacent to Regional and Township roads, the Township will encourage innovative designs to support cycling, pedestrian and future transit access and maintain the integrity of the respective road systems.</p>	Township of Wilmot Transportation Planning, Road Design and Construction, pg 29-30
	<p>6.7.9.3 Draft Plan of Subdivision or other development applications will provide for pedestrian paths and/or bicycle routes connecting open space areas where appropriate.</p>	Township of Wilmot Transportation Planning, Bicycle Routes and Pedestrian Paths, pg 31
encourage and support walking and cycling as healthy, safe and convenient modes of transportation all year round	<p>3.B.3 Area Municipalities are encouraged to enhance pedestrian and cycling environments so that people have more opportunities to walk and cycle for convenient travel, recreational, health, environmental and economic reasons through such means as:</p> <p>(a) providing consistent information and signage systems to support exploration, discovery and travel throughout the community on foot and bicycle;</p> <p>3.B.4 The Region will support walking, cycling and transit through promotional and educational initiatives that address issues such as personal security; safe behaviour by vehicle drivers, <i>pedestrians</i> and cyclists; barrier-free access; an appreciation of the health and environmental benefits of walking; and the comparative costs of private and public travel choices.</p>	ROP, Liveability, Walking and Cycling, pg 39-
	<p>5.3.4(5) The City will support greater and safer <i>pedestrian</i> and cycling activity through promotion and participation in education initiatives that address issues such as personal security, safe behaviours by motorists, cyclists and <i>pedestrians</i>, and an appreciation of the costs and benefits of travel choices.</p>	City of Waterloo, Networks, pg 62-85
	<p>6.1.1 (1) Plan for a transportation system that:</p> <p>(b) Increases the opportunities for, and removing the disincentives to, walking, cycling and transit;</p> <p>6.5.2 (1) (d) Plan for environments that allow walking and cycling to be safe, comfortable, <i>barrier-free</i>, convenient and relatively direct forms of urban travel;</p>	City of Waterloo, Transportation – pg 86-98
	<p>2.22 3.The City will support walking, cycling and transit through promotional and educational initiatives that address issues such as personal security; safe behaviour by vehicle drivers, <i>pedestrians</i> and</p>	City of Kitchener, Integrated Transportation System,

	cyclists; barrier-free access; an appreciation of the health and environmental benefits of walking; and the comparative costs of private and public travel choices. (Note: from Cycling Masterplan, also in ROP and Waterloo plan)	Active Transportation, pg 126
support increased bicycle safety and access for intersections, roadways, bridges and underpasses	5.4.3 (2) The City supports and will plan for safe <i>pedestrian</i> and cycling movement across the Conestoga Parkway at all existing crossings that serve automobiles	City of Waterloo, Networks – pg 62-85
	6.12 The <i>City</i> will consider, where appropriate, opportunities to improve accessibility across major barriers for pedestrians, cyclists and vehicles in a safe and <i>sustainable</i> manner.	City of Cambridge, Transportation and Infrastructure, Bridges, pg 101
Develop innovative policies and facilities that encourage City employees to cycle	6.15 1. In order to maximize the efficiency of the transportation system through <i>transportation demand management</i> , the <i>City</i> 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. <i>Transportation demand management</i> measures will be considered in evaluating <i>development</i> proposals.	City of Cambridge, Transportation and Infrastructure, Transportation Demand Management, pg 103
	2.22 5.The <i>City</i> will require new, multi-unit residential, commercial, industrial, office and institutional <i>developments</i> to provide secure bicycle parking and will encourage, where appropriate, shower/change facilities for cycling commuters.	City of Kitchener, Integrated Transportation System, Cycling, pg 127
All residents within 1km (or 5 min) of cycling route		
Prepare and use a Bicycle Transportation Plan	3.B.1 The Region and Area Municipalities will implement the recommendations of the Regional Cycling Master Plan, the Regional Transportation Master Plan, the Regional Pedestrian Master Plan and the Regional Pedestrian Charter through the <i>development</i> review process.	ROP, Liveability, Walking and Cycling, pg. 39
	5.A.15 The Region, in collaboration with Area Municipalities, will regularly update the Regional Cycling Master Plan to review the Regional cycling routes and further develop policies and strategies to facilitate cycling for both recreational and everyday activities.	ROP, Walking and Cycling Needs, pg 61
	5.3.1(1) (d) To support the implementation of the policies of this Plan, Council will approve, and update as appropriate, the following additional documents: Community Trails and Bikeways Master Plan	City of Waterloo, Networks – pg 62-85
	2.14 1.The Multi-use Pathway Master Plan for the City of Kitchener is the guiding document that provides the framework for the design, development and operation of a multi-use pathway network in the city.	City of Kitchener, Parks, Open Space and Community Facilities, Multi-use Pathways and Trails, Policies, pg 99
	7.1 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.	City of Cambridge, Parks and Open Space, The Open Space System, pg 109
	6.7.9.1 The Township will cooperate with the Region on the implementation of the Regional Cycling Master Plan.	Township of Wilmot Transportation Planning, Bicycle Routes and Pedestrian

		Paths, pg 31
Walkability		
Traffic calming measures	5.4.5 (1) To encourage and support safe and convenient <i>pedestrian</i> , bicycle and vehicular movement on the existing <i>road</i> network, the City will approve and update as appropriate, a Traffic Calming Policy to plan for the application of appropriate traffic calming techniques and strategies.	City of Waterloo, Networks – pg 62-85
	6.9 1. The <i>City</i> 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. 4. Where appropriate the <i>City</i> will evaluate and implement traffic calming measures on a neighbourhood basis.	City of Cambridge, Transportation and Infrastructure, Traffic Calming and Signalization, pg 99
Pedestrian traffic signals at all intersections	6.9 2. The <i>City</i> will cooperate with the <i>Region</i> regarding installation of signalization in appropriate locations to improve safety and the effectiveness of the transportation system.	City of Cambridge, Transportation and Infrastructure, Traffic Calming and Signalization, pg 99
Controlled pedestrian crossings		
Sidewalk Priority Index		
Pedestrian refuge islands		
Sidewalks on both sides of streets	5.A.17 Wherever feasible, sidewalks will be provided on both sides of streets where transit service currently exists or is planned, and on a minimum of one side of all other through-streets or streets that interconnect with the walking network.	ROP, Walking and Cycling Needs, pg 61
	5.3 1 <i>Development</i> located within a 500 metre radius of an existing or planned rapid transit station or along a higher frequency transit route will be planned and designed based on the principles of <i>transit oriented development</i> and will address the following: b) provision of a safe environment for pedestrians and encouragement of pedestrian activity through: iii) continuous sidewalks along both sides of the street;	City of Cambridge, Urban Design, Transit Oriented Development, pg 84
Create and use a Sidewalk Policy		
Ensure all sidewalks are accessible		
Use a Municipal Pedestrian Charter as a guideline in the planning and development of walking opportunities	5.A.18 The Region, in collaboration with Area Municipalities, will prepare and update a Regional Pedestrian Master Plan that identifies the <i>pedestrian</i> network component of the regions transportation system that will be developed in association with Regional and Area Municipal road improvement projects and other activities.	ROP, Walking and Cycling Needs, pg 61
	5.3.1(1)(e) To support the implementation of the policies of this Plan, Council will approve, and update as appropriate, the following additional documents: <i>Pedestrian Charter</i>	City of Waterloo, Networks – pg 62-85
Signed walking and pedestrian routes	6.5.1 (2) (b) The system shall incorporate signage that is clearly visible to the public	City of Waterloo, Transportation – pg

		86-98
Limit surface parking between the front face of a building and the public street or sidewalk	3.3 3.To promote <i>transit-supportive development</i> and <i>redevelopment</i> that enhances the <i>public realm</i> , the City may: c) limit vehicular parking between the building façade and the street by imposing parking setbacks and parking design policies, guidelines and zoning regulations;	City of Kitchener, Mixed Use Areas, Implementations, pg 152
Design measures which promote pedestrian safety and security	2.D.2 ... the Region and Area Municipalities will apply the following Transit Oriented Development provisions in reviewing <i>development applications</i> or <i>site plans</i> , on or near sites that are served by existing or planned <i>rapid transit</i> , or higher frequency transit to ensure that <i>development</i> :	ROP, Shaping Urban Communities, Urban Area Development Policies, pg 17- 26
	3.7.2 (1) Consistent with the Urban Design policies of this Plan, site and building design as well as improvements within the public realm (<i>roads</i> , parks and sidewalks) will support safe and convenient <i>pedestrian</i> movement.	City of Waterloo, City Form: Uptown Waterloo Urban Growth Centre – pg. 38-43
	3.9.2 (2) (e)The City will plan for neighbourhoods that provide safe and healthy living environments, and promote healthy lifestyles by providing well maintained and safe physical infrastructure, including an integrated and comprehensive cycling and pedestrian system	City of Waterloo, City Form: Planning Districts (complete communities) – pg 34-36
	3.11.1 (10) Safety and Security: Site and building design that promotes safe, comfortable and accessible environments for all users with emphasis on <i>pedestrians</i> and bicyclists through the universal principles of CPTED (Crime Prevention Through Environmental Design).	City of Waterloo, City Form: Urban Design – pg 37-46
	3.11.1 (11) Site Circulation: Design sites and buildings based on an efficient, safe and integrated circulation system with priority given to <i>pedestrian</i> movements... All sites shall provide convenient, direct and safe <i>pedestrian</i> and cyclist access to building entrances, amenity spaces, the public realm and other important destinations.	
	3.11.1 (23) Site Amenities: Design sites and buildings to include a range of on-site amenities such as benches, trash receptacles, bike parking, large canopy trees and/or shade structures to provide for more healthy active outdoor and urban spaces for social gathering, relaxation and enjoyment that results in a higher quality of life.	
	3.11.2 (1) Connectivity: Design that promotes connectivity with emphasis on <i>pedestrian</i> and non-vehicular safety, convenience and direct and convenient access to transit routes, amenity spaces, building entrances and public streets. <i>Barrier-free</i> access will be encouraged to building entrances from the public street, particularly along transit routes.	City of Waterloo, City Form: Urban Design – pg 37-46
	6.5.1 (2)(d) The system shall address the comfort of the users, giving consideration to such matters as shading and seating along the routes.	City of Waterloo, Transportation – pg 86-98
7.17.11.1 f) Where there is development or redevelopment or road improvement, consideration shall be given to the provisions of a buffer (i.e. wider sidewalks, planting, landscaping) between	Township of Woolwich, Settlement Patterns, St. Jacobs Settlement	

	municipal sidewalks and heavily traveled roads.	Area, Transportation Policies, pg 7-53
Affordable Housing and Safe Environments		
Adopt affordable housing targets and standards	<p>3.A.1 The Region, in collaboration with Area Municipalities and other agencies, will prepare and regularly update the Community Action Plan for Housing and the Homelessness to Housing Stability Strategy.</p> <p>3.A.6 The Region encourages the <i>Province</i> and Area Municipalities, as appropriate, to offer density bonuses, property tax exemptions and other incentives to help support the creation of <i>affordable housing</i> and <i>special needs housing</i>.</p> <p>3.A.7 The Region will participate in and deliver Federal and/or Provincial housing programs that will benefit the region, whenever appropriate.</p>	ROP Liveability: Range and Mix of Housing Pg 37-38
	10.1.2 (2) This Plan supports the efforts of senior levels of government and private not-for-profit agencies to provide housing geared to the needs of economically, socially, mentally and physically disadvantaged persons.	City of Waterloo, Land Use: Residential Land Use Policies, pg 165 - 181
	<p>10.1.2 (13) The City may provide a range of planning and regulatory incentives that encourage <i>affordable housing</i>. Such incentives may include:</p> <p>(a) Fast-tracking <i>development</i> applications that contain an <i>affordable housing</i> component;</p> <p>(b) Application of height and/or density bonusing, as set out in 12.3.1 of this Plan;</p> <p>(c) Collaborating with community partners to foster the provision of <i>affordable housing</i>; and,</p> <p>(d) Providing financial relief, in the form of waived or deferred Development Charges, for <i>affordable housing</i> projects.</p>	City of Waterloo, Land Use: Residential Land Use Policies, pg 165 -181
	3.2 11. The City supports the principle that housing assistance be provided to members of the community who have the greatest difficulty paying for housing and that this assistance be provided in the timeliest and most cost efficient manner. The City in cooperation with Provincial and Regional agencies, private landlords, builders and community groups will continue to utilize existing programs and seek improved and cost effective Provincial assistance in such areas as non-profit housing, rent supplement, shelter allowances and <i>affordable</i> home ownership.	City of Kitchener, Housing and our Residential Areas, Variety and Integration, pg 138
	3.2 17. A <i>development application</i> to create a plan of condominium, which would result in the conversion of rental <i>affordable housing</i> to condominium ownership, may only be permitted where:	City of Kitchener, Housing and our Residential Areas, Condominium Conversions, pg 139
	b) the conversion will address and result in the creation of <i>affordable housing</i> or affordable home ownership;	
8.4.1 1. The <i>City</i> recognizes the importance of <i>affordable</i> housing and will encourage the development of <i>affordable</i> housing and provide opportunities for the development of <i>affordable</i> housing through:	City of Cambridge, Land Use Policies and Designations, Residential, Affordable Housing, pg 121-122	
a) permitting mixed-use <i>development</i> in the <i>Urban Growth Centre</i> , Community Core Areas, Nodes, Regeneration Areas, Reurbanization		

	<p>Corridors and <i>Major Transit Station Areas</i>;</p> <p>b) promoting the inclusion of a residential component in commercial <i>development</i>; and</p> <p>c) encouraging the development of <i>community housing</i> and <i>affordable</i> private sector housing that is aimed at meeting the needs of lower income residents.</p> <p>2. Where a <i>development</i> application proposing residential uses is submitted for a site containing two hectares or more of developable land, the <i>City</i> 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.</p> <p>3. New residential <i>development</i> will include a minimum number of <i>affordable</i> housing units based on the targets established in the <i>Region's Community Action Plan for Housing</i>.</p>	
	<p>8.4.4 1. Condominium conversion of <i>affordable</i> rental units may only be permitted where:</p> <p>b) the conversion will result in the creation of <i>affordable</i> housing for <i>affordable</i> home ownership.</p>	<p>City of Cambridge, Land Use Policies and Designations, Residential, Condominium Conversion, pg 122</p>
	<p>7.16.5 e) To require as part of development, a range and mix of housing to provide an opportunity for a minimum of 25% of the housing stock, calculated on a Township-wide basis, as affordable, and provide opportunities through the designation and zoning of land, for a minimum of 30% of new housing to be smaller lot single detached units, semi-detached units, plexes, townhouses, and apartments.</p>	<p>Township of Woolwich, Settlement Patterns, Breslau Settlement Area, Residential Land Use Policies, pg 7-34</p>
	<p>7.17.3.2 d) To require as part of development, a range and mix of housing to provide opportunity for a minimum of 25% of the housing stock, calculated on a Township-wide basis, as affordable, and to provide opportunities through the designation and zoning of land, for a minimum of 30% of new housing to be smaller-lot single detached units, semi-detached units, plexes, townhouses and apartments.</p>	<p>Township of Woolwich, Settlement Patterns, St. Jacobs Settlement Area, Housing, pg 7-44</p>
	<p>7.17.5.3 e) It is the policy of this Settlement Plan to provide the opportunity for a minimum of 25 percent of new residential units, calculated on a Township-wide basis, to be affordable and integrated throughout the St. Jacobs and Elmira Settlement Areas in general conformity with the planning concepts of the Settlement Plan.</p>	<p>Township of Woolwich, Settlement Patterns, St. Jacobs Settlement Area, General Affordable Housing Policies, pg 7-48</p>
	<p>7.18.3.2 d) To require as part of development, a range and mix of housing to provide opportunity for a minimum of 25% of the housing stock, calculated on a Township-wide basis, as affordable, and to provide opportunities through the designation and zoning of land, for a minimum of 30% of new housing to be smaller-lot single detached units, semi-detached units, plexes, townhouses and apartments.</p>	<p>Township of Woolwich, Settlement Patterns, Elmira Settlement Area, Housing, pg 7-67</p>

	<p>9.3.2 The Township will encourage the provision of affordable ownership and rental housing to meet the varying needs of Township residents by:</p> <p>a) providing opportunities through the designation and appropriate zoning of land for a minimum of 30% new housing to be smaller-lot single detached units, semi-detached units, plexes, townhouses and apartments;</p> <p>b) encouraging innovative lot configurations, housing designs and construction techniques;</p> <p>c) providing opportunities for mixed uses in new residential developments and redeveloping areas;</p> <p>d) encouraging the construction of assisted housing, not-for-profit and affordable private sector residential units; and</p> <p>e) where appropriate, based on consideration of servicing, compatibility, environmental and transportation issues, encouraging housing intensification, including, but not limited to:</p> <ul style="list-style-type: none"> • conversion of existing single-detached homes to multiple units; • conversion of industrial or commercial buildings, or portions thereof, into residential units; • the creation of new lots/units through infilling; • addition of a “granny flat” on a property; and • the creation of residential units above commercial uses. • doddy houses 	<p>Township of Woolwich, Housing Policy, Range and Mix of Housing Types, pg 9-2 – 9-3</p>
	<p>3.2.3.2 The Township will encourage the provision of affordable ownership and rental housing to meet the varying needs of Township residents by:</p> <p>a) providing opportunities through the designation and appropriate zoning of land for a minimum of 30% new housing to be smaller-lot single detached units, semi-detached units, duplexes, townhouses and apartments;</p> <p>b) encouraging innovative lot configurations, housing designs and construction techniques;</p> <p>c) providing opportunities for mixed uses in new residential developments and redeveloping areas;</p> <p>d) encouraging the construction of assisted housing, not-for-profit and affordable private sector residential units; and,</p> <p>e) where servicing permits, encouraging residential intensification through the conversion of single detached dwellings to plexes, provision of housing above commercial and office space in core areas, and the use of garden suites.</p>	<p>Township of North Dumfries General Land Use Policies, Range and Mix of Housing Types, pg 29</p>
	<p>3.2.5.1 The Township will discourage the conversion of rental multi-unit residential projects to condominium tenure where it is determined that the conversion is likely to have significant impacts on the supply of affordable rental housing in the Township.</p>	<p>Township of North Dumfries General Land Use Policies, Condominium Conversion, pg 30</p>
	<p>4.2.2 The Township will provide for opportunities for affordable ownership and rental housing by:</p> <p>a) providing opportunities through the designation and appropriate zoning of land for a minimum of 30% of new housing to be smaller-lot single detached units, semi-detached units, plexes, townhouses and apartments;</p>	<p>Township of Wilmot Housing Policies, Range and Mix of Housing Types, pg 20-21</p>

	<p>b) providing opportunities for mixed uses in new residential developments and in redeveloping areas;</p> <p>c) encouraging the conversion of single detached units to plexes, the provision of housing above commercial and office space in Core Areas, and the use of accessory apartments and garden suites; and</p> <p>d) supporting the development of private and public non-profit housing.</p>	
Standards for intensification that minimize the cost of housing and promote compact form, healthy living, and safety	2.4 Meet or, where feasible, exceed Provincially-directed density and <i>reurbanization</i> targets to make better use of land and <i>infrastructure</i> .	ROP, Shaping Urban Communities: Objectives, pg 9 - 10
	3.2 4.The City will identify and encourage <i>Site Specific Intensification Opportunities</i> for residential intensification and/or redevelopment, including <i>adaptive re-use</i> and infill opportunities. These opportunities are an appropriate response to changing housing needs and a cost-effective means to reduce <i>infrastructure</i> and servicing costs by minimizing land consumption and making better use of existing <i>community facilities</i> .	City of Kitchener, Housing and our Residential Areas, Policies, pg 137
	5. The City will identify and encourage <i>Site Specific Intensification Opportunities</i> for mixed use intensification and/or redevelopment as a cost-effective means to reduce <i>infrastructure</i> and servicing costs, to minimize land consumption and to maximize use of existing infrastructure.	City of Kitchener, Mixed Use Areas, Policies, pg 151
	3.2.2.1 The Township will establish urban area minimum net residential density targets as part of their community planning process for the Ayr Urban Area...to: a) promote the efficient use of land, resources, infrastructure and public service facilities;	Township of North Dumfries General Land Use Policies, Density Targets, pg 28
Design of buildings to create safe, comfortable pedestrian environments	2.5 4.The City will encourage the enhancement of streetscape character, in coordination with the design of site elements and the design of the overall transportation network, by requiring buildings to be designed to: a) reinforce the human scale; b) address <i>pedestrian</i> comfort at the ground level and create a sense of enclosure; c) animate the street and stimulate pedestrian interest by siting the building close to the <i>public realm</i> and orienting a primary entrance and requiring upgraded building elevations and facades to be oriented towards the city sidewalk;	City of Kitchener, Urban Design, Community Design Policies, pg 43
	3.3 5.To ensure uses, <i>built form</i> and <i>building design</i> are compatible with surrounding low rise neighbourhoods and are <i>pedestrian-oriented</i> and human-scaled in order to positively contribute to the <i>public realm</i> .	City of Kitchener, Mixed Use Areas, Objectives, pg 150
	3.3 3. To promote <i>transit-supportive development</i> and <i>redevelopment</i> that enhances the <i>public realm</i> , the City may: a) require that a portion of the building mass as well as primary facades and building entrances be oriented towards the <i>public realm</i> by imposing maximum front yard setbacks and façade design policies, guidelines and zoning regulations;	City of Kitchener, Mixed Use Areas, Implementations, pg 152

	5.3 1. <i>Development</i> located within a 500 metre radius of an existing or planned rapid transit station or along a higher frequency transit route will be planned and designed based on the principles of <i>transit oriented development</i> and will address the following: b) provision of a safe environment for pedestrians and encouragement of pedestrian activity through: <i>ii) development</i> that includes a variety of services and amenities provided at grade and oriented to the municipal sidewalk	City of Cambridge, Urban Design, Transit Oriented Development, pg 84
	5.7 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.	City of Cambridge, Urban Design, Site Development and Buildings, pg 86
	8.4.2 1. Factors to be taken into consideration in assessing the compatibility of <i>development</i> include: a) the density, scale, height, massing, visual impact, building materials, orientation and architectural character of neighbouring buildings and the proposed <i>development</i> ; e) landscaping, setbacks, sun and shadow effects, wind effects, signage, lighting and buffering of existing development and proposed <i>developments</i> ; f) noise attenuation; g) odour, dust, and emission impacts;	City of Cambridge, Land Use Policies and Designations, Residential, Residential Compatibility pg 122
	7.5.2 d) Buildings shall be designed to support an attractive, safe and pedestrian-friendly streetscape through their orientation, setback, massing and design.	Township of Woolwich, Settlement Patterns, Residential Design Guidelines, pg 7-12
	7.18.6.2 c) The Township will encourage streetscape and facade improvements in the Core Area to achieve improved landscaping, sidewalks, lighting, signage and seating along streets. f) The Township will require as part of the Site Plan Approval process, street level commercial buildings shall include elements to encourage pedestrian oriented design and street friendly appearance being: • Buildings should have a clearly defined entryway oriented to the street, • 30% of the ground level, non-residential, building façade and sides of buildings adjacent to public right of ways should be transparent (windows and doors) wherever possible, • The building shall be handicapped accessible, and • That the front of the building on corner or through lots shall face the major street being Arthur Street or Church Street.	Township of Woolwich, Settlement Patterns, Elmira Settlement Area, Commercial Land Use Policies, Core Area, pg 7-72 - 7-73
Buffer residential and sensitive land uses from noise and incompatible use areas	2.5 1. The City will ensure that new neighbourhoods are designed, existing neighbourhoods are redeveloped, and <i>community infrastructure</i> is planned: i) to minimize noise levels in the urban environment by using mitigating techniques such as building location and/or orientation and the location of open spaces relative to noise sources.	City of Kitchener, Urban Design, Community Design Policies, pg 42

	<p>2.20 1. To minimize and mitigate land use conflicts between sensitive land uses, and noise, vibration and emission sources in accordance with all applicable Provincial, Regional and City regulations and guidelines.</p> <p>2. To reduce the occurrence of excessive light emissions while still ensuring that adequate levels are maintained for public safety.</p> <p>1. The City will ensure that noise, vibration and light emissions from municipal facilities and operations meet or exceed applicable Provincial regulations.</p> <p>2. During the construction phase of development, proponents will be encouraged, and where appropriate, required to establish noise and vibration attenuation strategies based on relevant regulations, guidelines and best practices to minimize noise and vibration impacts.</p> <p>3. The City encourages the use of new, proven and innovative techniques for noise and vibration attenuation, where feasible.</p>	<p>City of Kitchener, Noise, Vibration and Light Emissions Objectives and Policies, pg 115</p>
	<p>2.20 15. The City will use and promote the use of responsible lighting practices that eliminate or reduce light pollution and glare and restore unobscured views of the night sky, while maintaining sufficient light levels for a safe built environment.</p> <p>16. The City may consider an outdoor lighting by-law that would help prevent the negative impacts of excessive or misdirected light and encourage responsible lighting that is purposeful and energy efficient</p>	<p>City of Kitchener, Noise, Vibration and Light Emissions Light Emissions, pg 117</p>
	<p>3.B.6.2.3 6.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.</p>	<p>City of Cambridge, Noise, Vibration, and Light and Other Fugitive Emissions, pg 62</p>
	<p>3.B.6.2.3 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.</p> <p>13. The City will, wherever feasible and appropriate, use and promote the use of responsible lighting practices that eliminate and minimize light pollution.</p> <p>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.</p> <p>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.</p>	<p>City of Cambridge, Noise, Vibration, and Light and Other Fugitive Emissions, Light Emissions, pg 63</p>
	<p>15.6.1 Prior to the approval of development proposals in any area with the potential to be adversely affected by road, rail and air traffic noise, the Township shall require that a noise impact study be undertaken...</p> <p>15.6.2 The Township encourages the use of passive noise mitigation measures, wherever possible, as a means of reducing the use of structural mitigation measures such as noise barriers.</p>	<p>Township of Woolwich, Transportation Policy, Noise, pg 15-5</p>

	<p>3.1.1.1 The Township will encourage development that is compatible with the location, density and other characteristics of surrounding land uses.</p> <p>3.1.1.7 The Township may require beaming, screening, fencing, and/or other appropriate buffers satisfactory to the Township and the Region, to minimize both visual and noise impacts of a proposed development.</p> <p>3.1.1.9 The Township through the Zoning By-law, will restrict the location/establishment of hazardous and/or offensive uses in its efforts to encourage compatible land uses.</p>	<p>Township of North Dumfries General Land Use Policies, Land Use Compatibility, pg 26</p>
	<p>3.1.4.1 Prior to the approval of development applications in any area with the potential to be adversely affected by traffic, rail and stationary noise, the Township shall require a noise feasibility study be undertaken...</p> <p>3.1.4.2 The Township will encourage the use of passive noise mitigation measures, where ever possible, as a means of reducing the use of structural mitigation measures such as noise barriers.</p>	<p>Township of North Dumfries General Land Use Policies, Noise, pg 27</p>
	<p>4.2.4 The Township will encourage industrial development and operation practices which minimize negative impacts on the surrounding environment through compliance with Provincial environmental regulations, Regional water resources protection policies, minimizing emissions of sound vibration, and air contaminants such as dust, smoke, odour, fumes and particulate; protecting and maintaining water quality and groundwater recharge areas; and controlling waste and quality of discharge.</p>	<p>Township of North Dumfries Economic Development, Industrial, pg 40-41</p>
	<p>6.1.1 The Township will encourage development that is compatible with the location, density and other characteristics of surrounding land uses. Compatibility will address both the impacts of surrounding land uses on the proposed development, as well as impacts of the proposed development on surrounding land uses. Factors that will be used to assess the compatibility of a proposed development include:</p> <ul style="list-style-type: none"> a) the density, scale, height, massing and visual impact of surrounding buildings and the proposed development; b) the preservation of the natural environment and built heritage resources; c) the continued visibility and viability of adjacent land uses; d) pedestrian, cyclists, and vehicular movement and linkages, and parking requirements; (MODIFICATION NO. 31) e) landscaping, setbacks, sun and shadow effects, wind effects, signage, lighting and buffering of proposed and existing developments; f) noise, dust, odours or vibrations generated by surrounding land uses as well as the proposed development; and g) traffic generated by surrounding land uses and the proposed development. <p>6.1.3 Effective separation distances for minimizing the impacts of industrial activities on surrounding land uses will be established by</p>	<p>Township of Wilmot General Land Use Policies, Land Use Compatibility, pg 24-25</p>

	<p>the Township...</p> <p>6.1.4 The proponent of a development proposed within 500 metres of a landfill site, 300 metres of an aggregate operation or 1000 metres of a quarry will be required to undertake an impact assessment to determine the impacts due to noise, dust, odour and possible effects to water resources.</p> <p>6.1.7 The Township may require separation distances in consultation with the Region and the Ministry of Environment, berming, screening, fencing, and/or other appropriate buffers to minimize both visual and noise impacts of a proposed development.</p>	
	<p>6.4.1 Prior to the approval of development applications in any area with the potential to be adversely affected by traffic, rail and stationary noise, the Township shall require a noise feasibility study be undertaken...</p> <p>6.4.2 The Township will encourage the use of passive noise mitigation measures, where ever possible, as a means of reducing the use of structural measures such as noise barriers.</p>	Township of Wilmot General Land Use Policies, Noise, pg 26
Inclusive Communities		
Provide mixed and non-traditional housing arrangements	3.1 Plan for an appropriate range and mix of housing choices for all income groups.	ROP, Liveability: Objectives Pg 36-37
	<p>3.A.2 Area Municipalities will plan to provide an appropriate range of housing in terms of form, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents.</p> <p>3.A.3 The Region encourages Area Municipalities to permit, wherever appropriate, individual lot intensification, such as secondary apartments and garden suites in residential neighbourhoods, where health, safety, servicing and other reasonable standards or criteria can be met.</p> <p>3.A.5 Where a <i>development application</i> proposing residential uses is submitted for a site containing two hectares or more of developable land, the Region and Area Municipalities will require, wherever appropriate, a minimum of 30 per cent 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.</p> <p>3.A.9 The Region supports the establishment of emergency shelters and other temporary accommodations for individuals and families across Waterloo Region based on demonstrated need, and will continue to work toward the elimination of homelessness.</p> <p>3.A.10 <i>Special needs housing</i> will be permitted within all residential designations as defined by policies in Area Municipal official plans. Area Municipal policies may include size and locational criteria such</p>	ROP, Liveability: Range and Mix of Housing Pg 37-38

	as proximity to medical facilities, <i>employment areas</i> , social services, <i>human services</i> , transit and other <i>special needs housing</i> .	
	3.1 (3) Plan for neighbourhoods that: (b) Have a range and mix of housing types, sizes, costs and tenure;	City of Waterloo, City Form: Objectives, pg 27-29
	3.9.2 (3) (c) The City will plan for the provision of an appropriate range and mix of housing types, sizes, costs and tenure within neighbourhoods by: Supporting the Regional Municipality of Waterloo in its Affordable Housing Strategy;	City of Waterloo, City Form: Planning Districts (complete communities), pg 34-36
	1.4 1.Ensuring that a wide range of housing options, including <i>affordable housing</i> , is provided to satisfy the varying housing needs of our community through all stages of life.	City of Kitchener, Goals, pg 10
	2.5 1.The City will ensure that new neighbourhoods are designed, existing neighbourhoods are redeveloped, and <i>community infrastructure</i> is planned: b) to provide a range of housing types and designs;	City of Kitchener, Urban Design, Community Design Policies, pg 42
	3.2 2.To provide opportunities for a full range of housing types, densities, tenure and <i>affordability</i> to meet a diversity of lifestyles and the social, health and overall well-being of the city's current and future residents.	City of Kitchener, Housing and our Residential Areas, Objectives, pg 136
	3.2 9. Where a <i>development application</i> proposing residential uses is submitted for a site containing two hectares or more of developable lands, the City will require, wherever appropriate, a minimum of 30 percent of new residential <i>dwelling units</i> to be planned in forms other than single detached and semi-detached dwellings, and may include housing forms such as street fronting townhouses and multiple residential buildings.	City of Kitchener, Housing and our Residential Areas, Variety and Integration, pg 138 (from ROP)
	3.2 12.The City recognizes the need for <i>special needs housing</i> in our community including <i>lodging houses</i> , <i>group homes</i> and <i>residential care facilities</i> and supports the integration of these housing types at appropriate locations in all residential areas, subject to any locational criteria. 14. The City will support developments that allow seniors to age in place. 15. The City will encourage the provision of a range of innovative housing types and tenures such as rental housing, freehold ownership and condominium ownership including common element condominium, phased condominium and vacant land condominium, as a means of increasing housing choice and diversity. 16. The City will support the addition of a second <i>dwelling unit</i> within a residential unit, where desirable and appropriate, and in accordance with the City's <i>Zoning By-law</i> , in order to provide another housing option to Kitchener homeowners and residents.	City of Kitchener, Housing and our Residential Areas, Variety and Integration, pg 138-139
	3.2 8.The City will permit stand alone secondary <i>dwelling units</i> , such as a coach house dwelling or a garden suite as an ancillary use to all single detached dwellings...	City of Kitchener, Housing and our Residential Areas, Low Density Residential, pg

		144
	3.2 1.The City will support and encourage the creation and retention of <i>special needs housing</i> .	City of Kitchener, Housing and our Residential Areas, Special Needs Residential Uses, pg 146
	3.2 1. <i>Residential care facilities</i> will be permitted in any land use designation which permits residential uses. 3. The City will support comprehensively planned and developed <i>residential care facilities</i> that vary housing forms to allow residents to transition through life stages.	City of Kitchener, Housing and our Residential Areas, Residential Care Facilities, pg 146-147
	2.6.1 6. <i>Intensification</i> within the <i>built-up area</i> will be planned and designed to: a) support vibrant neighbourhoods through the inclusion of a diverse and <i>compatible</i> mix of land uses, including residential and employment uses; b) provide for a range and mix of housing that takes into account <i>affordable</i> housing needs;	City of Cambridge, Growth Management, Intensification within the Built up Area, pg 8-9
	2.8 The <i>City</i> will: a) encourage the <i>development</i> of a wide a range of housing unit types to accommodate the needs, preferences and economic resources of the city's households; j) support mixed use and <i>multi-unit residential developments</i> ;	City of Cambridge, Growth Management, Residential Lands, pg 17
	2.8.2 8. The <i>City</i> will permit the establishment of a <i>secondary residential unit</i> within or attached to the existing residential buildings in all zones where residential uses are permitted without an amendment to the <i>City's</i> Zoning By-law.	City of Cambridge, Growth Management, Range and Mix of Housing Types, Secondary Residential Unit, pg 19
	2.8.2 9. The <i>City</i> will encourage permit the establishment of a <i>garden suite</i> on existing lots in all zones where residential uses are permitted subject to a temporary use by-law and an implementing <i>development</i> agreement.	City of Cambridge, Growth Management, Range and Mix of Housing Types, Garden Suites Unit, pg 20
	8.1.5 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. 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.	City of Cambridge, Land Use Policies and Designations, Special Needs Housing, pg 116

	<p>8.1.5 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... 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:</p> <ul style="list-style-type: none"> 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; 	<p>City of Cambridge, Land Use Policies and Designations, Institutional Special Care Facilities, pg 116 - 117</p>
	<p>8.1.5 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 located within the Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas, Reurbanization Corridors, Major Transit Station Areas or Residential designations for the purposes of providing:</p> <ul style="list-style-type: none"> 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 crisis intervention home; 	<p>City of Cambridge, Land Use Policies and Designations, Residential Special Care (Group Homes), pg 117</p>

	4.4.1 The Township will encourage and support housing for people with disabilities, such as barrier-free housing, group homes and other types. The Township will encourage housing for people with disabilities to locate in close proximity to employment nodes, services and other amenities.	Township of Wellesley, Barrier Free Housing and Group Homes, pg 30
	4.2.8. To encourage a range of housing types, sizes and densities to meet the needs of existing and future residents.	Township of Woolwich, Goals, pg 4-4
	7.5.2 b) Developments shall integrate a diversity of housing types including detached houses (including various lot sizes), semi-detached houses, row houses and lowrise apartments, as appropriate to ensure that communities and neighbourhoods meet the life-cycle needs of all residents.	Township of Woolwich, Settlement Patterns, Residential Design Guidelines, pg 7-11
	7.17.5.2 c) A range and variety of dwelling unit types and densities shall be required to accommodate the various household structures and income groups expected in the St. Jacobs Settlement Area. d) Innovative housing types and subdivision design incorporating traditional small town land use principles shall be encouraged, e) It shall be the policy of this Plan to require the integration of a range and variety of housing types and densities within residential developments.	Township of Woolwich, Settlement Patterns, St. Jacobs Settlement Area, General Residential Policies, pg 7-48
	7.18.5.2 d) Innovative housing types and subdivision design incorporating traditional small town land use principles shall be encouraged, where appropriate, in accordance with good planning, engineering and environmental principles. e) It shall be the policy of this Plan to require the integration of a range and variety of housing types and densities within residential developments.	Township of Woolwich, Settlement Patterns, Elmira Settlement Area, General Residential Policies, pg 7-71
	9.3.1 The Township will require the provision of a broad range and mix of housing types and tenure options in new development in the Township consistent with the density targets established through policy 9.2 and consistent with the Township's small urban character to ensure the provision of housing alternatives that meet the needs of existing and future Township residents.	Township of Woolwich, Housing Policy, Range and Mix of Housing Types, pg 9-2
	2.4.4.1 The Settlement Core Area designation applies to Rural Settlement Areas and provides for a mix of residential and commercial uses. The Township encourages the mixing of compatible uses and the provision of a variety of housing types within Settlement Core Areas.	Township of North Dumfries Land Use Designations, Settlement Core Area, pg 7
	4.2.1 The Township will provide for a full range of housing types, tenures and densities in all designations where residential land uses are permitted in order to accommodate the needs of current and future residents.	Township of Wilmot Housing Policies, Range and Mix of Housing Types, pg 20

	<p>4.4.1 The Township will encourage and support housing for people with disabilities, such as barrier-free housing, group homes and other types. The Township will encourage that such housing be located in close proximity to employment nodes, services and other amenities.</p> <p>4.4.2 Proposed residential development in the Baden and New Hamburg Urban Areas will be encouraged to include a portion of ownership and rental dwellings that provide barrier-free access to people with mobility limitations.</p> <p>4.4.3 Group Homes will be permitted within all residential designations in this Plan.</p>	<p>Township of Wilmot Housing Policies, Barrier free Housing and Group Homes, pg 22</p>
	<p>4.5.1 The Township will encourage and support seniors’ housing projects that allow seniors to “age-in-place” and remain active in the community for as long as possible. Any form of seniors’ housing should be located in close proximity to commercial and retail areas, community and recreational facilities, institutional uses and parks/open space areas.</p> <p>4.5.2 The Township will encourage other forms of housing for seniors such as homes for the aged, rest homes, nursing homes, long-term care facilities and other seniors housing complexes.</p>	<p>Township of Wilmot Housing Policies, Seniors Housing, pg 22</p>
<p>Require development to meet social, health and well-being needs of current and future residents</p>	<p>Vibrant urban and rural communities require: a range and mix of housing options; access by walking, cycling and transit; integrated Transportation Demand Management programs to reduce automobile dependency; a high standard of air quality; access to locally grown and other healthy foods; opportunities for <i>alternative and/or renewable energy systems</i>; and that more consideration be given to <i>human services</i> needs.</p>	<p>ROP, Liveability Pg 36</p>
	<p>3.9 Promote social inclusion and improved access to <i>human services</i>.</p>	<p>ROP, Liveability: Objectives Pg 36-37</p>
	<p>3.9.2 Individual neighbourhoods will contribute to the City of Waterloo as a complete community by providing safe and healthy environments that are well-connected, facilitate social interaction and foster a sense of community.</p> <p>3.9.2 (2) (a) The City will plan for neighbourhoods that provide safe and healthy living environments, and promote healthy lifestyles by applying appropriate standards to development to support the safety, health and well-being of residents of all ages;</p>	<p>City of Waterloo, City Form: Planning Districts (complete communities), pg 34-36</p>
	<p>5.1 k) design our community at the pedestrian scale in support of fostering social interaction, active streetscapes and walkable neighbourhoods;</p> <p>5.2 1. The design of our built environment will promote <i>sustainable, healthy, active living</i> through:</p> <p>a) well-connected and maintained streets, paths and trails that are able to safely accommodate different modes of transportation;</p> <p>b) safe, <i>accessible</i>, aesthetically pleasing, well-serviced and inclusive neighbourhoods and employment areas <i>developments</i>;</p> <p>c) resilient natural environments that support wildlife and their habitat and are better connected to residential areas; and</p> <p>d) walkable neighbourhoods that offer a mix of uses and range and</p>	<p>City of Cambridge, Urban Design, Objectives/Healthy and Liveable Communities, pg 83</p>

	variety of housing types with convenient access to public transit.	
Ensure an adequate supply, range and geographic distribution of housing types	3.2 8.The City favours a land use pattern which mixes and disperses a full range of housing types both across the city as a whole and within neighbourhoods.	City of Kitchener, Housing and our Residential Areas, Variety and Integration, pg 138
	4. The City may incorporate minimum distance separation regulations between <i>group homes</i> in the City's <i>Zoning By-law</i> to prevent the undue concentration of <i>group homes</i> in specific areas of the City.	City of Kitchener, Housing and our Residential Areas, Residential Care Facilities, pg 146-147
	4.4.3 Group homes will be permitted in all designations where residential uses are permitted. The Township Zoning By-law may incorporate a minimum distance separation between group homes in order to prevent the concentration of homes in one specific area of the Township.	Township of Wellesley, Barrier Free Housing and Group Homes, pg 30
Design compact urban form that supports walkable communities and live/work opportunities	2.6 7.The City will provide opportunities for live/work space that will allow for the integration of residential accommodation with workplace, gallery and retail space for artists through flexible zoning and encouraging the incorporation of such spaces in publicly and privately planned developments.	City of Kitchener, Arts and Culture, Policies, pg 50
	3.2 6.To encourage and support live/work uses at appropriate locations and home occupations in our residential areas.	City of Kitchener, Housing and our Residential Areas, Objectives, pg 136
	3.2 2.The City will work with developers, home builders and other community members to indentify and encourage innovative housing types and designs in the city where such innovation would: c) provide live/work opportunities;	City of Kitchener, Housing and our Residential Areas, Neighbourhood Quality, pg 141
	3.2 7.When planning for new Medium Density Residential locations in new community plans and secondary plans or when considering <i>redevelopment</i> opportunities, Medium Density Residential uses will generally: d) be located within walking distance of <i>nodes, corridors</i> and public transit and non-residential uses; and e) have a strong focus placed on the creation of links for <i>pedestrians</i> and cyclists with surrounding non-residential uses.	City of Kitchener, Housing and our Residential Areas, Medium Density Residential , pg 145
	3.2 5.When planning for new High Density Residential locations in new community plans and secondary plans or when considering <i>redevelopment</i> opportunities, High Density Residential uses will generally: d) be located within walking distance of <i>nodes, corridors</i> and public transit and non-residential uses; and e) have a strong focus placed on the creation of links for <i>pedestrians</i> and cyclists with surrounding non-residential uses.	City of Kitchener, Housing and our Residential Areas, High Density Residential , pg 146
	3.2 5.The City will encourage <i>lodging houses</i> to locate within walking distance of public transit and in close proximity to supportive non-residential uses and parks and recreational facilities.	City of Kitchener, Housing and our Residential Areas, Lodging Houses, pg 147

	3.4 2.To provide commercial <i>development</i> opportunities in locations close to where people live and work to help achieve <i>complete communities</i> .	City of Kitchener, Commercial Areas, Objectives, pg 165
	3.4 2.The City will encourage the development of commercial areas that are <i>walkable, pedestrian-friendly</i> and accessible, <i>transit-supportive</i> , minimize surface parking areas and have a compact <i>built form</i> .	City of Kitchener, Commercial Areas, Policies, pg 166
	3.5 8.The City will support and encourage live-work developments, such as those which include studio or office spaces within a self contained multiple residential unit, through flexible zoning provisions and consideration of financial incentives.	City of Kitchener, Urban Growth Centre, General Uses, pg 175
	2.6.3 2.Community Core Areas are those areas which contain or will be planned to contain the following features and functions: b) a mix of residential, employment and institutional uses which enable people to live and work in close proximity;	City of Cambridge, Growth Management, Community Core Areas, pg 9-10
	8.6.3.4 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...	City of Cambridge, Land Use Policies and Designations, Home Occupations, pg 153
	7.18.6.2 b) Mixed residential/commercial developments shall be encouraged.	Township of Woolwich, Settlement Patterns, Elmira Settlement Area, Commercial Land Use Policies, Core Area, pg 7-72
	4.1.2 In order to facilitate local business growth and retention, the Township will: d) nurture the growth of small businesses by permitting home-based businesses in accordance with Section 4.4 of this Plan;	Township of North Dumfries Economic Development, General Policies, pg 40
	4.2.3 The designation of residential areas adjacent to industrial uses will be permitted where special studies demonstrate that the industrial uses do not create an environment incompatible with the proposed residential uses.	Township of North Dumfries Economic Development, Industrial, pg 40
Support for an assessment tool which allows the evaluation of public health impacts of a proposed plan or development		
Be inclusive of the needs of persons with disabilities, seniors, children and those with reduced mobility	3.9.2 (1) The City shall plan for the movement of users with varying degrees of mobility including <i>pedestrians</i> , cyclists, transit users and motorized vehicles within and between neighbourhoods	City of Waterloo City Form: Planning Districts (complete communities), pg 34-36
	1.4 1.Ensuring universal accessibility for all persons in our community. Embracing and fostering cultural diversity and achieve a culture of inclusion.	City of Kitchener, Goals, pg 10

	2.5 1.To support and achieve a high standard of urban design to create an environment that is safe, stimulating, innovative, aesthetically pleasing, <i>universally accessible</i> and barrier free in which to live, work and play.	City of Kitchener, Urban Design, Objectives, pg 39
	2.14 8. Wherever possible, design considerations for multi-use pathways should apply universal design principles to encourage use by people of all levels of ability and mobility.	City of Kitchener, Parks, Open Space and Community Facilities, Multi-use Pathways and Trails, Policies, pg 100
	3.2 2.The City will work with developers, home builders and other community members to indentify and encourage innovative housing types and designs in the city where such innovation would: h) provide accessible housing to residents of all abilities;	City of Kitchener, Housing and our Residential Areas, Neighbourhood Quality, pg 141
	2.8 The <i>City</i> will: 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;	City of Cambridge, Growth Management, Residential Lands, pg 17
	2.8.2 2. The <i>City</i> will encourage developers to make housing <i>accessible</i> and <i>adaptable</i> to people with disabilities and may require that a proportion of dwellings in residential <i>developments</i> and <i>redevelopments</i> be <i>accessible</i> and <i>adaptable</i> 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.	City of Cambridge, Growth Management, Range and Mix of Housing Types, pg 18
	4.4.2 Proposed residential development in the Wellesley Urban Area will include a portion of ownership and rental dwellings that provide barrier-free access to people with mobility limitations. 4.5.1 The Township will encourage and support seniors’ housing projects that allow seniors to “age-in-place” and remain active in the community for as long as possible. Any form of seniors’ housing will be encouraged to locate in close proximity to commercial and retail areas, community and recreational facilities, institutional uses and parks/open space areas.	Township of Wellesley, Barrier Free Housing and Group Homes, Seniors Housing, pg 30
	9.3.3 The Township encourages the provision of housing for seniors to accommodate the needs of that portion of the Township’s population, which may include the use of “granny flats” permitted through Temporary Use By-laws.	Township of Woolwich, Housing Policy, Range and Mix of Housing Types, pg 9-3
	9.4.1 The Township will encourage new housing, which is accessible by people with challenges. 9.4.2 The Township will facilitate, where possible, the integration of group homes within all residential designations in the Township.	Township of Woolwich, Housing Policy, Assisted and Special Needs Housing, pg 9-3
	9.7.5 In order to assure an adequate supply of housing to meet the needs of the residents of the Planning Area, the municipality may consider any or all of the following: m) giving special consideration for the needs of accommodation for retirement housing, convalescent and nursing homes, homes for the physically and mentally challenged;	Township of Woolwich, Housing Policy, Township Urban Settlements, pg 9-6

	<p>3.2.4.1 The Township will encourage accessible new housing adaptable to people with challenges.</p> <p>3.2.4.2 The Township will encourage the location of group homes in residential areas where there is access to employment, social services and other amenities.</p>	Township of North Dumfries General Land Use Policies, Assisted and Special Needs Housing, pg 29
Apply universal physical access design standards to publicly accessible spaces and buildings	3.11.2 (1) ... <i>Barrier-free</i> access will be encouraged to building entrances from the public street, particularly along transit routes. (Note: this has changed in the final version to a more complete universal access policy)	City of Waterloo, City Form: Urban Design, pg 37-46
	2.5 1.The City will ensure that new neighbourhoods are designed, existing neighbourhoods are redeveloped, and <i>community infrastructure</i> is planned: g) to promote design practices that contribute to universal accessibility for all residents;	City of Kitchener, Urban Design, Community Design Policies, pg 42
	2.5 7.The City will promote the provision of a universally accessible environment.	City of Kitchener, Urban Design, Accessibility, pg 46
	2.5 The City will ensure new buildings are designed and existing buildings are redeveloped, expanded, converted or renovated to: h) be <i>universally accessible</i> and incorporate barrier-free design;	City of Kitchener, Urban Design, Building Design, Massing and Scale Design Policies, pg 47
	5.9 1. <i>Development</i> will be consistent with the standards and regulations of the Accessibility for Ontarians with Disabilities Act, 2005 and the Ontario Building Code. 2. <i>Accessible</i> Barrier free 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 <i>Council</i> and will ensure accessibility to all, regardless of limitations.	City of Cambridge, Urban Design, Accessibility/Universal Design, pg 87
Community Connectivity/Social Cohesion		
Provide mixed used neighbourhoods that reduce the need for residents to commute long distances to work, school, shops and services	Ensuring compact, mixed-use land use patterns, providing people with the opportunity to live close to where they are working, learning, shopping and playing;	City of Waterloo, Transportation, pg 86...
	8.5.3 (1) (b) (ii) The City will encourage energy conservation in the community by...improving the mix of land uses, where appropriate, to reduce/shorten vehicular trips and reduce congestion, including encouraging the distribution of <i>convenience retail</i> and personal services within walking/cycling distance of residential areas;	City of Waterloo, Environment and Energy: Energy Conservation in the Built Environment, pg 155
	10.1.2 (2) (a) Where possible, housing geared to low income households, senior citizens, special needs, and community housing should be located within walking distance of schools, public transit, lands designated commercial, parks and recreational facilities and	City of Waterloo, Land Use: Residential Land Use Policies, pg 165 -181

	have convenient access to other <i>community infrastructure</i> .	
	3.9.2 (3) (d) Promoting the provision of accessible and <i>affordable</i> housing to be located near transit, commercial land uses, as well as parks and other <i>community infrastructure</i> in order to meet the needs of lower income residents; and, (e) Encouraging accessible and <i>visitable</i> housing in order to facilitate ease of living and aging in place.	City of Waterloo, City Form: Planning Districts (complete communities), pg 34-36
	10.1.3 (2), 10.1.4 (2), 10.1.5 (2), 10.1.6 (2) may be zoned to permit the following complementary uses... (a) <i>Assisted Living Facilities</i> ; (b) <i>Community gardens</i> ; (c) <i>Community uses</i> ; (d) <i>Long Term Care Facilities</i> .	City of Waterloo, Land Use: Residential Land Use Policies – pg 165 - 181
	3.2 7.To encourage the distribution of local convenience commercial uses, institutional, personal services and other complementary non-residential uses in appropriate locations within residential areas.	City of Kitchener, Housing and our Residential Areas, Objectives, pg 136
	3.2 3.Residential areas will be planned to have a range of <i>community facilities</i> , institutional and commercial uses, at appropriate locations, in close proximity to housing to support a <i>walkable and complete community</i> .	City of Kitchener, Housing and our Residential Areas, Neighbourhood Quality, pg 141
	3.2 3.The City will support and encourage <i>special needs housing</i> to locate in close proximity to public transit, commercial uses and other non-residential land uses, parks and recreational facilities and have convenient access to community, social and health services.	City of Kitchener, Housing and our Residential Areas, Special Needs Residential Uses, pg 146
	3.3 1.To achieve an appropriate mix of commercial, residential and institutional land uses in the <i>mixed use</i> areas and to ensure that these <i>mixed use</i> areas are conveniently located where people live and work to help achieve <i>complete communities</i> .	City of Kitchener, Mixed Use Areas, Objectives, pg 150
	7.5.2 a)The majority of residences should be within approximately 400 metres of an identifiable neighbourhood centre, which should contain all or some of the following: <ul style="list-style-type: none"> • public park; • day care facility; • convenience store; • post office/community mail boxes. (Note: consider food stores, community gardens, temporary markets in neighbourhood centre)	Township of Woolwich, Settlement Patterns, Residential Design Guidelines, pg 7-11
Neighbourhoods are designed to include meeting spaces and common areas that address the needs of people of all ages and physical abilities.	3.1 (2) Develop an urban form that: (c) Accommodates all people at all stages of life; (e) Provides for a community of unique neighbourhoods that offer a range of safe, comfortable, lively and accessible spaces for people to interact; (j) Fosters a sense of community and belonging; 3.1 (3) Plan for neighbourhoods that: (c) Facilitate interaction and social connections between residents and foster a sense of community and belonging; (g) Accommodate residents at various stages of life;	City of Waterloo, City Form: Objectives, pg 27-29

	3.9.2 (4) (c) The City will plan for neighbourhoods that foster a sense of community and identity by: Planning for public gathering places the feature a high standard of design and focus on creating a successful place for people to gather and visit.	City of Waterloo, City Form: Planning Districts (complete communities), pg 34-36
	6.5.2 (1) (e) The City will plan for a transportation network and land use pattern that...Plan for public spaces that provide the opportunity for social interaction and community participation;	City of Waterloo, Transportation, pg 86-98...
Increase community safety features and initiatives to encourage more social interaction	3.11.1 (10) Site and building design that promotes safe, comfortable and accessible environments for all users with emphasis on <i>pedestrians</i> and bicyclists through the universal principles of CPTED (Crime Prevention Through Environmental Design). Design amenity and park spaces to achieve natural surveillance.	City of Waterloo, City Form: Urban Design – pg 37-46
	2.5 1.The City will ensure that new neighbourhoods are designed, existing neighbourhoods are redeveloped, and <i>community infrastructure</i> is planned: h) to ensure neighbourhood safety by using and incorporating the principles of Crime Prevention through Environmental Design (CPTED)	City of Kitchener, Urban Design, Community Design Policies, pg 42
	5.10 Site <i>development</i> 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 <i>developments</i> 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.	City of Cambridge, Urban Design, Safety, pg 87-88
Provide a community focal point in each neighbourhood	2.5 1.The City will ensure that new neighbourhoods are designed, existing neighbourhoods are redeveloped, and <i>community infrastructure</i> is planned: c) to incorporate park and open spaces and neighbourhood focal points in our communities;	City of Kitchener, Urban Design, Community Design Policies, pg 42
	3.2 3.Where appropriate and desirable, the City will encourage non-residential uses to locate together and be integrated with residential uses in <i>mixed use</i> developments or in <i>mixed use</i> buildings to form community focal points.	City of Kitchener, Housing and our Residential Areas, Non-Residential Supporting Land Uses, pg 149