



THIS MEETING WILL BE WEBCAST ON THE [CITY'S PUBLIC YOUTUBE SITE](#) (CITYWATERLOO) AND MAY BE TELECAST ON PUBLIC TELEVISION



COUNCIL MEETING AGENDA – **REVISED**

Monday, November 17, 2025

Closed Meeting: 2:00 PM

Public Meeting: 6:30 PM

Councillor Freeman in the Chair

1. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

2. CLOSED MEETING

Recommendation:

That Council hold a closed meeting for the purposes of considering the following subject matter:

- a) personal matters about an identifiable individual, including municipal or local board employees (Labour Budget Impact); and
- b) labour relations or employee negotiations (Labour Budget Impact); and
- c) educating or training the members and discussion will not deal with any matter in a way that materially advances the business or decision-making of the council, local board or committee (READI training).

COUNCIL MEETING WILL RECESS AND RECONVENE AT 6:30 PM

3. TERRITORIAL ACKNOWLEDGEMENT

4. MOMENT OF REFLECTION

5. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

6. APPROVAL OF MINUTES

That the previous meeting minutes be approved.

a) October 15, 2025 – Special Council Meeting

Recommendation:

That the minutes of the Special Council meeting held on October 15, 2025 be approved as printed.

7. CONSENT MOTION

That consent motion items (a) through (f) be approved.

**a) Title: 2025 Audit Committee Elected Officials
Remuneration Report**

Report No.: CORP2025-009

Prepared By: Michael Burzynski

Recommendation:

1. That report CORP2025-009 be approved by Council.
2. That Council approves the following recommendations of the Audit Committee report #: CTTEE2025-005 attached as Appendix A:
 - a. That the Market Comparator group include only lower tier municipalities with equivalent part-time Councillor positions which would result in an increase to the Mayor's annual salary to \$132,538 (from \$116,831), and the Councillor's annual part-time salary to \$58,463 (from \$44,257).
 - b. That the annual cost of living policy be amended to be the same as the annual increases as outlined in the current Staff Association (SA) Agreement.
 - c. That Council initiate the intent to join OMERS for members of Council.

- d. That the city leased vehicle car allowance option for the Mayor that includes city coverage for maintenance, minor repairs and insurance include a mileage reimbursement to be set at 40% of the staff mileage rate.
 - e. That the parking permit policy for the Mayor be aligned with the SA agreement effective January 1st, 2027.
 3. That staff be directed to update *Corporate Policy G-002 Council Remuneration and Expense Policy* to reflect the approved changes.
 4. That recommendations 2a) – 2d) be effective for the next term of Council, November 15th, 2026.
- b) Title: 2026 Interim Tax Levy**
 Report No.: CORP2025-040
 Prepared By: Mary Zubert
- Recommendation:**
1. That Council approves staff report CORP2025-040.
 2. That Council approves the 2026 Interim Tax Levy By-law, attached as Appendix “A”.
- c) Title: Martin Farmstead Lease Agreement**
 Report No.: COM2025-026
 Prepared By: Liz Badley
- Recommendation:**
1. That Council approve report COM2025-026.
 2. That Council approve the Lease with Cleon Martin, Wayne Martin and Vera Martin at 680 Woolwich St N, Waterloo.
 3. That the Mayor and Clerk be authorized to sign the Lease and any other necessary documents, subject to the satisfaction of the City Solicitor.
- d) Title: RIM Park- Waterloo Sports Medicine Centre Lease**
 Report No.: COM2025-024
 Prepared By: Liz Badley

Recommendation:

1. That Council approve report COM2025-024.
2. That Council approve the Lease with Clermont CPPG Physiotherapy Professional Corporation operating as Waterloo Sports Medicine Centre at RIM Park 2001 University Ave E, Waterloo.
3. That the Mayor and Clerk be authorized to sign the Lease and any other necessary documents, subject to the satisfaction of the City Solicitor.

e) **Title: Fire Safety Boxes Bylaw 2024-067 Amendment**
Report No.: COM2025-025
Prepared By: Sandy van Solm

Recommendation:

1. That Council approve report COM2025-025.
2. That Council approve the amendment of the Fire Safety Box By-Law 2024-067.

f) **Title: Grant Policy Update (FC-004)**
Report No.: CORP2025-036
Prepared By: Gracjan Oleksinski

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Recommendation:

1. That Council approve report CORP2025-036.
2. That Council approves all the recommended changes outlined in Table 1 – Grant Policy Changes
3. That Council approves the amended Grants Policy as attached in Appendix A.

8. **ITEMS REMOVED FROM THE CONSENT MOTION**

9. **STAFF REPORTS**

**a) Title: Release of Funds and Information
Update on the Design and Public
Engagement of Margaret Ave Park**

Report No.: COM2025-027

Prepared By: Hala Al Amine

Presentation: David Duhan, Associate, SHIFT Landscape Architecture

Recommendation:

1. That Council approve report COM2025-027.
2. That Council approve the release of the 2025 non-routine capital funding for Bridgeport & Margaret Park (ref# 281) in the amount \$1,593,000 from the 2024-2026 Approved Capital Budget.

**b) Title: Release of Funds and Information
Update on the Design and Public
Engagement of St Moritz Park**

Report No.: COM2025-028

Prepared By: Hala Al Amine

Presentation: David Duhan, Associate, SHIFT Landscape Architecture

Recommendation:

1. That Council approve report COM2025-028.
2. That Council approve the release of the 2025 non-routine capital funding for St Moritz Community Park (ref# 303) in the amount \$1,682,000 from the 2024-2026 approved capital budget.
3. That council approve the release of the 2025 non-routine capital funding for Spray Pad-Cooling Area project (ref# 302) in the amount \$924,000 from the 2024-2026 approved capital budget and approve the administrative transfer to the St Moritz Community Park project 240027.

**c) Title: Development Charge By-law
Update – Progress Report #2**

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Report No.: CORP2025-028

Prepared By: Michael Pugliese

Presentation: Stefan Krzeczunowicz, Hemson Consulting Ltd.

Delegation:

1. Jason Van Amelsvoort, Director, Cornerstone Association of REALTORS

Recommendations:

1. That report CORP2025-028 be approved.
2. That Council direct staff to proceed with finalizing the Development Charge background study as part of the process required to update the City's Development Charge by-law, pursuant to section 10 of the Development Charges Act, on the basis of the revised growth-related capital program attached as Appendix A.
3. That Council approve adding one (1) additional month of review time to the project schedule (Table 3) at the request of the Waterloo Region Home Builders' Association, as referenced in Appendix D.

d) **Title:** **Affordable Rental Housing Grant Program: Recipients of Second Call for Applications** **Page 50**
Report No.: IPPW2025-058
Prepared By: Tanja Curic

Presentation: Tanja Curic

Recommendations:

1. That report IPPW2025-058 be received for information.

e) **Title:** **Funding Release for Phase 1 Construction for the Implementation of Fire Master Plan Recommendations**
Report No.: COM2025-029
Prepared By: Michael Kuebler

Recommendation:

1. That Council approve report COM2025-029.
2. That Council approve the partial release of 2025 non-routine funding in the amount of \$3,080,000 from the approved 2024-2026 Capital Budget (Ref#250), to be funded from the Development Charges Reserve Fund and that the funds be released to the Fire Rescue Expansion project 230022 for Phase 1 Construction activities.

3. That Council approve a funding transfer to the Fire Rescue Expansion Project230022 totalling \$141,000 from the Fire Storage Building Expansion Project202027 for Phase 1 Construction activities.
4. That Council direct staff to initiate the Request for Tender process to seek qualified Contractors for Fire Station 1 Expansion for PPE Decontamination and growth-related construction and Fire Station 2 Suppression Side interior growth-related construction and site development improvements as per Fire Master Plan recommendations.

10. PUBLIC MEETINGS

Formal Public Meeting

a)	Title:	General Parking-related Amendments	Page 57
	Report No.:	IPPW2025-064	
	Prepared By:	Janine Fletcher	
	Ward No.:	City-wide	

Presentation: Janine Fletcher

Recommendations:

1. That Council approve report IPPW2025-064.
2. That Council approve Zoning By-Law Amendment Z-25-09, General Parking-related Amendments to Zoning By-Law 2018-050, as set out in Appendix 'A' to IPPW2025-064.

11. CONSIDERATION OF NOTICE OF MOTION GIVEN AT PREVIOUS MEETING

None

12. NOTICE OF MOTION

Mayor Dorothy McCabe – Explore the feasibility of building a High Performance Aquatics facility with a 50 metre competition ready pool, practice pool, appropriate training amenities and meeting spaces in Waterloo with support from the Government of Canada and the Government of Ontario.

Motion to be tabled November 17, 2025 for Council consideration November 24, 2025.

WHEREAS the City of Waterloo Council is committed to the health and wellness of all of its residents by funding and operating recreation centres, pools, parks, trails and active programming for children, youth and adults of all abilities across the City; and,

WHEREAS thousands of residents participate in learn-to-swim, recreational and competitive swimming programs, and current programs are regularly at or near capacity; and,

WHEREAS the 50 metre pool at Wilfrid Laurier University - the only 50 metre pool in Waterloo Region - is nearing the end of its life and non-student users make up 65% of the total hours booked; and,

WHEREAS the City of Waterloo's Indoor Community Space Strategy's recommendations include that Council and staff prioritize "the construction or facilitate the access to a new indoor pool"; and,

WHEREAS the City of Waterloo's Recreation Services Division regularly works in partnership with local swim clubs, the University of Waterloo, Wilfrid Laurier and Conestoga College's Recreation and Athletics Directors and other recreation partners and affiliates; and,

WHEREAS building a new or renovating an existing aquatic facility would enhance access to recreational programming as well as provide improved opportunities for training elite swimmers in the City of Waterloo and in neighbouring communities within the Region of Waterloo; and,

WHEREAS population and housing growth in the City and Region continues to grow towards 1 million people by 2050 and the City must continue to explore the need for new or renovated recreation facilities to ensure adequate capacity to serve our current and future population; and,

WHEREAS a new high performance aquatic centre with a 50 metre competition ready pool, practice pool, training spaces and meeting rooms would significantly increase the capacity and availability of learn-to-swim, competitive and elite level programming for city and regional residents and post-secondary students while also increasing the opportunities for sport hosting tourism for Explore Waterloo Region and local municipalities which will generate a positive economic impact; and,

WHEREAS the City of Waterloo is already planning for and needs a new, multi-use recreation facility in the west side of the city; and,

WHEREAS an Aquatics Feasibility Study was completed by Explore Waterloo Region in 2023 and the information remains relevant; and,

WHEREAS provincial sport organizations and local municipalities need financial support from federal and provincial governments to build regionally significant sport facilities; and,

WHEREAS Ontario's swimming infrastructure across the province is not keeping up with population growth and the only 50 metre pool in Waterloo and Waterloo Region is nearing its end of life; and,

WHEREAS Swim Ontario, the provincial governing body is very interested in the development of a high performance aquatics facility with a 50 metre competition ready pool, practice pool, training spaces and meeting rooms in Waterloo or Waterloo Region; and,

WHEREAS the City's participation in this vision will be contingent upon confirmed financial commitments from the Federal and/or Provincial governments and other like-minded institutional partners to ensure the project is financially sustainable and regionally supported; and,

WHEREAS the federal and provincial governments have previously provided funding opportunities for municipalities to build and operate such facilities.

THEREFORE, BE IT RESOLVED:

THAT any potential, future indoor aquatic centre being considered in the City of Waterloo be updated to include the capital and operating costs of the development of a high performance aquatic centre with a 50 metre competition ready pool, practice pool, training spaces and meeting rooms that includes appropriate spectator seating; and,

THAT the City of Waterloo Mayor write to the federal Minister of Housing, Infrastructure and Communities, the Secretary of State for Sport, the Ontario Minister of Infrastructure and the Minister of Sport indicating that the City of Waterloo is interested in discussing potential federal and provincial funding opportunities to build regionally significant sports infrastructure, including a high performance aquatic centre with a 50 metre competition ready pool, practice pool, training spaces and meeting rooms with spectator seating to allow local and regional athletes to train and compete locally; and,

THAT the federal and provincial governments create and maintain a robust funding stream to significantly contribute to the cost of the infrastructure and operations of regionally significant sport infrastructure; and,

THAT when exploring options for new recreational facilities on the west side of Waterloo, staff consider developing a high performance aquatic centre with a 50 metre competition ready pool, practice pool, training spaces and meeting rooms and appropriate spectator seating incorporating best practices in environmental sustainability, energy efficiency and AODA accessibility best practices in the design; and,

THAT the City of Waterloo continue to work with all local and regional sport organizations, all local municipalities in Waterloo Region including the Region of Waterloo to address the need for regionally significant sport infrastructure;

AND FURTHER THAT a copy of this motion be forwarded to the Right Honourable Mark Carney, Prime Minister of Canada; the Honourable Gregor Robertson, Federal Minister of Housing and Infrastructure; The Honourable Adam van Koeverden, Secretary of State (Sport); The Honourable Doug Ford, Premier of Ontario; The Honourable Neil Lumsden, Provincial Minister of Sport; The Honourable Kinga Surma, Provincial Minister of Infrastructure; to local and area MPPs; the Association of Municipalities of Ontario (AMO); the Ontario Big City Mayors (OBCM); the Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO); the Federation of Canadian Municipalities (FCM); and to the Region of Waterloo and local area municipalities.

13. COMMUNICATIONS AND CORRESPONDENCE

None

14. UNFINISHED BUSINESS

None

15. QUESTIONS

16. NEW BUSINESS

17. ENACTMENT OF BY-LAWS

Recommendation:

That the By-laws listed below be read a first, second and third time and finally passed, numbered sequentially commencing with By-law Number 2025-073 and that the Mayor and Clerk be authorized to sign them accordingly.

- a) By-law to Amend City of Waterloo By-law #2024-067 (COM2025-025, Council November 17, 2025)
- b) By-law to Clarify the Position Title of the Deputy Commissioner of the City of Waterloo
- c) By-law to Amend By-law 2021-065, Being a By-law to Update the CMT Titles and Update the Deputy CAO Delegation
- d) By-law to Provide for the 2026 Interim Tax Levy and for the Payment of 2026 Interim Property Taxes (CORP2025-040, Council November 17, 2025)
- e) By-law to Amend the City of Waterloo Official Plan, 400 Millennium Blvd (OPA 53, IPPW2025-061, Council October 27, 2025, Activa Holdings Inc.)
- f) By-law to Amend By-law No. 2018-050, being a Zoning By-law Controlling Land Use Development within the City of Waterloo, 400 Millennium Blvd (Zoning By-law Amendment Z-24-04, IPPW2025-061, Council October 27, 2025, Activa Holdings Inc.)
- g) By-law to amend By-law No. 2018-050, being a Zoning By-law controlling land use development within the City of Waterloo, Parking-related General Amendments (IPPW2025-064, Council November 17, 2025)
- h) By-law to confirm all actions and proceedings of Council, November 17, 2025

18. ADJOURNMENT



STAFF REPORT
Financial Planning & Asset Management

Title: Grant Policy Update (FC-004)
Report Number: CORP2025-036
Author: Gracjan Oleksinski
Council Date: November 17, 2025
File: N/A
Attachments: Appendix A: FC-004 Grant Policy
Ward No.: All - Citywide

Recommendations:

1. That Council approve report CORP2025-036.
2. That Council approves all the recommended changes outlined in Table 1 – Grant Policy Changes
3. That Council approves the amended Grants Policy as attached in Appendix A.

A. Executive Summary

Finance staff previously carried out an update to policy FC-002: Financial Requests Outside of Budget in 2024. This report is to provide administrative updates to FC-004: Grant Policy and updates to approval thresholds to better align the Grants policy with the updated FC-002 policy. Updating approval thresholds to FC-004 to align with FC-002 will reduce the administrative requirements on senior management and Council with little financial risk. Following this logic, approval for grant applications, financial reports, summaries and claim submissions have been calibrated to the same authorization levels as FC-002, thereby also reducing the administrative efforts on senior management related to grant applications and reporting.

Finance has collaborated with the Policy Review team and Reconciliation, Equity, Accessibility, Diversity and Inclusion (READI) team for their review and input of the recommended policy changes. The revised policy was also reviewed with the Audit Committee at their October 30th meeting, the Audit Committee supported the recommended policy adjustments.

B. Financial Implications

There will be no monetary impact to the City's finances; however, these changes will increase the City's efficiency in approving grant applications and grant progress reports/claims while not materially increasing the City's financial risk.

C. Technology Implications

N/A

D. Link to Strategic Plan

(Strategic Priorities: Reconciliation, Equity, Accessibility, Diversity and Inclusion; Environmental Sustainability and Climate Action; Complete Community; Infrastructure and Transportation Systems; Innovation and Future-Ready)

(Guiding Principles: Equity and Inclusion; Sustainability; Integrity; Workplace Wellbeing; Community-centred; Operational Excellence)

All - Grant applications and funding can link to any or all strategic plan priorities depending on the nature of the grant stream or program. Grants provide additional financial support and permit the city to respond to needs today and into the future such as ensuring the city maintains existing infrastructure while planning for new growth and programs, service level enhancements and accessibility/diversity improvements, and the development and creation complete communities.

Guiding Principles: All – The grant applications and funding policy framework entails operating within a framework of policies and processes intended to improve fiscal outcomes and support longer-term financial health, in an environment of transparency and objective measurement.

E. Previous Reports on this Topic

CORP2017-091 Grant Policy, November 27, 2017

CORP2014-012 Grant Policy, February 10, 2014

FS2013-012 Grant Policy, June 18, 2012

FS2012-048 Grant Policy Update, October 15, 2012



**Grant Policy Update (FC-004)
CORP2025-036**

Through an administrative review of the current grant policy, several changes could make the policy more concise, efficient, and easier to administer. Grantor sign off requirements (from the specific granting agency or organization) will supersede internal authorization requirements as per policy if they require a higher level of approval authority than noted below.

Table 1 provides a comparison of the current grant application approval requirements versus the recommended changes to the grant policy.

Table 1 – Recommended Grant Policy Administrative Changes to Application Approval Authorities

Description <i>(\$ thresholds updated to align with FC-002)</i>	CURRENT POLICY	RECOMMENDED POLICY	Change Description/ Impact
Grant Applications - No Financial Commitment by the City			
Grant value of less than or equal to \$20,000	Manager	Divisional Manager	Clarify to Divisional Manager
Grant value more than \$20,000 and less than or equal to \$100,000	Manager	Divisional Director	Change to Divisional Director
Grant value of more than \$100,000	Director	Director of Financial Planning and Asset Management	Clarify to Director of Financial Planning and Asset Management
Grant Applications - Financial Commitment Required by The City			
Financial commitment required by the City of less than or equal to \$20,000	Director	Divisional Director	Clarify to Divisional Director, align with FC-002 Approval Levels
Financial commitment required by the City more than \$20,000 and less than or equal to \$100,000	CMT	Divisional Commissioner	Change to Divisional Commissioner, align with FC-002 Approval Levels
Financial commitment required by the City of more than \$100,000 and less than \$200,000	Council	CMT	Change to CMT, align with FC-002 Approval Levels

Description (\$ thresholds updated to align with FC-002)	CURRENT POLICY	RECOMMENDED POLICY	Change Description/ Impact
Financial commitment required by the City of \$200,000 or more, or where grant/grant application requires funding for new permanent staff	Council	Council	No Change, aligns with FC-002 Approval Levels
Financial Reporting and Progress Report/Claim Submissions – <u>No</u> Financial Commitment by The City			
Grant value of less than or equal to \$20,000	Financial Analyst	Grant Coordinator	No change in practice, clarify to Grant Coordinator
Grant value more than \$20,000 and less than or equal to \$100,000	Director of Financial Planning and Procurement	Manager of Financial Planning	Change to Manager of Financial Planning
Grant value of more than \$100,000	Commissioner, CFO & Treasurer, Corporate Services	Director of Financial Planning and Asset Management	Change to Director of Financial Planning and Asset Management
Financial Reporting and Progress Report/Claim Submissions – Financial Commitment Required by The City			
Financial commitment required by the City of less than or equal to \$100,000	Director of Financial Planning and Procurement	Manager of Financial Planning	Change to Manager of Financial Planning
Financial commitment required by the City of more than \$100,000	Commissioner, CFO & Treasurer, Corporate Services	Director of Financial Planning and Asset Management	Change to Director of Financial Planning and Asset Management
Time Sensitive Grants			
Time sensitive grant applications	CAO	CAO	No change

Appendix A – FC-004 Grant Policy
CORPORATE POLICY



Policy Title: **Grant Policy**
Policy Category: **Financial Control**
Policy No.: FC-004
Department: Finance
Approval Date: Dec. 11, 2017
Revision Date: Nov. 17, 2025
Author: Gracjan Oleksinski
Attachments: n/a
Related Documents/
Legislation: n/a
Key Word(s): Grant

POLICY STATEMENT:

The City of Waterloo Council is committed to demonstrating financial leadership and sustainability. This policy formalizes a defined and transparent process for the approval and tracking of grant applications.

PURPOSE:

During the year, the City of Waterloo applies for various grant opportunities that can provide either operating or capital grant funding to supplement or provide additional funding.

All grant applications require approval before being submitted. Grants are led through a review and approval process by Finance aligned with the approval thresholds in this policy. Understanding and addressing the impacts of each grant is an important part of the process.

Any grant applications that require funding by the City of Waterloo or exceed the Council approved budget, must follow an approval process in advance of the grant submission deadline. In exceptional circumstances where the grant timeline does not allow for preapproval, grant applications will be approved by the CAO, submitted, and brought to the appropriate approval authority (CMT or Council) at the next appropriate meeting.

DEFINITIONS:**Grant:**

A gift in monetary or in-kind terms by another government, agency or organization for specified purposes which are usually defined by specified qualification or terms. At times, a grant may require proportional contribution by the organization requesting the grant.

Grant Application:

A grant that the City of Waterloo is required to apply for and is used for specified purposes which are usually defined by specified qualification or terms.

Financial Commitment:

A monetary contribution by the City to fund part of the grant program, project, or initiative based on the grant eligibility requirements. Does not include staff time or other in-kind contributions such as, but not limited to, facility rental space provided at a discount or no cost.

Funding Transfer:

A transfer of funding from another government, agency or organization that has general purposes which are usually defined by specified qualification or terms.

Grants Coordinator:

A Finance staff member assigned the responsibility of following the roles and responsibilities outlined for this position.

Transfer Payment Agreement:

An agreement (TPA) that outlines the grant qualification, objectives, terms and timelines that is mutually executed by both parties.

SCOPE:

This policy applies to all members of the City's organization including members of Council, full, part-time, and contract staff.

POLICY COMMUNICATION:

The policy will be posted on the City Intranet (Jostle), and staff will be advised of the policy update via distribution to the Managers Group, Operational Leadership Team (OLT) and Corporate Management Team (CMT).

POLICY:**1. Grants Coordinator:****A) Grant Opportunities**

- Actively seeks out grant opportunities and shares what's available with relevant teams

Council Meeting • Review grant eligibility and requirements alongside relevant staff teams to

determine viability for the City of Waterloo and identify the benefits/costs of applying

- Facilitate a corporate review in collaboration with departmental staff of alternative project candidates (if applicable) via CMT
- Support departmental staff to explore funding options if a financial commitment is required from the City and the project is not budgeted
- Endorse the financial implications
- Meet monthly with the Manager of Financial Planning and Director of Financial Planning and Asset Management to review ongoing active City grants and available open grant programs for potential grant submission.
- Work with departmental staff to complete a joint CMT or Council Report (as identified per the approval thresholds in this policy) and submit for approval prior to application submission that includes (where applicable) the following;
 - An outline of the grant program
 - Internal project evaluation process
 - Financial implications and funding sources
 - Benefits/costs including community benefits
- Assist departmental staff where possible in completing the grant application and reporting requirements
- Work with the Government Relations Assistant and Director of Financial Planning and Asset Management to liaise with senior levels of government

B) Projects Selected to Submit a Grant Application

- Assist departmental staff to complete the grant application for the financial requirements
- If the grant application is successful, that these steps are followed:
 - Work with departmental staff to communicate the outcome of the application
 - Ensure all reporting requirements as per the Transfer Payment Agreement (TPA) are understood
 - If any reporting requirements involve submitting or retaining documentation, that Finance coordinates this in conjunction with the department contact
- Retain a copy of the signed agreement/TPA

C) Grant Application Information

- The Grants Coordinator position will maintain the following information;
 - Grant Opportunities and Tracking Summary
 - Funding Agency and Program
 - Funding available
 - Deadline to apply to the grant
 - Department responsible for completing grant application
 - Grant Applications
 - Grant Application
 - Funding Agency and Program
 - Grant Funding
 - Total Budget and City Contribution
 - Grant Application Status
 - Overview of grant project

- Funding Transfers (e.g. Canada Community Building Fund)
 - Transfer Agreements
 - Funding Agency and Program
 - Grant Budget and City Contribution
 - Total Budget and Total Expenditures
- Provide summarized update to Council each year of all Grant Applications and Funding Transfers

2. **Role of Departments:**

A) Grant Opportunities

- Actively seek out grant opportunities and share them with the Grants Coordinator
- Provide information on allocated grants to the Grant Coordinator on an annual basis
- Engage the Grants Coordinator to review grant opportunities
- Work with Grants Coordinator to provide information needed to assess eligibility of project candidates
- Identify financial commitments and funding options required by the City of Waterloo
- Identify the project related Return on Investment and financial implications
- Work with the Grants Coordinator to complete a joint CMT or Council Report (as identified in the approval thresholds in this policy) and submit for approval prior to application submission that includes (where applicable) the following;
 - An outline of the grant program
 - Internal project evaluation process
 - Identify benefits and costs, financial implications and funding sources

B) Projects Selected to Submit a Grant Application

- Work with the Grants Coordinator to complete the grant application
 - The department contact is the main contact on the application
- If the grant application is successful, that these steps are followed:
 - Work with the Grants Coordinator to communicate the outcome of the application
 - Ensure all reporting requirements are understood
 - If any reporting requirements involve submitting or retaining documentation, that this is completed in conjunction with the Grants Coordinator

3. **Approvals:**

The following approvals will be required for grant applications prior to the application being submitted. The table also outlines the appropriate signing authority for grant applications, agreements and related documents as well as financial reports, summaries, progress reports and claims submissions.

For clarity, any authority granted to a particular title may continue to be exercised by staff in that position if a job title set out in the tables is changed or modified, but the nature of the position remains unchanged. The CAO may exercise any authority granted to city staff in this policy, subject to any limitations imposed by statute, regulation or by any other City By-law. Where more than one person is required to sign a document, the CAO may only act for one of them. The Mayor and Clerk may

exercise any authority granted to a Commissioner, Director, Manager or other employee in this policy, subject to any limitations imposed by statute, regulation or by any other City By-law. Where more than one person is required to sign a document, the Clerk may only act for one of them.

Grant Applications - <u>No</u> Financial Commitment by The City		
Grant Applications, Agreements & Related Documents (where City applies) *	Approval Authority Prior to Application	Staff Position Authorized to Execute Grant Applications, Agreements & Related Documents
- Grant value of less than or equal to \$20,000	Approval by applicable Divisional Manager	Divisional Manager
- Grant value more than \$20,000 and less than or equal to \$100,000	Approval by applicable Divisional Director	Manager of Financial Planning or designate
- Grant value of more than \$100,000	Approval by Director of Financial Planning and Asset Management	Director of Financial Planning and Asset Management or designate
* Grantor sign off requirements supersede internal authorization requirements per grant application if they require a higher level of approval authority; therefore, always refer to required approvals within grant documentation.		

Grant Applications - Financial Commitment Required by The City		
Grant Applications, Agreements & Related Documents (where City applies) *	Approval Authority Prior to Application	Staff Position Authorized to Execute Grant Applications, Agreements & Related Documents
<ul style="list-style-type: none"> - Financial commitment required by the City of less than or equal to \$20,000 	Divisional Director approval, within approved budget or otherwise in compliance with Financial Policy FC-002	Manager of Financial Planning or designate
<ul style="list-style-type: none"> - Financial commitment required by the City more than \$20,000 and less than or equal to \$100,000 	Divisional Commissioner Approval, within approved budget or otherwise in compliance with Financial Policy FC- 002	Director of Financial Planning and Asset Management or designate
<ul style="list-style-type: none"> - Financial commitment required by the City of more than \$100,000 and less than \$200,000 	Corporate Management Team approval, within approved budget or otherwise in compliance with Financial Policy FC- 002	CAO or designate
<ul style="list-style-type: none"> - Financial commitment required by the City of \$200,000 or more, or where grant/grant application requires funding for new permanent staff 	Council Approval, within approved budget or otherwise in compliance with Financial Policy FC-002	Mayor and City Clerk
<p>* Grantor sign off requirements supersede internal authorization requirements per grant application if they require a higher level of approval authority; therefore, always refer to required approvals within grant documentation.</p>		

Financial Reporting and Progress Report Submissions – <u>No</u> Financial Commitment by The City	
Financial reports/summaries, progress reports and claims submissions relating to Grant Agreements *	Staff Position authorized to Execute Documents
<ul style="list-style-type: none"> - Grant value of less than or equal to \$20,000 - Grant value more than \$20,000 and less than or equal to \$100,000 - Grant value of more than \$100,000 	<p>Grant Coordinator</p> <p>Manager of Financial Planning or designate</p> <p>Director of Financial Planning and Asset Management or designate</p>
<p>* Grantor sign off requirements supersede internal authorization requirements per grant application if they require a higher level of approval authority; therefore, always refer to required approvals within grant documentation.</p>	

Financial Reporting and Progress Report Submissions – Financial Commitment Required by The City	
Financial reports/summaries, progress reports and claims submissions relating to Grant Agreements *	Staff Position authorized to Execute Documents
<ul style="list-style-type: none"> - Financial commitment required by the City of less than or equal to \$100,000 - Financial commitment required by the City of \$100,000 or more 	<p>Manager of Financial Planning or designate</p> <p>Director of Financial Planning and Asset Management or designate</p>
<p>* Grantor sign off requirements supersede internal authorization requirements per grant application if they require a higher level of approval authority; therefore, always refer to required approvals within grant documentation.</p>	

Time Sensitive Grant Applications		
Time Sensitive Grants	Approval Authority Prior to Application	Staff Position Authorized to Execute Grant Applications, Agreements & Related Documents
Time Sensitive Grant Applications where unreasonable to obtain further authority within application time frame or deadline, and where no binding financial commitment flowing from application will occur, or where application is merely an expression of interest (EOI)	CAO or designate	Director of Financial Planning and Asset Management, within approved budget or otherwise in compliance with Financial Policy FC-002, provided the grant application is brought to the appropriate approval authority at the next appropriate meeting

OTHER NOTES:

- Grant applications may require a certified Council resolution as part of the application requirements regardless of the grant amount being sought.
- As noted in the tables, Grantor sign off requirements per grant applications supersede internal authorization requirements *if* they require a higher level of approval authority; therefore, always refer to required approvals within grant documentation.

COMPLIANCE:

In cases of policy violation, the City may investigate and determine appropriate corrective action.



STAFF REPORT
Financial Planning & Asset Management

Title: Development Charge By-law Update – Progress Report #2
Report Number: CORP2025-028
Author: Michael Pugliese
Council Date: November 17, 2025
File: 202001
Attachments: Appendix A - Draft Growth-Related Capital Program
Appendix B - Draft Growth-Related Capital Program by
Service Delivery Division and Year
Appendix C - Draft Growth-Related Capital Program by DC
Service Category and Year
Appendix D – Waterloo Region Home Builders' Association
Correspondence
Ward No.: All

Recommendations:

- 1) That report CORP2025-028 be approved.
- 2) That Council direct staff to proceed with finalizing the Development Charge background study as part of the process required to update the City's Development Charge by-law, pursuant to section 10 of the Development Charges Act, on the basis of the revised growth-related capital program attached as Appendix A.
- 3) That Council approve adding one (1) additional month of review time to the project schedule (Table 3) at the request of the Waterloo Region Home Builders' Association, as referenced in Appendix D.

A. Executive Summary

Staff are providing Council with a second progress report on the City's Development Charge (DC) by-law update project. Building on the first update and Council workshop from June 16, 2025 via CORP2025-028, City staff, in collaboration with Hemson Consulting Ltd. (Hemson), have finalized the growth projections, service level inventories, and the growth-related capital program. These are the key components required in the modelling to calculate draft DC rates as outlined in Table 1.

The information provided via this report will give Council the opportunity for input and discussion on the update process, in particular the revised draft growth-related capital program and resultant calculated DC rates, with staff and Hemson. This feedback will provide direction while finalizing the full DC background study for public review in January.

[Bill 17, the Protect Ontario by Building Faster and Smarter Act, 2025](#) received Royal Assent in the Provincial legislature on June 5, 2025, and contains changes to the DC Act. The more significant changes that could impact the current DC update process timing, and have larger financial implications for the City in the future, are ones to be implemented through future regulations (not at Royal Assent).

[Bill 60, the Fighting Delays, Building Faster Act, 2025](#) was recently introduced by the Province on October 23, 2025. This bill contains changes to various Acts. However, the main impact on changes to the DC Act relates to the treatment of land acquisition for service level and DC rate calculations and establishing a local service policy to inform what costs are DC versus direct developer funded. These changes have been partially incorporated into the draft DC rates and will be fully incorporated into the background study once the bill receives Royal Assent.

Subject to any other significant legislative changes that may be announced by the Province or Federal Government that would impact the DC by-law update process timing, the City's DC background study is planned to be released to the public on the City's website in January 2026 (extended from December 2025) at www.waterloo.ca/developmentcharges. The formal public meeting as required under the DC Act will be held in February 2026 (extended from January 2026) to hear comments from the engagement process, along with addressing any questions from Council. Staff are proposing to bring the updated DC by-law to Council for consideration and approval in March 2026 (extended from February 2026), with an effective date for the new rates to be April 1, 2026 (extended from March 1, 2026). Council, and the public at large, will have at least two months (60 days) to review the DC background study prior to a new by-law being approved as required by the DC Act.

The new DC background study will incorporate changes to legislation passed since the last DC by-law was approved in 2019, as well as any further changes via Bill 17 and 60 if/as they are passed or amended through regulation.

As done in past DC by-law updates, staff have made engagement a key element of the review process. Several meetings have been held through September and October with an external industry working group comprised of individuals with various technical/professional backgrounds in city planning, engineering, high-rise development, land development/subdivisions, legal, and economic development. The group has gone through many aspects of the project work, with a focus on review of the growth-related capital program in relation to the population and employment forecasts.

The external industry working group has provided valuable information and positive feedback to date on the process, and City staff and Hemson are very appreciative of the time they have all devoted to this work. Initial feedback provided by the industry group has been centred around affordability, specifically, the impact increasing DC rates would have to home buyers, and the industry's ability to build additional housing. Project prioritization has also been discussed around "must-haves" and "nice-to-haves" to help determine ways to reduce DC spending, and ultimately implement lower calculated DC rates.

The Waterloo Region Home Builders' Association has submitted a formal request that the City of Waterloo pause its current Development Charges review process to allow for a thorough assessment of the recently introduced Bill 60, the Fighting Delays, Building Faster Act, 2025 (see Appendix D for reference). Hemson and City staff have been working through the impact on proposed changes and believe that the changes can be captured with minimal disruption to the project timeline. However, adding an additional month of review time to respect the complexity of the changes can be accommodated and is recommended accordingly. This additional review time is factored into the above noted timelines.

Based on feedback received at the June Council workshop meeting, Staff are also working through a more general public engagement process via the Engage Waterloo platform (polling type questions and education) to be launched once the DC background study is publicly available in January.

This report provides summary information related to:

- calculated draft DC rates;
- the growth-related capital program listing;
- options for consideration to reduce calculated DC rates.

Options to further reduce the calculated DC rates that are supported by Council through formal direction, will be incorporated by Hemson while finalizing the City's updated DC background study.

B. Financial Implications

This report provides Council with an updated listing of the proposed revised capital works in Appendix A, which the draft DC rates are based on. Additionally, Appendix B splits out the total forecasted DC spending by service delivery division and year, while Appendix C splits out the total forecasted DC spending by DC Service Category and year.

Draft calculated DC rate increases for residential development initially ranged from 25% to 37% higher, depending on the type of residential development, and 11% for non-residential development compared to 2025 rates after the December 1st indexing. Staff, through internal review, and based on industry group feedback, were able to scale back some projects to support a revised and reduced draft calculated DC rate. The revised calculated residential DC rates now range from 7% to 17% higher than current rates,

depending on the type of development, and 13% lower for non-residential development, after the December 1st indexing. Further details by development type can be found in Table 1 of this report. Note that current 2025 rates will be indexed by the non-residential construction price index on December 1, 2025 under the existing DC by-law provisions.

Further to the proposed growth-related capital listing provided to Council in June, some revisions have been made through internal discussions and external industry group review to ensure the most accurate information was used to calculate the revised DC rates. The revised capital program over the next 10 years (2026-2035) to be funded from development charges now totals approximately \$212 million in 2025 dollars (previously \$292 million as summarized in the June report).

Options to consider that would reduce the calculated DC rates further through revisions to the growth-related capital program are also proposed in this report, should Council provide this direction to staff. Any direction by Council will be incorporated into the modelling as the DC background study is finalized for public release in January.

Hemson has performed a sensitivity analysis based on options that could result in even lower calculated DC rates compared to those in Table 1. The analysis of options undertaken are as follows (further details around impact to DC rates can be found in section 'Options for a Reduced DC Rate Increase'):

- a) Additional deferral of some large scale projects to later in the forecast period, with no cuts to the draft capital listing. This helps with cash flowing and interest costs that are otherwise built into the draft rates which would lower the calculated DC rates.
- b) Further reduction and/or removal of some large scale projects along with deferrals as noted in option a) above. Along with assisting in cash flowing and interest costs, reduction of specific projects will have a direct offset in reducing the growth-related capital program and resultant calculated DC rates.

Staff have also considered incentive-related items during the DC by-law update process and are not recommending any discretionary exemptions over and above the existing exemptions and discounts provided for under the DC Act and current DC by-law.

C. Technology Implications

None.

D. Link to Strategic Plan

(Strategic Priorities: Reconciliation, Equity, Accessibility, Diversity and Inclusion; Environmental Sustainability and Climate Action; Complete Community; Infrastructure and Transportation Systems; Innovation and Future-Ready)

(Guiding Principles: Equity and Inclusion; Sustainability; Integrity; Workplace Wellbeing; Community-centred; Operational Excellence)

Complete Community: Infrastructure and Transportation Systems – Careful, future-focused planning ensures that the city can respond to infrastructure needs today and into the future; ensuring that the city maintains existing infrastructure, while planning for new growth and development and creating complete communities.

Guiding Principles: Operational Excellence – Entails operating within a framework of policies and processes intended to improve fiscal outcomes and support longer-term financial health, in an environment of transparency and objective measurement.

E. Previous Reports on this Topic

CORP2025-028 - Development Charge By-law Update – Progress Report and Council Workshop (June 16, 2025)



Development Charge By-law Update – Progress Report #2 CORP2025-028

Background:

City staff, in collaboration with Hemson Consulting Ltd. (Hemson), have finalized the growth projections, service level inventories, and the revised growth-related capital program as part of a process to update the City's Development Charge (DC) background study. These are the key components required in the modelling to calculate draft DC rates as outlined in Table 1 further below.

Through this report, staff are updating Council on the project progress in addition to outlining calculated DC rates for reference. Staff are seeking direction on key assumptions and decision points to consider while finalizing the City's DC background study, notably any revisions required to the draft capital program listing that could impact the calculated DC rates.

A Formal Public Meeting is proposed to be held in February 2026, as required under the legislation. The meeting will provide Council and the public an opportunity to address the content of the DC background study, including the calculated DC rates, prior to Council's consideration of the by-law for approval in March 2026. The Formal Public Meeting will also provide an opportunity to review the content of any revisions to the CBC and Parkland Dedication by-laws as indicated in the June update report.

[Bill 17, the Protect Ontario by Building Faster and Smarter Act, 2025](#) received Royal Assent in the Provincial legislature on June 5, 2025, and contains changes to the DC Act. The main changes of note that took effect upon Royal Assent are:

- DC exemption for long-term care homes
- Streamlined process for certain by-law amendments
- Revised DC "freeze" rule updated
- Deferral of all residential DCs until occupancy (upon Minister proclamation – effective November 3, 2025)

The more significant changes that could impact the current DC update process timing, calculated DC rates, and have larger financial implications for the City in the future, are ones to be implemented through future regulations (not at Royal Assent) or additional legislation. These proposed changes are as follows:

- Limiting of eligible capital costs
- Defining local services
- Prescribing benefit to existing calculations and deductions

Other changes that are pending future regulatory approval that are less impactful, if any, for the City are:

- Merge services for DC credits
- Standardize DC studies and annual reports
- Permit London DC index to be used to annually inflate DC rates (currently only Ottawa and Toronto indices available to use)

In particular, limiting eligible capital costs, regulating local service guidelines, and how benefit to existing development calculations are undertaken could be a concern financially for the City, in addition to impacting the background study and by-law update timing if significant re-work to existing capital projects is required.

[Bill 60, the Fighting Delays, Building Faster Act, 2025](#) was recently introduced by the Province on October 23, 2025. This bill contains changes to various Acts, and provides direction on the outstanding changes noted above from Bill 17; mainly the limiting of eligible capital costs and defining local services. The main financial impact on changes to the DC Act from Bill 60 is contained to the treatment of land for service level and DC rate calculations and establishing a local service policy to inform what costs are DC funded versus direct developer costs. These changes will be incorporated into the DC background study once the bill receives Royal Assent.

In addition to Bill 60, the Ontario Regulatory Registry released a proposal outlining potential changes to DCA regulations on October 23, 2025. The proposal would permit the merging of water and wastewater service categories for the purpose of issuing DC credits and expand the requirements for DC background studies to include details on benefit-to-existing calculations.

The DC background study will incorporate changes to legislation passed since the last DC by-law was approved in 2019, as well as any further changes via Bills 17 and 60, and the proposed regulation noted above, if/when they are passed or announced through regulation.

The Waterloo Region Home Builders' Association has submitted a formal request that the City of Waterloo pause its current Development Charges review process to allow for a thorough assessment of the recently introduced Bill 60, the Fighting Delays, Building Faster Act, 2025 (see Appendix D for reference). Hemson and City staff have been working through the impact on proposed changes and believe that the changes can be captured with minimal disruption to the project timeline. However, adding an additional month of review time to respect the complexity of the changes can be accommodated and is recommended accordingly. This additional review time is factored into the revised timelines outlined in this report.

There will also be administration considerations for the City based on the approved and proposed legislative changes and how that would impact current staff resources and system requirements. In particular, the change that came into effect on November 3, 2025 allows all residential development types to defer the full DC payment (no

installments) until occupancy, rather than full payment at building permit issue date as is done today. This changes how current staff processes and system flows operate. Rental Housing and Institutional development will continue to be permitted to defer the DC over 6 installments, starting at occupancy, which increases staff time related to tracking payment over multiple years.

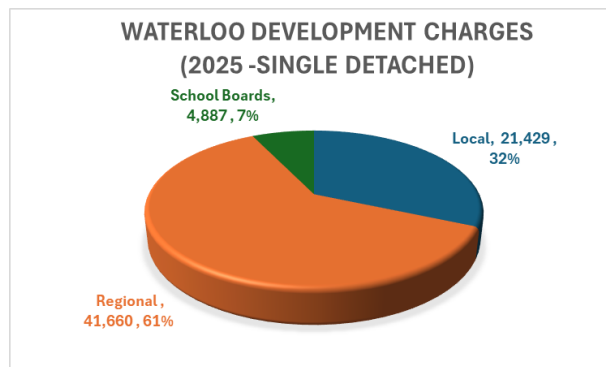
On November 4, 2025, the Federal Government announced their updated budget. The budget did not contain any specific DC reduction targets or timelines as previously anticipated; rather they introduced a new Provincial and Territorial Funding Stream of \$17.2B over 10 years, starting in 2026/27. This funding is to support housing-enabling infrastructure, health related infrastructure, and infrastructure at colleges and universities. To access funds, provinces and territories must agree to cost-match federal funding and to substantially reduce development charges and not levy other taxes that hinder the housing supply. Staff will monitor this new fund, the requirements to secure funding, and the impact to City DC rates (if any).

Staff will closely monitor any regulatory announcements from the Province and/or Federal government that may further impact the DC by-law update timing, along with any financial impacts, over the coming weeks.

Calculated DC Rates:

As previously noted in the June update report, the total DCs payable in May 2025 (municipal and education DCs) for a single detached home is \$67,976. The City's DC comprises 32% of the total DC payable (\$21,429) as seen in Graph 1.

Graph 1:



Draft calculated residential DC rate increases initially ranged from 25% to 37%, depending on the type of residential development, and 11% for non-residential development compared to 2025 rates after the December 1st indexing. Staff, through internal review, and based on industry group feedback, were able to refine some projects to support a revised and reduced draft calculated rate. The revised calculated residential DC rates range from 7% to 17% higher, depending on the type of residential development, and 13% lower for non-residential development compared to 2025 rates after the December 1st indexing (based on the growth-related capital program found in Appendix A). Note that current 2025 rates will be indexed by the non-residential

construction price index on December 1, 2025 under the existing DC by-law provisions. This increase will be 4.2% as recently released by Statistics Canada.

Main factors driving the rate change are cost escalation, maintaining service levels, changes to growth-related capital needs, and changes to the development forecast. The calculated rates compared to current rates by development type are summarized below in Table 1.

Table 1: Comparison of Current versus Calculated DC Rates:

Development Type	Current Charge *	Charge Dec. 1/2025	Calculated Initial	Calculated Revised	Difference Dec. 1 to Revised	
Single/Semi Detached	\$21,429	\$22,329	\$28,178	\$24,068	+ \$1,739	+ 7.8%
Multiples	\$14,095	\$14,687	\$20,079	\$17,152	+ \$2,465	+ 16.8%
Apartment – 3 beds or less	\$11,797	\$12,292	\$16,567	\$14,152	+ \$1,860	+ 15.1%
Apartment – 4 beds or more	\$26,422	\$27,532	\$34,477	\$29,451	+ \$1,919	+ 7.0%
Lodging – per bedroom	\$6,134	\$6,392	\$8,263	\$7,058	+ \$666	+ 10.4%
Non-Residential	\$92.23	\$96.10	\$106.94	\$83.77	- \$12.33	- 12.8%

* per unit for residential, per square meter for non-residential as of Nov. 17, 2025

As indicated in the June update report, staff have explored how an industrial specific DC rate for non-residential development could be modelled. Rather than applying a single rate to all forms of non-residential development, consideration could be given to a separate rate for developments meeting the industrial criteria (to be defined in the DC by-law if implemented).

Typically, a differentiated non-residential DC for industrial development would only apply to the “Services Related to a Highway” category (i.e. roads and related works), on the basis that industrial uses tend to generate less road traffic than other non-residential uses.

Hemson has conducted this analysis and have calculated a draft industrial specific non-residential DC rate along with the resultant change to the non-industrial non-residential rate.

Table 2: Calculated Industrial Specific DC rate:

Development Type	Current Charge *	Charge Dec. 1/2025	Calculated Initial	Calculated Revised	Difference Dec. 1 to Revised	
Non-Residential (excl industrial)	\$92.23	\$96.10	\$113.72	\$88.01	\$8.09	- 8.4%
Non-Residential (industrial)	\$92.23	\$96.10	\$79.83	\$66.79	- \$29.31	- 30.5%
City Wide Non-Residential	\$92.23	\$96.10	\$106.94	\$83.77	- \$12.33	- 12.8%

* per square meter as of Nov. 17, 2025

Based on the difference of an industrial specific DC rate and the resultant increase on the non-residential charge for all other types of non-industrial development, staff are recommending to continue with a single non-residential rate city wide.

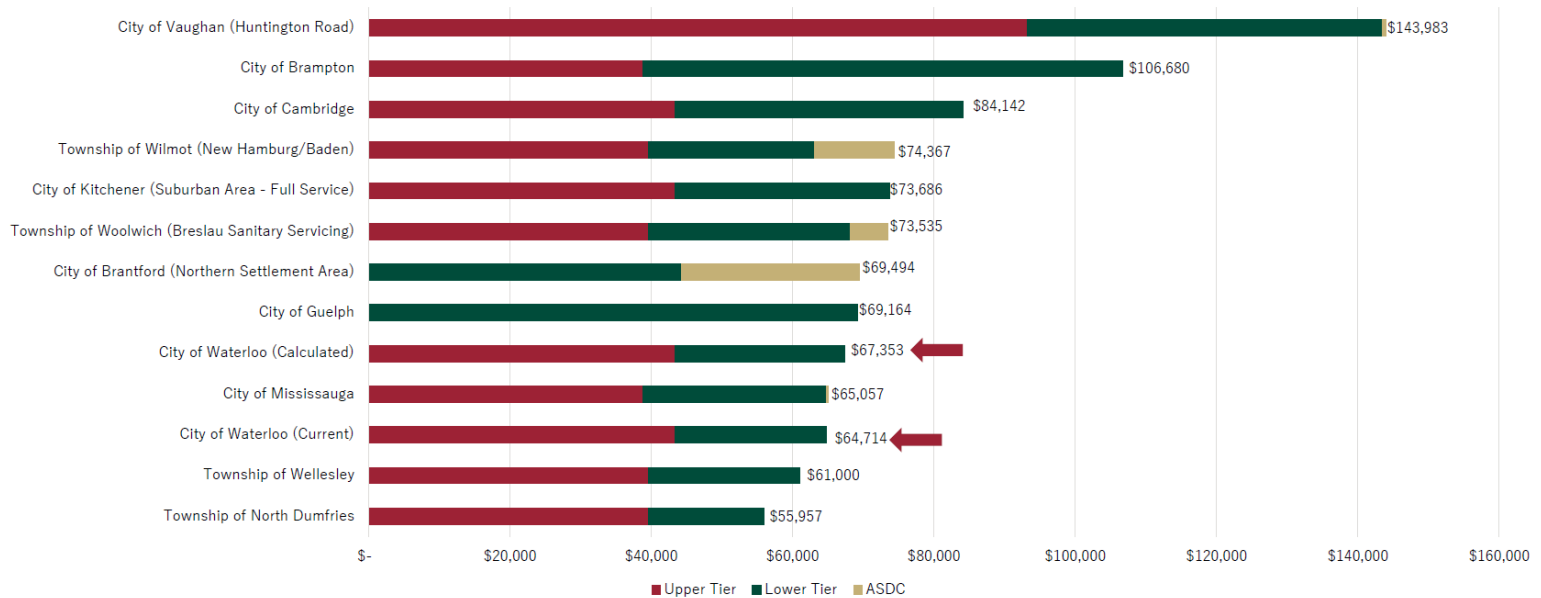
Although a reduced industrial DC rate is not recommended, staff will continue to review the feasibility of providing incentives for non-residential development through exemptions under the Parkland Dedication by-law. Previous Parkland Dedication by-laws had an exemption for non-residential development in the Uptown for office buildings and non-residential uses of mixed-use development. There was also a city-wide exemption on industrial development, however, all these non-residential exemptions have since expired at the end of 2024 under the current by-law. Council can consider exempting non-residential development (or portions thereof) on a city-wide basis to provide further incentives for that sectors advancement. Providing exemptions and/or discounts to parkland dedication (or cash in lieu) under the Planning Act is a more simplified approach versus providing for other incentives or exemptions under the DC Act. Providing an incentive via reductions to parkland dedication fees would result in the City forgoing collections but does not require an offsetting funding source.

Staff will bring forward the proposed Parkland Dedication by-law updates (and any potential incentives) to Council for consideration, alongside the updated DC by-law (and CBC by-law if applicable).

Comparison to other Local DC rates:

The following charts outline where the revised calculated draft DC rates for Waterloo fall in comparison to others in the local region, as well as some other GTA communities that have recently announced DC rate reductions. It should be noted that comparison across cities has its limitations given different services offered, along with any potential area rated charges for different parts of a city (i.e. greenfield rate vs infill rate). The total DC is broken down to help outline each level of governments share in relation to the overall DC paid.

Chart 1: Residential Rate Comparison (per Single Detached Unit)



Note: Excludes EDCs.

Note: The Vaughan DC Rate (City-Wide) illustrated reflects the reduced rate as recently approved by Council.

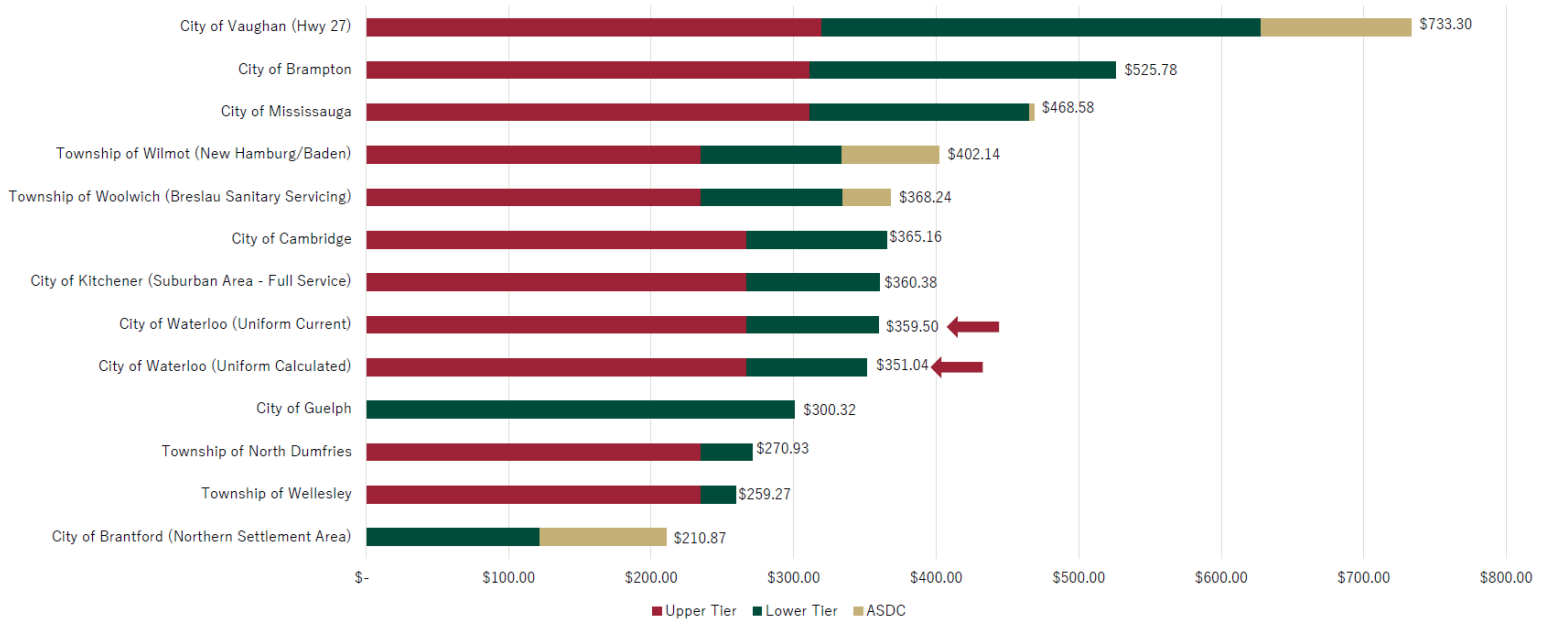
Note: The Mississauga DC Rate (City-Wide) illustrated reflects the 50% reduced rate as recently approved by Council (expires Nov 2026).

Note: The Peel DC Rate illustrated reflects the 50% reduced rate as recently approved by Council (expires Nov 2026).

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Chart 2: Non-Residential Rate Comparison (per square meter)

Non-Residential Rate Comparison (per sq.m.)



Note: Excludes EDCs.

HEMSON

Public Engagement:

As done in past DC by-law updates, staff have made engagement a key element of the review process. Several meetings have been held through September and October with an external industry working group comprised of individuals with various technical/professional backgrounds in city planning, engineering, high-rise development, land development/subdivisions, legal, and economic development. The group has gone through many aspects of the project work, with a focus on review of the growth-related capital program in relation to the population and employment forecast figures.

The external industry working group has provided valuable information and positive feedback to date on the process, and City staff and Hemson are very appreciative of the time they have all devoted to this work. Initial feedback provided by the group has been centred around affordability, specifically, the impact increasing DC rates would have to home buyers, and the industry's ability to build additional housing. Project prioritization has also been discussed around "must-haves" and "nice-to-haves" to help determine ways to reduce DC spending, and ultimately implement lower calculated DC rates.

Industry comments around must-haves and nice-to-haves are that it's essential to distinguish these projects so the burden of non-critical projects don't fall solely to new home buyers or renters of new buildings. An understanding and consideration of the long-term costs associated with maintenance and staffing of community facilities (ongoing operating costs) should also be part of the decision making process and engagement.

The industry group will also review the updated DC background study and draft by-law for input as they're being finalized for distribution.

Based on feedback received at the June Council workshop meeting, Staff are also working through a more general public engagement process via the Engage Waterloo platform (polling type questions and education) to be launched once the DC background study is publicly available in December. Feedback from the general public engagement process will be summarized and shared with Council during the formal public meeting process in February 2026.

Population & Employment Forecast:

The DC Act requires the City to estimate "the anticipated amount, type and location of development" for which Development Charges may be imposed. The development forecast must cover both residential and non-residential development and be specific enough with regards to quantum, type, location and timing of development to allow the City to prepare a reasonable growth-related capital program. A 10-year development forecast, from 2026 to 2035, will be used for all Development Charge eligible general services in the City. For the engineered services of roads and related works, water and wastewater, stormwater, and related engineered studies to support those services, a longer-term forecast will be used. These time horizons align with the City's 10-year capital budget and forecast process and support long-term servicing studies/plans.

As with past practice, the population forecast in the DC background study will include the permanent resident population of the City as recorded in the Census, an estimate of Census net under-coverage, and an estimate of full-time students who reside in off-campus housing in Waterloo but whose permanent residence is outside the City. Full-time students are included in all population figures in the background study because the need for municipal services is in part driven by development triggered by student growth.

The DC development forecasts are anchored on 2051 population and employment targets established for the City through the former Regional Official Plan: 185,000 people and 114,900 jobs. However, given the recent slowdown in building permit issuances, housing completions, and student enrollment in post-secondary education institutions, growth in the City is assumed to be lower over the next few years than what would be required to achieve the City's Housing Pledge target of 16,000 new homes by 2031 (from 2022). A more moderate growth forecast during the initial years of the forecast period to 2051 supports some of the timing adjustments and scaled back capital projects that have been included in the revised growth related capital program.

Further details surrounding the population and employment forecasts, including all assumptions used, will be set out in the DC background study.

Proposed Growth-Related Capital Program:

The largest factor influencing Development Charge rate calculations is the growth-related capital program. Staff have updated the City's list of growth-related capital needs to reflect future growth anticipated in the City and better reflect unit costs based on recent tender awards and inflationary pressures. A balanced approach was taken in developing the growth-related capital program whereby City funding sources often utilized for DC co-pay in projects that are not fully growth-related have been prioritized to ensure the full capital program is balanced amongst growth and other non-growth-related strategic priorities and enhancements.

The revised draft growth-related capital program summarized in Appendix A has been compiled by the relevant divisional level staff with assistance from the Financial Planning team and reviewed with those respective managers and directors. The City's extended corporate management team (ECMT) has also reviewed the draft project listing. Modifications to unit costs to account for inflationary impacts recently observed in the construction industry, along with revised timing or scope of the projects based on updated information and any new needs identified since the last DC by-law update, were the main changes from the growth-related capital program used for the 2019 DC by-law.

New projects added were also considered amongst other existing growth projects and non-growth-related projects given the limited amount of non-DC funding sources available for "benefit to existing" contributions. These new projects have been flagged

accordingly in the listing for reference, and to assist in the review and prioritization of DC funding to be included in the finalized DC background study.

The capital listing, and project specific details, have been reviewed with an external industry working group (as noted under the Public Engagement section above). Some revisions have been made through internal discussions and the external industry group review to ensure accurate and appropriate information was used to calculate updated DC rates. The revised capital program over the next 10 years (2026-2035) to be funded from Development Charges now totals approximately \$212 million in 2025 dollars (previously \$292 million as summarized in the June report) and is what the calculated revised rates in Tab #1 are built from. This represents an increase of \$49 million over the growth-related capital program included in the previous 2019 background study of \$163 million (in 2019 dollars). It should be noted that the non-residential construction price index has increased significantly since the 2019 background study was released (52.4% from Q1 2019 to Q1 2025). That \$163 million program in 2019 would equal \$248 million in 2025 if adjusted for inflation.

Appendix A of this report is an updated version of the revised growth-related capital program from what was provided in the June report. It lists the project name along with total DC and non-DC funding for reference. Staff, through review internally, and based on industry group feedback, were able to further refine some projects to support a revised and reduced draft calculated rate as outlined in Table 1. A summary of revisions that supported the reduced DC rates is as follows:

- Bill 60 service level cap adjustments;
- Generation Park Land Servicing – removing project, City as the local developer to fund in accordance with the local service policy (LSP);
- Beaver Creek Road & Conservation Drive Reconstruction - adjustment to total project cost accounting for Building Faster Fund and Housing-Enabling Water Systems Fund grants, that have been secured reducing the DC amount required;
- Hydro Burial – consolidated into one city-wide project sheet, reduced the scope by approx. 2/3 and added the cost of the required Enova and local Developer contribution;
- Ira Needles Blvd by-pass – minor updated costing to account for Regional costs and revised timing;
- West Side Recreation Facility Development – timing adjusted, shifting larger recreation facility portion out by a few years;
- AMCC Sportsplex & WPL McCormick Branch Library Renovations and Expansion-Phase B - DC funding spread over 2026 and 2027 to align with construction timing;
- New Spray Pad - Cooling Areas Expansion – timing adjusted, funding reduced to a three year cycle (2028, 2031, 2034);
- Trails and Bikeways Master Plan Implementation – reduced DC funding to align with the increased City benefit to existing (BTE) share of 33% (1/3) vs 20% based on industry feedback on benefit to existing residents of the program;

- Development Driven Upgrades - Sanitary Sewer/Stormwater/Water – reduced annual program by 25% based on historical use and upcoming needs.

Further to input received from Council during the June update report, Staff have also provided Appendix B that outlines the growth-related capital program by City Service Delivery Division, and by year. This view shows the project name and DC funding amount only, by year (in 2025 base dollars).

Appendix C is very similar to Appendix B, however, shows the growth-related capital program by DC Service Category, and by year. This view also shows the project name and DC funding amount only, by year (in 2025 base dollars).

Staff will continue refining the capital program as the DC background study is finalized through ongoing staff review, legislative updates, industry feedback, and any council direction received through this report. Project sheet summaries will be provided for the growth-related capital program for review along with the DC background study release in January.

Options for a Reduced DC Rate Increase:

In consideration of the industry groups feedback on the draft growth-related capital program and resultant calculated DC rates, Hemson, in collaboration with City staff, have put together a sensitivity analysis to model options that can help reduce the calculated DC rates even further through additional revisions to the growth-related capital program. These options, should Council provide direction to staff, will be incorporated into the finalized DC background study for public release in early January.

The analysis of options are as follows:

- a) Deferral of some large scale projects to later in the forecast period, with no cuts to the draft capital listing. This helps with cash flowing and the associated borrowing need/interest costs that are otherwise built into the draft rates which would lower the calculated DC rates.
- b) Further reduction and/or removal of some large scale projects along with deferrals as noted in option a) above. Along with assisting in cash flowing and interest costs, reduction of specific projects will have a direct offset in reducing the growth-related capital program and resultant calculated DC rates.

Option a) – deferral of projects only for timing (no cuts):

The impact by deferring some capital items to later in the forecast period could reduce the calculated DC rates. Staff would need to review the project(s) timing to ensure a deferral could be accommodated without compromising project delivery.

Option b) – deferral of projects and reduction and/or removal of projects:

A reduction of specific projects will have a direct offset in reducing the growth-related capital program and resultant calculated DC rates. For reference, a reduction of \$35 million of DC funded capital (\$25 million in 2030 and \$1 million annually from 2026-2035) could reduce the calculated rates by up to \$4,500 per single/semi detached unit and \$4 per square meter for non-residential space (depending on the DC service category the reductions are made). Any reduction to DC funding would require an offsetting City funding source to keep the project scope intact, or alternatively, a scope reduction or outright removal of the capital project from the budget would be required.

Staff, via this report, are requesting Council's direction to proceed with finalizing the Development Charge background study, pursuant to section 10 of the Development Charges Act, on the basis of the revised growth-related capital program attached as Appendix A.

The updated DC background study is a required key component to the process of updating the City's Development Charge by-law.

Timelines & Next Steps:

Table 3 below outlines key dates with respect to the DC Act in terms of notice periods and public documents. Staff have updated the timeline for Council's reference by 1 month that will provide the required notices and disclosure requirements. This timeline is subject to change based on project deliverables remaining on track, as well as any Provincial or Federal announcements relating to Development Charges that may impact or further delay the update process.

Table 3: Key Dates:

<u>Action</u>	<u>Original Timelines</u>	<u>Revised Date – 1 Month Extension</u>
COUNCIL UPDATE/WORKSHOP – Consider area rating and preliminary capital program review, discussion on any policy objectives or changes	June 16, 2025	N/A - Complete
COUNCIL UPDATE – DC Background Study progress update, preliminary draft DC rates and capital review	November 17, 2025	N/A – Update proceeding as planned
DC Background Study Public Release on the City's website and 60-day circulation period (must be at least 60 days before by-law passage, and two weeks prior to public meeting – both requirements to be met)	December 8, 2025	January 12, 2026
Public Meeting Notice provided in general circulation newspaper (KW Record)	December 18, 2025	January 22, 2026
Formal Public Meeting (need at least 20 days notice in newspaper and study available at least two weeks prior – both requirements to be met)	January 26, 2025	February 23, 2026

Passage of DC, CBC, Parkland Dedication by-laws by Council	February 9, 2026	March 23, 2026
Notice of DC, CBC, Parkland Dedication by-laws approval and appeal timeline (Clerk to post notice not later than 20 days after the day the by-law is passed – appeal period is up to 40 days after the day by-law is passed)	February 19, 2026	March 26, 2026
Implementation of new DC, CBC, Parkland Dedication by-laws and new rates take effect	March 1, 2026	April 1, 2026

Summary:

The DC background study, along with the CBC by-law and Parkland Dedication by-law reviews, are advancing on schedule. Various internal divisions have contributed a significant amount of information to date, allowing Hemson Consulting to work towards preparing these documents for Council's consideration in 2026.

Staff are recommending that Council approve this report to proceed with finalizing the DC background study and draft DC by-law for public review, with 1 month added to the original timeline in response to the Waterloo Region Home Builders' Association request for a pause.

APPENDIX A

Draft Growth-Related Capital Program: 2026-2035 (2025 Base \$'s)

New DC Project	Service Delivery Division and Project Name	Total DC \$	Total Non-DC \$	Total Project \$
	City Utilities-Sanitary	25,746,628	12,504,044	38,250,672
Yes	Forwell Trunk Twining	19,635,444	4,908,862	24,544,306
	Development Driven Upgrades - Sanitary Sewer	2,498,049	277,561	2,775,610
	Sanitary Optimization and Rehabilitation Program	1,702,924	1,702,924	3,405,848
	Sanitary Sewer Master Plan - Implementation	1,357,625	5,430,502	6,788,127
	Frobisher Trunk Sewer - Upsizing	552,585	184,195	736,780
	City Utilities-Stormwater	9,415,974	9,137,631	18,553,605
	Stormwater Management System Master Plan Implementation	3,178,883	3,178,883	6,357,766
	Development Driven Upgrades-Stormwater	2,854,457	1,223,339	4,077,796
	Cedar Creek site CDR-E4-Stormwater System Rehab	2,228,099	117,268	2,345,367
	Forwell Creek Industrial Lands - Stormwater Management	1,154,535	4,618,141	5,772,676
	City Utilities-Water	5,271,990	2,086,221	7,358,211
	Development Driven Upgrades - Water	4,414,435	490,493	4,904,928
	Erbsville Rd - Water and Sewer Extension	520,983	1,483,538	2,004,521
	Water Master Plan Update	336,571	112,190	448,762
	Community Programming & Outreach	427,734	50,000	477,734
	West Side Facility Needs Assessment and Feasibility Study	277,734	0	277,734
	Sports, Recreation, and Leisure Trends Study and Strategy	150,000	50,000	200,000
	Ec Dev	0	17,684,850	17,684,850
	Generation Park Lands Servicing	0	17,684,850	17,684,850
	Eng. Serv.-Other	5,913,090	22,739,270	28,652,360
Yes	Development Driven Hydro Burial	5,913,090	22,739,270	28,652,360
	Eng. Serv.-Parks	4,204,543	277,644	4,482,188
	Trails in New Development Areas	2,789,567	0	2,789,567
	Uptown Neighbourhoods Public Space Additions	832,933	277,644	1,110,577
	City Wide - Var Neighborhood New Park Development	582,043	0	582,043
	Eng. Serv.-Roads	13,824,499	5,129,796	18,954,295
	Beaver Creek Road & Conservation Drive Reconstruction	10,241,272	0	10,241,272
	Ira Needles Boulevard - By-pass	3,135,164	3,135,164	6,270,328
	Bisch Street - Erbsville Road to City Limit - Reconstruction	437,218	855,374	1,292,593
	Country Squire Rd. - Glasgow St (township) to 500m East	10,845	1,139,258	1,150,102
	Eng. Serv.-Water	4,220,203	0	4,220,203
	Erbsville Road - Ira Needles to Columbia St - Watermain	4,220,203	0	4,220,203
	Facility Design & Management Services	26,584,973	5,206,934	31,791,906
	West Side Service Centre Operational Growth	13,871,264	0	13,871,264
Yes	AMCC Sportsplex & WPL McCormick Branch Library Renovations and Expansion-Phase B	7,755,962	5,206,934	12,962,895
Yes	East Side Service Centre Operational Growth	2,927,635	0	2,927,635
	City Recreation Storage Building and Expansion	2,030,112	0	2,030,112
	Finance	710,144	962,480	1,672,624
	DC By-law Update and CBC By-law Review	420,144	104,000	524,144
	Comprehensive Asset Management	290,000	858,480	1,148,480
	Fire Rescue	3,434,539	8,820,534	12,255,072
	Fire Rescue Expansion	2,842,539	8,820,534	11,663,072
	Personal Protective Equipment and Equipment (New Personnel)	417,000	0	417,000
Yes	Fire Rescue Squad Vehicle - Equipment Expansion	175,000	0	175,000
	Fleet & Procurement Services	6,250,000	0	6,250,000
	Fleet Equipment DC Growth	6,250,000	0	6,250,000
	Library	2,500,000	0	2,500,000
	Library Collection	2,500,000	0	2,500,000

New DC Project	Service Delivery Division and Project Name	Total DC \$	Total Non-DC \$	Total Project \$
	Parks, Forestry & Cemetery Services	19,191,545	18,661,035	37,852,580
Yes	RIM Park Ball Diamond Upgrades and Expansion	4,000,000	4,300,000	8,300,000
	Waterloo Park Plan Implementation	3,357,000	2,512,000	5,869,000
Yes	New Spray Pad - Cooling Areas Expansion	3,132,000	348,000	3,480,000
	Park Strategy Implementation	1,482,000	1,680,000	3,162,000
Yes	New Play Court Development	1,440,000	160,000	1,600,000
Yes	Community Park Development	1,360,000	2,040,000	3,400,000
	Outdoor Sports Field Strategy Implementation	997,708	1,002,700	2,000,408
	Park Amenity Upgrades	926,000	926,172	1,852,172
	Playground Upgrades/Expansion-City Wide	695,000	2,085,000	2,780,000
Yes	Lexington Community Park	456,000	1,346,000	1,802,000
Yes	Waterloo Park Service Centre Yard Expansion	420,000	420,000	840,000
	Leash Free Dog Parks	300,000	300,000	600,000
	Special Events Plan	150,000	150,000	300,000
	Waterloo Park Plan Update	125,837	94,163	220,000
	Park Strategy Study	120,000	40,000	160,000
	Sportsfield Upgrades - City wide	114,000	1,016,000	1,130,000
	Urban Forestry Management Strategy (update)	101,000	101,000	202,000
	Park Signage Program- City Wide	15,000	140,000	155,000
	Planning	2,465,071	372,000	2,837,071
	Community Planning Initiatives	1,860,071	170,000	2,030,071
Yes	Environmental Study Initiatives	305,000	202,000	507,000
	Intensification & Urban Design Guideline Initiatives	150,000	0	150,000
	DC Funded Growth (Development) Studies	150,000	0	150,000
	Recreation Services	37,395,937	0	37,395,937
	West Side Recreation Facility Development	37,395,937	0	37,395,937
	Transportation Services	44,740,763	73,889,511	118,630,274
	Trails and Bikeways Master Plan Implementation - City Wide	10,846,000	5,423,000	16,269,000
Yes	Waterloo Regional Health Network New Facility Area improvements	6,143,200	6,143,200	12,286,400
	Northdale Road Reconstruction/Rehab Program	5,803,032	23,530,937	29,333,969
	Columbia St - King St to past Marsland Dr (Waterloop trail connection)	4,466,136	5,350,250	9,816,387
	Union St - King St to Moore Ave	3,569,842	6,708,259	10,278,101
	Municipal Trail - Former Waterloo Inn Lands	2,302,594	0	2,302,594
	City Wide City Road Share of Regional Major Reconstruction Projects-Growth Component (Bridgeport Rd/Caroline St-King St to Erb St)	1,734,099	1,620,113	3,354,212
	Westmount Rd - Northfield Dr to Benjamin Rd	1,631,330	6,009,847	7,641,178
	City Wide - Road Reconstruction Rehab Program - Growth Component (Union St from Moore Ave to Margaret Ave)	1,274,304	5,564,036	6,838,340
Yes	Sunshine Ave - Dietz Ave N to Roslin Ave N	1,023,300	2,338,567	3,361,867
	Westmount Sports Park Pedestrian Bridge	835,354	208,589	1,043,943
Yes	Frobisher Drive Snow Storage Facility Upgrade and Expansion	734,000	931,865	1,665,865
	Trail Lighting Retrofit Program	724,289	724,290	1,448,579
	Sidewalks - New Construction - City Wide	575,000	1,725,000	2,300,000
	Traffic Calming Implementation - City Wide	500,000	1,969,886	2,469,886
	Transportation Master Plan Update and Review	493,000	166,000	659,000
	Laurel Creek Trail around Conservation Area	402,468	1,200,465	1,602,933
Yes	Annual Transportation Studies	370,355	1,483,458	1,853,813
	Sidewalks and Trails associated with LRT	319,000	1,241,000	1,560,000
Yes	Columbia St Corridor Study	300,000	0	300,000
	Active Transportation Crossing of Hwy. 85 - EA	187,500	62,500	250,000
	Pedestrian Crossing Facilities - Level 2	160,000	640,000	800,000
	Development Driven Upgrades-Roads	147,959	16,440	164,399
	Refuge Islands - City Wide -TMP	100,000	394,711	494,711
	Bicycle Storage	78,000	305,654	383,654
	Installation of Trail Counters	20,000	131,443	151,443
	Grand Total	212,297,632	177,521,950	389,819,582

APPENDIX “B”**Draft Growth-Related Capital Program by Service Delivery Division and Year
(2025 Base \$'s – DC funding only)**

Service Delivery Division and Project Name	Sum of 2026 Base	Sum of 2027 Base	Sum of 2028 Base	Sum of 2029 Base	Sum of 2030 Base	Sum of 2031 Base	Sum of 2032 Base	Sum of 2033 Base	Sum of 2034 Base	Sum of 2035 Base	Sum of Total Base
City Utilities-Sanitary	1,105,986	1,201,742	597,009	4,025,198	366,223	896,472	9,284,651	3,634,165	2,995,047	1,640,135	25,746,628
Forwell Trunk Twining		216,062		3,240,934			8,940,764	3,290,277	2,651,160	1,296,247	19,635,445
Development Driven Upgrades - Sanitary Sewer	935,694	173,595	173,595	173,595	173,595	173,595	173,595	173,595	173,595	173,595	2,498,049
Sanitary Optimization and Rehabilitation Program	170,292	170,292	170,292	170,292	170,292	170,292	170,292	170,292	170,292	170,292	1,702,924
Sanitary Sewer Master Plan - Implementation		641,792	253,121	440,376	22,336						1,357,625
Frobisher Trunk Sewer - Upsizing	-					552,585					552,585
City Utilities-Stormwater	639,806	727,348	1,157,412	2,032,013	1,253,888	721,101	721,101	721,101	721,101	721,101	9,415,974
Stormwater Management System Master Plan Implementation	102,545	102,545	102,545	102,545	461,451	461,451	461,451	461,451	461,451	461,451	3,178,883
Development Driven Upgrades-Stormwater	517,601	259,651	259,651	259,651	259,651	259,651	259,651	259,651	259,651	259,651	2,854,457
Cedar Creek site CDR-E4-Stormwater System Rehab		279,140	279,140	1,669,818							2,228,099
Forwell Creek Industrial Lands - Stormwater Management	19,660	86,013	516,076		532,787						1,154,535
City Utilities-Water	1,703,556	338,606	338,606	859,589	338,606	338,606	338,606	338,606	338,606	338,606	5,271,990
Development Driven Upgrades - Water	1,366,984	338,606	338,606	338,606	338,606	338,606	338,606	338,606	338,606	338,606	4,414,435
Erbville Rd - Water and Sewer Extension				520,983							520,983
Water Master Plan Update	336,571										336,571
Community Programming & Outreach		277,734				150,000					427,734
West Side Facility Needs Assessment and Feasibility Study		277,734									277,734
Sports, Recreation, and Leisure Trends Study and Strategy						150,000					150,000
Eng. Serv.-Other	591,309	591,309	591,309	591,309	591,309	591,309	591,309	591,309	591,309	591,309	5,913,090
Development Driven Hydro Burial	591,309	591,309	591,309	591,309	591,309	591,309	591,309	591,309	591,309	591,309	5,913,090
Eng. Serv.-Parks	812,236	302,885	469,471	302,885	469,471	302,885	469,471	302,885	469,471	302,885	4,204,543
Trails in New Development Areas	517,933	252,404	252,404	252,404	252,404	252,404	252,404	252,404	252,404	252,404	2,789,567
Uptown Neighbourhoods Public Space Additions	166,587		166,587		166,587				166,587		832,933
City Wide - Var Neighborhood New Park Development	127,716	50,481	50,481	50,481	50,481	50,481	50,481	50,481	50,481	50,481	582,043
Eng. Serv.-Roads	641,088	1,247,038	11,546,257	390,116							13,824,499
Beaver Creek Road & Conservation Drive Reconstruction			10,241,272								10,241,272
Ira Needles Boulevard - By-pass	641,088	1,247,038	1,247,038								3,135,164
Bisch Street - Erbville Road to City Limit - Reconstruction			47,102	390,116							437,218
Country Squire Rd. - Glasgow St (township) to 500m East			10,845								10,845
Eng. Serv.-Water					1,452,857	2,767,346					4,220,203
Erbville Road - Ira Needles to Columbia St - Watermain					1,452,857	2,767,346					4,220,203
Facility Design & Management Services	6,442,333	5,989,284	675,617	11,340,779	2,136,960						26,584,973
West Side Service Centre Operational Growth		2,111,304	675,617	11,084,343							13,871,264
AMCC Sportsplex & WPL McCormick Branch Library Renovations and Expansion-Phase B	3,877,981	3,877,981									7,755,962
East Side Service Centre Operational Growth	534,240			256,435	2,136,960						2,927,635
City Recreation Storage Building and Expansion	2,030,112										2,030,112
Finance	95,144	29,000	29,000	29,000	206,000	29,000	29,000	29,000	29,000	206,000	710,144
DC By-law Update and CBC By-law Review	66,144				177,000					177,000	420,144
Comprehensive Asset Management	29,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	290,000
Fire Rescue	3,434,539										3,434,539
Fire Rescue Expansion	2,842,539										2,842,539
Personal Protective Equipment and Equipment (New Personnel)	417,000										417,000
Fire Rescue Squad Vehicle - Equipment Expansion	175,000										175,000
Fleet & Procurement Services	625,000	625,000	625,000	625,000	625,000	625,000	625,000	625,000	625,000	625,000	6,250,000
Fleet Equipment DC Growth	625,000	625,000	625,000	625,000	625,000	625,000	625,000	625,000	625,000	625,000	6,250,000
Library	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,500,000
Library Collection	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,500,000

Service Delivery Division and Project Name	Sum of 2026 Base	Sum of 2027 Base	Sum of 2028 Base	Sum of 2029 Base	Sum of 2030 Base	Sum of 2031 Base	Sum of 2032 Base	Sum of 2033 Base	Sum of 2034 Base	Sum of 2035 Base	Sum of Total Base
█ Parks, Forestry & Cemetery Services	612,000	5,782,540	1,985,500	1,414,540	864,500	1,950,540	741,500	911,540	2,470,500	2,458,385	19,191,545
RIM Park Ball Diamond Upgrades and Expansion		4,000,000									4,000,000
Waterloo Park Plan Implementation	315,000	338,000	338,000	338,000	338,000	338,000	338,000	338,000	338,000	338,000	3,357,000
New Spray Pad - Cooling Areas Expansion			1,044,000			1,044,000			1,044,000		3,132,000
Park Strategy Implementation	132,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,482,000
New Play Court Development									720,000	720,000	1,440,000
Community Park Development			80,000	600,000					80,000	600,000	1,360,000
Outdoor Sports Field Strategy Implementation	49,000	148,540	51,500	148,540	51,500	148,540	51,500	148,540	51,500	148,548	997,708
Park Amenity Upgrades		185,000		93,000	93,000	185,000		185,000		185,000	926,000
Playground Upgrades/Expansion-City Wide	50,000	70,000	70,000	70,000	70,000	70,000	70,000	75,000	75,000	75,000	695,000
Lexington Community Park		456,000									456,000
Waterloo Park Service Centre Yard Expansion		420,000									420,000
Leash Free Dog Parks	60,000		240,000								300,000
Special Events Plan					150,000						150,000
Waterloo Park Plan Update										125,837	125,837
Park Strategy Study							120,000				120,000
Sportsfield Upgrades - City wide	6,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	114,000
Urban Forestry Management Strategy (update)										101,000	101,000
Park Signage Program- City Wide		3,000		3,000		3,000		3,000		3,000	15,000
█ Planning	55,000	430,000	475,000	550,071	200,000	55,000	50,000	50,000	550,000	50,000	2,465,071
Community Planning Initiatives	55,000	50,000	400,000	550,071	50,000	55,000	50,000	50,000	550,000	50,000	1,860,071
Environmental Study Initiatives		305,000									305,000
Intensification & Urban Design Guideline Initiatives		75,000	75,000								150,000
DC Funded Growth (Development) Studies					150,000						150,000
█ Recreation Services	4,826,436						1,930,575	30,638,926			37,395,937
West Side Recreation Facility Development	4,826,436						1,930,575	30,638,926			37,395,937
█ Transportation Services	11,532,769	3,103,139	2,984,320	4,590,100	5,213,956	7,501,275	3,886,498	2,648,808	1,487,956	1,791,945	44,740,763
Trails and Bikeways Master Plan Implementation - City Wide	1,346,000	800,000	700,000	800,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	10,846,000
Waterloo Regional Health Network New Facility Area improvements				1,857,017		4,286,183					6,143,200
Northdale Road Reconstruction/Rehab Program	46,856	-	289,283	189,676	428,687	1,293,136	2,398,542	1,156,852	-	-	5,803,032
Columbia St - King St to past Marsland Dr (Waterloop trail connection)	2,976,626	243,613	393,800	852,097							4,466,136
Union St - King St to Moore Ave	3,569,842										3,569,842
Municipal Trail - Former Waterloo Inn Lands	2,302,594										2,302,594
City Wide City Road Share of Regional Major Reconstruction Projects- Growth Component (Bridgeport Rd/Caroline St-King St to Erb St)					1,734,099						1,734,099
Westmount Rd - Northfield Dr to Benjamin Rd	168,261	1,463,070									1,631,330
City Wide - Road Reconstruction Rehab Program - Growth Component (Union St from Moore Ave to Margaret Ave)			203,090		1,071,214						1,274,304
Sunshine Ave - Dietz Ave N to Roslin Ave N	156,110		867,191								1,023,300
Westmount Sports Park Pedestrian Bridge			237,000	598,354							835,354
Frobisher Drive Snow Storage Facility Upgrade and Expansion	62,000				488,000	184,000					734,000
Trail Lighting Retrofit Program	72,430	72,430	72,430	72,430	72,430	72,430	72,430	72,430	72,430	72,419	724,289
Sidewalks - New Construction - City Wide	57,500	57,500	57,500	57,500	57,500	57,500	57,500	57,500	57,500	57,500	575,000
Traffic Calming Implementation - City Wide	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	500,000
Transportation Master Plan Update and Review	243,000					250,000					493,000
Laurel Creek Trail around Conservation Area	287,468	115,000									402,468
Annual Transportation Studies	81,865	32,054	32,054	32,054	32,054	32,054	32,054	32,054	32,054	32,054	370,355
Sidewalks and Trails associated with LRT	25,000	36,000	36,000	36,000	31,000	31,000	31,000	31,000	31,000	31,000	319,000
Columbia St Corridor Study										300,000	300,000
Active Transportation Crossing of Hwy. 85 - EA		187,500									187,500
Pedestrian Crossing Facilities - Level 2	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	160,000
Development Driven Upgrades-Roads	49,218	10,971	10,971	10,971	10,971	10,971	10,971	10,971	10,971	10,971	147,959
Refuge Islands - City Wide -TMP	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	100,000
Bicycle Storage	10,000	7,000	7,000	6,000	10,000	6,000	6,000	10,000	6,000	10,000	78,000
Installation of Trail Counters	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	20,000
Grand Total	33,367,201	20,895,425	24,444,910	27,200,598	13,968,769	16,178,534	18,917,711	40,741,339	14,975,865	14,975,865	207,632

APPENDIX “C”**Draft Growth-Related Capital Program by DC Service Category and Year
(2025 Base \$'s – DC funding only)**

DC Service Category and Project Name	Sum of 2026 Base	Sum of 2027 Base	Sum of 2028 Base	Sum of 2029 Base	Sum of 2030 Base	Sum of 2031 Base	Sum of 2032 Base	Sum of 2033 Base	Sum of 2034 Base	Sum of 2035 Base	Sum of Total Base
Fire	3,434,539										3,434,539
Fire Rescue Expansion	2,842,539										2,842,539
Personal Protective Equipment and Equipment (New Personnel)	417,000										417,000
Fire Rescue Squad Vehicle - Equipment Expansion	175,000										175,000
Indoor Rec.	8,489,384	1,632,836					1,930,575	30,638,926			42,691,722
West Side Recreation Facility Development	4,826,436						1,930,575	30,638,926			37,395,937
AMOC Sportsplex & WPL McCormick Branch Library Renovations and Expansion-Phase B	1,632,836	1,632,836									3,265,673
City Recreation Storage Building and Expansion	2,030,112										2,030,112
Library	2,495,144	2,495,144	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	6,990,289
AMOC Sportsplex & WPL McCormick Branch Library Renovations and Expansion-Phase B	2,245,144	2,245,144									4,490,289
Library Collection	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,500,000
Parkland	1,649,236	7,014,192	2,905,177	4,757,496	1,408,971	2,478,425	1,315,971	1,439,425	3,164,971	2,759,433	28,893,296
RIM Park Ball Diamond Upgrades and Expansion		4,000,000									4,000,000
West Side Service Centre Operational Growth		703,768	225,206	2,815,071							3,744,045
Waterloo Park Plan Implementation	315,000	338,000	338,000	338,000	338,000	338,000	338,000	338,000	338,000	338,000	3,357,000
New Spray Pad - Cooling Areas Expansion			1,044,000			1,044,000			1,044,000		3,132,000
Trails in New Development Areas	517,933	252,404	252,404	252,404	252,404	252,404	252,404	252,404	252,404	252,404	2,789,567
Fleet Equipment DC Growth	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	2,250,000
Park Strategy Implementation	132,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,482,000
New Play Court Development									720,000	720,000	1,440,000
Community Park Development			80,000	600,000					80,000	600,000	1,360,000
Outdoor Sports Field Strategy Implementation	49,000	148,540	51,500	148,540	51,500	148,540	51,500	148,540	51,500	148,548	997,708
Park Amenity Upgrades		185,000		93,000	93,000	185,000		185,000		185,000	926,000
Uptown Neighbourhoods Public Space Additions	166,587		166,587		166,587		166,587		166,587		832,933
Playground Upgrades/Expansion-City Wide	50,000	70,000	70,000	70,000	70,000	70,000	70,000	75,000	75,000	75,000	695,000
City Wide - Var Neighborhood New Park Development	127,716	50,481	50,481	50,481	50,481	50,481	50,481	50,481	50,481	50,481	582,043
Lexington Community Park		456,000									456,000
Waterloo Park Service Centre Yard Expansion		420,000									420,000
Leash Free Dog Parks	60,000		240,000								300,000
Sportsfield Upgrades - City wide	6,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	114,000
Park Signage Program- City Wide		3,000		3,000		3,000		3,000		3,000	15,000

DC Service Category and Project Name	Sum of 2026 Base	Sum of 2027 Base	Sum of 2028 Base	Sum of 2029 Base	Sum of 2030 Base	Sum of 2031 Base	Sum of 2032 Base	Sum of 2033 Base	Sum of 2034 Base	Sum of 2035 Base	Sum of Total Base
Roads	9,397,882	3,945,793	3,625,809	11,009,174	6,050,597	7,555,889	3,985,110	3,244,458	2,297,210	2,301,199	53,413,119
Trails and Bikeways Master Plan Implementation - City Wide	1,346,000	800,000	700,000	800,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	10,846,000
West Side Service Centre Operational Growth		703,768	225,206	5,454,201							6,383,174
Development Driven Hydro Burial	591,309	591,309	591,309	591,309	591,309	591,309	591,309	591,309	591,309	591,309	5,913,090
Waterloo Regional Health Network New Facility Area improvements				1,498,664		3,847,025					5,345,689
Northdale Road Reconstruction/Rehab Program	37,826	-	233,536	185,314	300,133	1,227,653	1,687,900	943,248	-	-	4,615,609
Columbia St - King St to past Marsland Dr (Waterloop trail connection)	2,976,626	243,613	393,800	852,097							4,466,136
Fleet Equipment DC Growth	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,500,000
Municipal Trail - Former Waterloo Inn Lands	2,003,257										2,003,257
East Side Service Centre Operational Growth	534,240			128,218	1,068,480						1,730,938
Ira Needles Boulevard - By-pass	258,994	503,793	503,793								1,266,579
City Wide - Road Reconstruction Rehab Program - Growth Component (Union St from Moore Ave to Margaret Ave)			171,318		903,628						1,074,946
City Wide City Road Share of Regional Major Reconstruction Projects- Growth Component (Bridgeport Rd/Caroline St-King St to Erb St)					989,145						989,145
Westmount Sports Park Pedestrian Bridge			237,000	598,354							835,354
Frobisher Drive Snow Storage Facility Upgrade and Expansion	62,000				488,000	184,000					734,000
Trail Lighting Retrofit Program	72,430	72,430	72,430	72,430	72,430	72,430	72,430	72,430	72,430	72,419	724,289
Westmount Rd - Northfield Dr to Benjamin Rd	168,261	476,408									644,669
Union St - King St to Moore Ave	589,753										589,753
Sidewalks - New Construction - City Wide	57,500	57,500	57,500	57,500	57,500	57,500	57,500	57,500	57,500	57,500	575,000
Traffic Calming Implementation - City Wide	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	500,000
Bischoff Street - Erbsville Road to City Limit - Reconstruction			47,102	390,116							437,218
Laurel Creek Trail around Conservation Area	287,468	115,000									402,468
Sidewalks and Trails associated with LRT	25,000	36,000	36,000	36,000	31,000	31,000	31,000	31,000	31,000	31,000	319,000
Pedestrian Crossing Facilities - Level 2	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	160,000
Development Driven Upgrades-Roads	49,218	10,971	10,971	10,971	10,971	10,971	10,971	10,971	10,971	10,971	147,959
Refuge Islands - City Wide - TMP	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	100,000
Bicycle Storage	10,000	7,000	7,000	6,000	10,000	6,000	6,000	10,000	6,000	10,000	78,000
Installation of Trail Counters	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	20,000
Country Squire Rd. - Glasgow St (township) to 500m East			10,845								10,845

DC Service Category and Project Name	Sum of 2026 Base	Sum of 2027 Base	Sum of 2028 Base	Sum of 2029 Base	Sum of 2030 Base	Sum of 2031 Base	Sum of 2032 Base	Sum of 2033 Base	Sum of 2034 Base	Sum of 2035 Base	Sum of Total Base
Water	2,452,122	990,912	929,197	3,211,176	3,076,244	3,400,044	734,092	477,584	388,606	388,606	16,048,584
Development Driven Upgrades - Water	1,366,984	338,606	338,606	338,606			338,606	338,606	338,606	338,606	4,414,435
Erbville Road - Ira Needles to Columbia St - Watermain					1,452,857	2,767,346					4,220,203
West Side Service Centre Operational Growth		471,524	150,888	1,886,098							2,508,510
Union St - King St to Moore Ave	923,871										923,871
East Side Service Centre Operational Growth				85,906	715,882						801,787
Waterloo Regional Health Network New Facility Area Improvements				358,353		219,579					577,932
Northdale Road Reconstruction/Rehab Program	3,320	-	20,494	1,311	62,195	24,513	345,486	88,979	-	-	546,298
Fleet Equipment DC Growth	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	500,000
Erbville Rd - Water and Sewer Extension				490,903							490,903
City Wide City Road Share of Regional Major Reconstruction Projects- Growth Component (Bridgeport Rd/Caroline St-King St to Erb St)					392,041						392,041
Ira Needles Boulevard - By-pass	67,234	130,782	130,782								328,797
Sunshine Ave - Dietz Ave N to Roslin Ave N	40,714		226,167								266,881
City Wide - Road Reconstruction Rehab Program - Growth Component (Union St from Moore Ave to Margaret Ave)			12,260		64,665						76,925
Sanitary	1,796,168	1,411,854	11,234,213	4,105,278	819,986	1,166,051	9,613,246	3,684,165	3,045,047	1,690,135	38,566,143
Forwell Trunk Twining		216,062		3,240,934			8,940,764	3,290,277	2,651,160	1,296,247	19,635,445
Beaver Creek Road & Conservation Drive Reconstruction			10,241,272								10,241,272
Development Driven Upgrades - Sanitary Sewer	935,694	173,595	173,595	173,595	173,595	173,595	173,595	173,595	173,595	173,595	2,498,049
Sanitary Optimization and Rehabilitation Program	170,292	170,292	170,292	170,292	170,292	170,292	170,292	170,292	170,292	170,292	1,702,924
Sanitary Sewer Master Plan - Implementation		641,792	253,121	440,376	22,336						1,357,625
Frobisher Trunk Sewer - Upsizing	-					552,585					552,585
Union St - King St to Moore Ave	524,419										524,419
Fleet Equipment DC Growth	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	500,000
Ira Needles Boulevard - By-pass	82,312	160,112	160,112								402,535
City Wide City Road Share of Regional Major Reconstruction Projects- Growth Component (Bridgeport Rd/Caroline St-King St to Erb St)					352,913						352,913
Northdale Road Reconstruction/Rehab Program	-	-	-	-	50,850	-	278,594	-	-	-	329,445
Waterloo Regional Health Network New Facility Area Improvements						219,579					219,579
Sunshine Ave - Dietz Ave N to Roslin Ave N	33,451		185,821								219,272
Erbville Rd - Water and Sewer Extension				30,080							30,080

DC Service Category and Project Name	Sum of 2026 Base	Sum of 2027 Base	Sum of 2028 Base	Sum of 2029 Base	Sum of 2030 Base	Sum of 2031 Base	Sum of 2032 Base	Sum of 2033 Base	Sum of 2034 Base	Sum of 2035 Base	Sum of Total Base
Storm	2,841,145	2,448,605	2,244,050	3,056,349	1,774,917	812,070	857,663	895,727	771,101	771,101	16,472,729
Stormwater Management System Master Plan Implementation	102,545	102,545	102,545	102,545	461,451	461,451	461,451	461,451	461,451	461,451	3,178,883
Development Driven Upgrades-Stormwater	517,601	259,651	259,651	259,651	259,651	259,651	259,651	259,651	259,651	259,651	2,854,457
Cedar Creek site CDR-EA-Stormwater System Rehab		279,140	279,140	1,669,818							2,228,099
Union St - King St to Moore Ave	1,531,799										1,531,799
West Side Service Centre Operational Growth		232,243	74,318	928,974							1,235,535
Forwell Creek Industrial Lands - Stormwater Management	19,660	86,013	516,076		532,787						1,154,535
Ira Needles Boulevard - By-pass	232,549	452,352	452,352								1,137,252
Westmount Rd - Northfield Dr to Benjamin Rd		986,661									986,661
Sunshine Ave - Dietz Ave N to Roslin Ave N	81,945		455,203								537,147
Fleet Equipment DC Growth	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	500,000
East Side Service Centre Operational Growth				42,312	352,598						394,910
Northdale Road Reconstruction/Rehab Program	5,710	-	35,253	3,051	15,509	40,969	86,562	124,626	-	-	311,680
Municipal Trail - Former Waterloo Inn Lands	299,337										299,337
City Wide - Road Reconstruction Rehab Program- Growth Component (Union St from Moore Ave to Margaret Ave)			19,513		102,921						122,433
Studies-Eng	661,436	219,554	32,054	32,054	32,054	282,054	32,054	32,054	32,054	332,054	1,687,426
Transportation Master Plan Update and Review	243,000					250,000					493,000
Annual Transportation Studies	81,865	32,054	32,054	32,054	32,054	32,054	32,054	32,054	32,054	32,054	370,355
Water Master Plan Update	336,571										336,571
Columbia St Corridor Study										300,000	300,000
Active Transportation Crossing of Hwy. 85 - EA		187,500									187,500
Studies-Growth	150,144	736,734	504,000	579,071	556,000	234,000	199,000	79,000	579,000	482,837	4,099,786
Community Planning Initiatives	55,000	50,000	400,000	550,071	50,000	55,000	50,000	50,000	550,000	50,000	1,860,071
DC By-law Update and CBC By-law Review	66,144				177,000					177,000	420,144
Environmental Study Initiatives		305,000									305,000
Comprehensive Asset Management	29,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	290,000
West Side Facility Needs Assessment and Feasibility Study		277,734									277,734
Special Events Plan					150,000						150,000
Intensification & Urban Design Guideline Initiatives		75,000	75,000								150,000
Sports, Recreation, and Leisure Trends Study and Strategy						150,000					150,000
DC Funded Growth (Development) Studies					150,000						150,000
Waterloo Park Plan Update										125,837	125,837
Park Strategy Study							120,000				120,000
Urban Forestry Management Strategy (update)										101,000	101,000
Grand Total	33,367,201	20,895,625	21,724,499	27,000,598	13,968,769	16,178,534	18,917,711	40,741,339	10,527,990	8,975,365	212,297,632

APPENDIX "D"
Waterloo Region Home Builders' Association Correspondence



**WATERLOO REGION
HOME BUILDERS'
ASSOCIATION**

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Kitchener, ON N2G 4V4
Marie-schroeder@wrhba.com

City of Waterloo - Corporate Services
 Brad Witzel, Director of Financial Planning and Asset Management
 Michael Pugliese, Manager, Financial Planning
 100 Regina Street South, PO Box 337, Station Waterloo
 Waterloo, ON, N2J 4A8

VIA: Email

Subject: Request to Pause Development Charges Review – Impact of Provincial Legislation

Dear Brad and Michael,

On behalf of the Waterloo Region Home Builders' Association (WRHBA), I am writing to formally request that the City of Waterloo consider pausing its current Development Charges (DC) review process in light of the recently introduced Fighting Delays, Building Faster Act, 2025.

This new legislation proposes significant amendments to the Development Charges Act, which may materially affect the methodology and assumptions used in the City's draft background study. These changes could include:

- Revised eligibility criteria for capital costs, potentially requiring updates to project lists and funding assumptions
- New rules for allocating benefits between existing and future growth, which may alter rate calculations
- Streamlined development approval timelines, necessitating more agile financial planning
- Potential retroactive implications, affecting work already completed or rates already proposed

We understand your team is already reviewing how these changes may impact the current work, and we appreciate your responsiveness to our submitted comments.

To support a more informed and collaborative approach, we recommend that the City pause further advancement of the DC process until both parties have had the opportunity to fully assess the implications of the new legislation.

In addition, for your reference, I have enclosed the joint letter submitted in May 2025 by Mayor Dorothy McCabe of the City of Waterloo and the WRHBA to The Hon. Rob Flack, Minister of Municipal Affairs and Housing. The letter underscores the urgent need to modernize Ontario's Development Charges (DC) framework.

Thank you for your consideration. We look forward to your response.

Sincerely,
 Waterloo Region Home Builders' Association

Marie Schroeder,
 Chief Executive Officer

Cc: WRHBA City of Waterloo DC Working Group
 WRHBA Board of Directors; Members & Policy Advisors
 City of Waterloo DC by-law External Working Group Members



STAFF REPORT
Planning

Title: Affordable Rental Housing Grant Program: Recipients of Second Call for Applications
Report Number: IPPW2025-058
Author: Tanja Curic
Council Date: November 17, 2025
File: PF2021-01 and 220049
Attachments: N/A
Ward No.: Citywide

Recommendation:

1. That report IPPW2025-058 be received for information.

A. Executive Summary

In 2022, Waterloo City Council approved Affordable Rental Housing Grant Program Corporate Policy M-010. The program aims to help not-for-profit organizations offset some of the capital costs of creating and/or retaining affordable housing units in the city through a grant. Planning staff launched a successful second call for applications this past spring that resulted in five submissions. Five grants have been awarded as follows:

- \$232,500 to Supportive Housing of Waterloo for a project at 144 Erb Street East;
- \$191,000 to Supportive Housing of Waterloo for a project at 362 Erb Street West;
- \$169,411 to Waterloo-Kitchener United Mennonite Church in partnership with Beyond Housing for a project at 15 George Street;
- \$100,000 to Needlewood Glen Co-operative for a project at 636 Erb Street West; and
- \$110,000 to Seven Maples Co-operative for a project at 368 Bearinger Road.

These grants totalling \$802,911 will support five projects and help increase the supply and mix of affordable housing in the city. All grant funding is former Section 37 Planning Act contributions from the development industry, not the tax base. With the issuance of these grants, all available funding to support the Affordable Rental Housing Grant Program will be spent, and no further calls for applications will be issued unless additional funding is made available through a future budget process or alternative funding source.

B. Financial Implications

The five grants awarded as part of the Affordable Rental Housing Grant Program's second call for applications total \$802,911. As such they exceed the \$725,000 made available for the second call for applications. The difference, totaling \$77,911, has been redirected from another Section 37 financial contribution which enables the City to pay the requested grant amounts in full for all five submissions. The program's two calls for applications have resulted in the issuance of seven grants totalling \$1,177,911 to support 146 affordable housing units.

C. Technology Implications

None.

D. Link to Strategic Plan

(Strategic Priorities: Reconciliation, Equity, Accessibility, Diversity and Inclusion; Environmental Sustainability and Climate Action; Complete Community; Infrastructure and Transportation Systems; Innovation and Future-Ready)

(Guiding Principles: Equity and Inclusion; Sustainability; Integrity; Workplace Wellbeing; Community-centred; Operational Excellence)

This program helps to advance Objective #3 under the Complete Communities strategic priority to develop Complete Neighbourhoods. This initiative implements a direction in the Affordable Housing Strategy, which supports Objective #3 by "implementing the Affordable Housing Strategy to increase the supply and mix of affordable housing."

E. Previous Reports on this Topic

IPPW2024-053 "Affordable Rental Housing Grant Program: Recipients of First Call for Applications"

IPPW2022-022 "Affordable Rental Housing Grant Program"

IPPW2022-003 "Draft Affordable Housing Grant Program"

IPPW2021-036 "Affordable Housing Grant Program Project Introduction"

IPPW2020-071 "Inclusionary Zoning and Other Approaches to Address Affordable Housing"



Affordable Rental Housing Grant Program: Recipients of Second Call for Applications IPPW2025-058

1.0 Background

Housing affordability has become a significant challenge for many residents in the city, Region, Province, and nationwide. In 2022, Waterloo City Council approved an Affordable Rental Housing Grant Program (ARHGP) by way of [Corporate Policy M-010](#). The purpose of the program is to guide the allocation of available affordable housing funds to support not-for-profit organizations that create and/or retain affordable housing units in the city. The program aims to help not-for-profits offset some of the capital costs of creating and/or retaining affordable housing units through a grant. Two grants were awarded last year during the program's first call for applications. This report provides an overview of the results from this year's second call for applications.

2.0 ARHGP 2025 Call for Applications Summary and Grant Recipients

A second call for applications under the program was launched on April 16 and closed 45 days later on May 30, 2025. The City received five applications which were scored against the program criteria by the Evaluation and Selection Committee comprised of staff representatives from Planning, Finance, and READI (Reconciliation, Equity, Accessibility, Diversity and Inclusion). The Committee recommended all five submissions for a grant to the Chief Administrative Officer, the program's delegated approval authority, as outlined in Table 1 totalling \$802,911. The grants will help support 146 affordable housing units of which 42 are proposed to be VisitAble. The grants are subject to the execution of a contribution agreement which are currently in process.

Table 1. – 2025 ARHGP Recipients and Grant Amounts

Applicant	Property	Grant Amount	Total Units	Affordable Housing Units
Supportive Housing of Waterloo	144 Erb Street East	\$232,500	38	38
Supportive Housing of Waterloo	362 Erb Street West	\$191,000	10	10
Waterloo-Kitchener Mennonite United Church & Beyond Housing	15 George Street	\$169,411	92	92
Needlewood Glen Co-operative	636 Erb Street West	\$100,000	10	3
Seven Maples Co-operative	368 Bearinger Road	\$110,000	10	3
	Total	\$802,911	160	146

2.1 Supportive Housing of Waterloo (SHOW) Grant 144 Erb Street East

SHOW has been awarded a grant totaling \$232,500 to retain professional experts to advance a proposed 6-storey, 38-unit apartment building at 144 Erb Street East targeted towards low-income seniors. The units will be a mix of bachelor and 1-bedroom units, and all residential units will be affordable. In 2020, SHOW purchased the existing two-storey apartment building containing 25 units, without displacing any of the existing tenants. In 2020, both the Region of Waterloo and the City supported that purchase with \$200,000 each. SHOW has converted the building into housing designated for seniors from the Region of Waterloo's waitlist for those experiencing chronic homelessness. The ARHGP grant will help to advance an addition to the existing building creating 38 new affordable units on the site. This project will also allow the addition's elevator to be shared with the existing building, thus making the entire complex fully accessible. The project is anticipated to be completed by November 2027.

Project Concept Renderings



It is noted that in 2024, SHOW received a \$325,000 grant for the same project to support the initial design and planning of the proposed development and to undertake a minor variance application. The 2025 grant will allow the building and site design to be further advanced, to facilitate a building permit application.

2.2 Supportive Housing of Waterloo (SHOW) Grant 362 Erb Street West

SHOW has been awarded a grant totaling \$191,000 to retain professional experts to advance the design and planning approvals for a 10 unit stacked townhouse building (modular) as an infill project on their existing site at 362 Erb Street West. All residential units will one-bedroom and affordable.

Project Concept Rendering



2.3 Waterloo-Kitchener United Mennonite Church (WKUMC) in Partnership with Beyond Housing Grant 15 George Street

Waterloo-Kitchener United Mennonite Church (WKUMC) in partnership with Beyond Housing has been awarded a grant totaling \$169,411 to retain professional experts to work on a Phase 2 Environmental Site Assessment (ESA), geotechnical work and architectural designs for a proposed six storey 92-unit mixed-use building at 15 George Street. All residential units will be one-bedroom and affordable. The proposed mixed-use building is intended to replace the existing church structure. The church is planning to continue to have worship space and another non-profit partnership is being explored that would make use of the balance of the ground floor.

2.4 Needlewood Glen Co-operative 636 Erb Street West

Needlewood Glen Co-operative has been awarded a grant totaling \$100,000 to retain professional experts to work on design plans, Phase 1 Environmental Site Assessment (ESA), geotechnical work, and planning approvals for a 10-unit residential building (modular) as an infill project at 636 Erb Street West. All 10 units will be one-bedroom of which three (3) residential units will be affordable.

Last year, the Central Ontario Co-operative Housing Federation (COCHF) was the successful recipient of a \$50,000 grant which was used to retain a consultant to undertake a study reviewing six (6) existing Waterloo co-operative sites for potential to infill/add new co-op units. COCHF estimated that about 15 percent of existing 3 and 4-bedroom units at the co-operatives are being underutilized by empty-nester households, that could potentially be freed up with the addition of new 1 to 2-bedroom infill units. COCHF's study identified Needlewood Glen, as well as Seven Maples Co-operative, as a promising candidate for infill development due to their excess space, available options for expansion, and broad-level interest in pursuing growth.

Project Concept Plan



2.5 Seven Maples Co-operative 368 Bearinger Road

Seven Maples Co-operative has been awarded a grant totaling \$110,000 to retain professional experts to work on design plans, Phase 1 Environmental Site Assessment (ESA), geotechnical work, surveying, and planning approvals for a 10-unit residential building(s) (modular) as an infill project at 368 Bearinger Road. All ten units will be one-bedroom of which three (3) residential units will be affordable.

Project Concept Plan



All five grant recipients have indicated their intent to apply for funding from senior levels of government such as Canada Mortgage and Housing Corporation to support their developments.

3.0 Conclusion

The ARHGP second call for applications was a success with five grants awarded. The awarded grants support five projects that will help increase the supply and mix of

affordable housing in the city. With the awarding of these grants, all the funds to support the program have been spent and no further call for applications will be issued unless other funding sources are made available through a future budget process or alternative funding source identified. The program's two calls for applications have resulted in the issuance of seven grants totalling \$1,177,911 to support 146 affordable housing units. All seven applications over the two years were awarded grants in the amounts requested. The City's Affordable Rental Housing Grant Program has been a tremendous success in staff's opinion.



STAFF REPORT
Planning

Title: General Parking-related Amendments
Report Number: IPPW2025-064
Author: Janine Fletcher
Council Date: November 17, 2025
File: Z-25-09
Attachments: Map 1 – New Schedule ‘A1’ – Parking Overlay
Appendix ‘A’ – Proposed Zoning By-Law Amendment
Appendix ‘B’ – Public, Internal and Agency Comments
Appendix ‘C’ – Minutes of Informal Public Meeting
Ward No.: All Wards (City-wide)

Recommendations:

1. That Council approve report IPPW2025-064.
2. That Council approve Zoning By-Law Amendment Z-25-09, General Parking-related Amendments to Zoning By-Law 2018-050, as set out in Appendix ‘A’ to IPPW2025-064.

A. Executive Summary

The City of Waterloo is eligible for \$23.4 million in funding through the Housing Accelerator Fund (“HAF”) and has committed to nine initiatives aimed at increasing housing supply. HAF Initiative #8 is focused on updates to the parking framework and approval process for parking reductions. Through this initiative staff are proposing general amendments to the Zoning By-Law specific to parking-related regulations to help facilitate additional dwelling units to achieve the objectives outlined in HAF Initiative #8. Additional housekeeping amendments are proposed to update the Zoning By-Law to align with recent changes to the Planning Act and to reflect best practices.

B. Financial Implications

Staff are not aware of any municipal financial implications with respect to the proposed amendments. Should the proposed amendments be appealed, costs related to an Ontario Land Tribunal (“OLT”) hearing may be incurred.

C. Technology Implications

Not applicable.

D. Link to Strategic Plan

(Strategic Priorities: Reconciliation, Equity, Accessibility, Diversity and Inclusion; Environmental Sustainability and Climate Action; Complete Community; Infrastructure and Transportation Systems; Innovation and Future-Ready)

(Guiding Principles: Equity and Inclusion; Sustainability; Integrity; Workplace Wellbeing; Community-centred; Operational Excellence)

The proposed amendments align with the 'Complete Community' and 'Environmental Sustainability and Climate Action' Strategic Priorities within the City's strategic plan by promoting more sustainable modes of transportation and facilitating additional dwelling units through reduced vehicular parking rates.

E. Previous Reports on this Topic

IPPW2025-005 'Parking Reductions for Affordable Housing'



General Parking-related Amendments IPPW2025-064

SECTION 1 – INTRODUCTION

Zoning By-Law 2018-050 was approved by Council on September 10, 2018 and is the primary tool for regulating land uses and development in the City of Waterloo. The Zoning By-Law establishes minimum and maximum parking requirements, minimum parking space dimensions, bicycle parking requirements, and loading space requirements amongst other regulations.

The City of Waterloo has entered into an agreement with the Government of Canada to receive approximately \$23 million in funding from the Housing Accelerator Fund (“HAF”). The HAF Agreement requires the City to implement nine initiatives aimed at increasing the supply of housing and/or streamlining planning processes. HAF Initiative #8 is focused on parking requirements and reductions, with the objective of promoting the efficient use of land and housing affordability.

The first key action item with HAF Initiative #8 is creating a streamlined process and monitoring framework for reviewing parking reduction requests specific to affordable units. In February 2025, Council approved the ‘Parking Reductions for Affordable Housing Guidelines’ (“PRAH Guidelines”) which are guidelines for reviewing and evaluating parking exemption requests for developments with affordable housing units.

The other key action item under HAF Initiative #8 is to update parking regulations and requirements within the City’s Zoning By-Law to enable more housing units. The amendments proposed through this report are aimed at achieving this goal. Additional housekeeping amendments related to parking are also being proposed because of provincial changes to the Planning Act as well as ongoing improvements and clarifications to the Zoning By-Law.

SECTION 2 – POLICY BACKGROUND

Housing Accelerator Fund (“HAF”)

In February 2024, the City of Waterloo entered into an agreement to receive funding from the HAF. The agreement requires the City to complete several initiatives with the objective of facilitating the development of additional dwelling units within the City. HAF Initiative #8 revolves around the parking framework in the City including approval processes for parking reductions and the overarching parking requirements within the Zoning By-Law. The PRAH Guidelines, approved by Council in February 2024, were one of the key actions within HAF Initiative #8 to facilitate additional affordable housing

units through reduced parking rates on a development specific basis. The remaining key action item for HAF Initiative #8 is a Zoning By-Law Amendment to reduce parking rates which is the catalyst for the amendments being proposed through this report.

Provincial Planning Statement

The Provincial Planning Statement, 2024 (the “PPS”) establishes the vision and policy framework for matters of provincial interest related to land use planning and development in Ontario. The policies support the development of complete communities with a compact built form and mix of land uses. The proposed amendments will facilitate a more compact built form by encouraging more efficient use of land and transit-supportive development through reduced parking requirements where appropriate.

Provincial Legislation

On June 6, 2024, Bill 185, Cutting Red Tape to Build More Homes Act (2024) came into effect which introduced various changes to the Planning Act, amongst other legislation. A few of the key changes included that municipalities are no longer able to require minimum parking rates within Protected Major Transit Station Areas (“PMTSAs”) and exempting publicly-assisted universities and colleges from the Planning Act. The proposed Zoning By-Law Amendments herein include updates to align with Bill 185.

City of Waterloo Official Plan

The City of Waterloo is currently undertaking a review of its Official Plan, Phase 1 of which was adopted through OPA 58 in December 2024 and is currently awaiting Ministerial Approval. The existing Official Plan contemplates planning for appropriate amounts of vehicular and bicycle parking while being efficient and minimizing large areas of surface parking in many areas. The Official Plan encourages periodic reviews of parking and adjusting standards where appropriate to address development needs while encouraging alternative modes of travel such as walking, cycling, and public transit. Through OPA 58, additional policy direction was introduced for cash-in-lieu of parking regarding affordable housing as part of the previous action item under HAF Initiative #8. The proposed amendments herein are the result of a review of the existing parking standards within the Zoning By-Law and are intended to provide a balance between appropriate parking requirements and efficient use of land, consistent with the policy objectives of the Official Plan.

City of Waterloo Affordable Housing Strategy (“AHS”)

The AHS is a 10-year plan (2023-2033) intended to improve housing conditions for the City’s residents by addressing four key challenges which have contributed to declining housing affordability. The four key challenges identified in the Affordable Housing Strategy are:

1. Need to increase the Market Housing Supply;
2. Need to increase the Non-Market Housing Supply;
3. Loss of existing Affordable Housing; and,
4. Inadequate Housing Diversity.

The current parking-related general amendments will help to facilitate additional dwelling units and reduced development costs by reducing parking requirements in the Zoning By-Law.

City of Waterloo Parking Standards Study (May 2023)

In May 2023, Stantec Consulting Ltd. completed a Parking Standards Study to evaluate current parking standards within the City's Zoning By-Law. The study compared the City's existing parking requirements to other peer municipalities, best practices, and other resources for parking generation data. There were several recommendations for future updates to the Zoning By-Law amongst other policies and practices. The study identified that the cost of constructing and maintaining a surface parking space is estimated at \$16,000, while the costs for spaces within structured parking can be anywhere from \$50,000 to \$200,000 per space depending on the specific site context and conditions. Parking can add significant costs to a development proposal and can be a limiting factor in the number and types of units proposed within a development, which must be balanced with parking demands which are to be accommodated without reliance on municipal lands or highways. Recommendations for the City's consideration included simplifying the Parking Overlay Area Map in Schedule A1 of the Zoning By-Law, updates to the parking rate structures, reductions in some minimum parking rates, formalizing cash-in-lieu fees, and considering shared parking. Some of the recommendations are being incorporated into the Zoning By-Law through this report.

SECTION 3 – PROPOSED AMENDMENTS

Zoning By-Law 2018-050 (the “Zoning By-Law”) is the primary tool for regulating land uses and development within the City of Waterloo. In support of the objectives associated with HAF Initiative #8, staff are proposing several amendments to the Zoning By-Law centred around parking-related regulations. Additional amendments are also proposed that will align the Zoning By-Law with recent changes to the Planning Act and best practices. Staff are proposing to:

- Reduce parking rates for residential and non-residential uses in many zones as well as some use-specific rates
- Update the parking overlay area map in Schedule A1 to simplify the number of overlay areas within the City
- Remove parking minimums within Protected Major Transit Station Areas (“PMTSAs”) as required by the Planning Act through Bill 185
- Revise parking space dimension requirements where the parking space abuts a wall, column or other obstruction in specific circumstances
- Revise bicycle parking requirements to reflect changes to vehicular parking rates
- Permit stacked bicycle parking as-of-right and add associated regulations
- Require a percentage of bicycle parking to have an oversized width
- Update loading regulations to offset changes to vehicular parking rates and better address demand for loading spaces
- Clarify how accessible parking space requirements are to be calculated
- Add notes regarding the Planning Act exemption for public-assisted universities and colleges that was introduced through Bill 185

Housekeeping amendments in response to Bill 185 are proposed throughout the Zoning By-Law to clarify where parking minimums do not apply.

A detailed list of the proposed amendments to the Zoning By-Law can be found in Appendix 'A' to this report.

Amendments to Zone Specific Parking Rates

The primary objective of the proposed amendments is to enable more housing units through more efficient use of land in alignment with the goals of HAF Initiative #8. Staff are proposing various updates to the parking rates in most zones, to reduce the overall amount of required parking spaces. By reducing the required parking within a development, a developer should be able to accommodate additional housing units on a site and experience reduced costs associated with building and maintaining parking facilities.

The proposed amendments are primarily focused on residential parking rates to align with the HAF objectives; however, amendments are also proposed for some of the non-residential rates to incorporate a few of the recommendations from the Stantec Parking Study. Significant changes are proposed to the parking overlay map in Schedule A1, as outlined below, which require corresponding updates throughout the Zoning By-Law to reflect the new overlay categories.

Additionally, the amendments to the Zoning By-Law include the removal of vehicular parking minimums within Protected Major Transit Station Areas ("PMTSAs") in alignment with recent changes to the Planning Act. This includes removing parking rates in zones where the zone only applies to lands within PMTSAs (Uptown, Northdale, and Station Area zones) as well as adding notes that there are no minimum parking requirements within Area A on Schedule 'A1' pursuant to the Planning Act and the City's Official Plan.

To develop the proposed parking rates, staff reviewed recent planning approvals within the city as well as the Stantec Parking Study to better align the parking rates with actual demands for parking throughout the city. The changes should help reduce the number of planning applications that request reduced parking rates.

The proposed minimum parking rates generally require no more than 1.0 parking spaces per unit for residential uses inclusive of visitor spaces, whereas previously, the highest parking rates were 1.4 per unit for townhouses and 1.25 spaces per unit for apartment buildings in most applicable zones. The overall reduction in parking rates for each specific property will depend on the applicable zone, the previous overlay category and the new overlay category. However, most properties zoned for multi-unit residential would see a reduction of approximately 10% to 30% from the existing parking rates, outside of parking overlay Area A. Within parking overlay Area A there are no longer minimum parking requirements which is a 100% reduction in the required parking compared to the rates that were previously in-effect.

Staff are not proposing amendments to the parking rates in the lowest density residential zones (R1 to R5) at this time as those zones and corresponding parking rates were updated in December 2024 through the 4 units and 4 storeys amendment process.

Amendments to Schedule A1 – Parking Overlay

The Zoning By-Law currently contains a map in Schedule 'A1' which identifies six (6) different 'overlay areas', Areas A to F, where parking rate adjustments are provided. Through the Parking Standards Study in 2023, Stantec recommended that the number of overlay categories be reduced given the minor variations between the parking rates and for ease of implementation.

Staff are proposing to update the map to include only two (2) overlay categories: Area A which will generally include all lands within the PMTSAs identified in the City's Official Plan, and Area B which will generally include designated nodes and corridors as identified in the City's Official Plan. Staff note there are a few 'remnant' areas which are technically not within the PMTSA boundaries but have been incorporated into Area A for clarity in implementation. Additionally, there are a few 'remnant' properties in Area B which are not designated nodes or corridors but were previously within an overlay area and as such have been carried over to avoid increasing parking rates for such properties or creating legal non-conforming sites.

Overlay Area A will not be subject to vehicular parking minimums and various associated amendments have been proposed throughout the Zoning By-Law to implement those changes accordingly. Staff have proposed Area B boundaries to align with nodes and corridors because those are the areas intended to accommodate higher density development and are typically served by alternative modes of transportation such as bike lanes and public transit routes. Most nodes and corridors were previously included within the existing overlay areas; however, the various overlay categories have been consolidated into one (1) category for simplicity.

Based on the new overlay mapping approximately 14.2% of the City's 'developable lands' are within Area B which will be subject to reduced parking rates and approximately 18.8% of the 'developable lands' will be within Area A which has no minimum parking rates. The parking rate adjustments within Area B will generally represent 10% to 30% reductions compared to the regular parking rate depending on the principal zone.

Planning staff note that through OPA 58, which was adopted by Council in December 2024, several new areas as well as new classifications were added to the nodes and corridors framework. Given that OPA 58 is still awaiting Ministerial Approval and therefore not in force and effect as of the time of writing the amendments, the new nodes and corridors areas have not been incorporated into Area B on Schedule 'A1'. Those areas can be incorporated through future general amendments once OPA 58 comes into effect.

Amendments to Table 6A: Parking – Specific Uses

Table 6A outlines parking rates that are tailored to specific uses based on demand for parking. Staff are proposing to amend the parking rates for certain uses where the rates have been identified as ‘high’, such as a take-out restaurant. Amendments are also proposed to eliminate regulations that are no longer relevant, specifically in PMTSAs where municipalities can no longer enforce minimum parking requirements pursuant to Bill 185. A footnote has been added to the table stating that lands within Area A have no minimum vehicle parking requirements, pursuant to the Planning Act and the City’s Official Plan.

Additional amendments include the consolidation of several uses which have the same parking rates, specifically various home occupation uses, as well as removal of parking rates where they are otherwise duplicated in the By-Law. These amendments are proposed to simplify the table and provide clarity on the applicable rates.

Amendments to Bicycle Parking Regulations

Stacked Bicycle Parking

Several recent Zoning By-Law Amendment applications have included requests to permit stacked bicycle parking as it is not currently permitted within the By-Law. Staff are proposing to include permissions within the Zoning By-Law for stacked bicycle parking to allow it as-of-right. The proposed amendments include the addition of a definition for stacked bicycle parking, regulations for minimum size requirements and limitations on where stacked spaces can be provided. Stacked bicycle parking can offer a more efficient use of space to provide bicycle parking within a building, and the spaces will be required to have a mechanical device for moving the bicycle up and down from the space.

Oversized Bicycle Parking

Staff are proposing to add a requirement for 10% of Type A bicycle parking spaces to be ‘oversized’ with a width of 1.0 metres, instead of the standard 0.6 metres. The oversized spaces are intended to accommodate larger bicycles such as cargo bikes, ‘fat’ bikes, larger e-bikes, and bikes with attachments where additional width may be required.

Bicycle Parking Rates

Section 6.6 of the Zoning By-Law currently contains minimum bicycle parking requirements for both residential and non-residential uses. Staff are proposing updates to various bicycle parking rates to reflect other changes to the By-Law. The By-Law currently calculates bicycle parking for non-residential uses based on the number of required vehicular spaces, however staff are proposing a rate based on floor area in cases where there are no minimum vehicular parking requirements. Additional amendments have been proposed to increase the amount of bicycle parking required in some areas to offset the reduction in vehicular parking rates. The categories of parking areas have also been updated to reflect the new parking overlay framework.

Amendments to Parking Space Dimensions

The Zoning By-Law currently contains minimum parking space dimensions in Table 6B which includes separate parking space dimensions with additional width requirements for spaces abutting columns or walls. The intent of the regulation is to require additional width for sufficient clearance (i.e., car door to open and close without an obstruction). However, through the implementation of these regulations it has been identified that the additional width may not be required in certain circumstances. Staff are proposing to update Table 6B to only require additional width where a wall, column, or other obstruction is 1m or more in length from the front or rear of the space – in other words, wider parking spaces will not be required where vehicle doors are unobstructed. The terminology has been updated to include ‘physical obstructions’ as there are circumstances where fences, retaining walls, railings, utilities etc. may also be obstructions when abutting a parking space. The proposed amendments will allow for additional flexibility when developers are designing structured parking while still maintaining the intent of the regulations to provide sufficient clearance for getting in and out of vehicles.

Amendments to Accessible Parking requirements

The Zoning By-Law currently requires a certain number of accessible parking spaces calculated based on the number of ‘required’ vehicular parking spaces. Given the recent changes to the Planning Act to remove minimum parking requirements in PMTSAs, staff are proposing to calculate the number of required accessible spaces based on the number of parking spaces ‘provided’ on the lot. This approach is consistent with the accessible parking regulations within the Accessibility for Ontarians with Disabilities Act, 2005 (“AODA”) and ensures we have the ability to continue to require accessible parking where vehicular parking is provided regardless of whether it is required or not. For clarity, the amendments do not propose to change the numerical rates for accessible parking.

Amendment to Loading Rates

Staff are proposing amendments to the loading regulations within Section 6.9.4.4 of the Zoning By-Law in response to the elimination of the parking minimums within PMTSAs pursuant to the Planning Act. Staff are proposing to update the loading rates to ensure that new developments will function without reliance on municipal streets for move in/out operations, refuse collection, short term deliveries and resident pick-up/drop-off. Specifically, staff are proposing to add specific loading rates for Area A of the parking overlay as those properties no longer have minimum vehicular parking requirements. Furthermore, the Zoning By-Law previously included exemptions from loading regulations for properties within the Uptown zones which are being modified to only exempt the core areas in the U1 zone.

Additionally, staff are proposing to change the method of calculating the required loading spaces from the existing rate based on number of bedrooms to a rate based on number of units instead. Calculating loading spaces based on number of units will better reflect the demand for loading spaces.

Amendments related to Universities and Colleges

In addition to the removal of parking minimums within PMTSAs, Bill 185 introduced changes to the Planning Act that exempt ‘undertakings’ of publicly-assisted universities and colleges for the ‘objects of the institution’. The proposed amendments include various updates to reflect this exemption, specifically changes to the UC – University/College Zone and minor updates to the parking overlay map for some university-owned lands.

SECTION 4 – ENGAGEMENT

Planning staff have engaged internally with other City departments; with partner agencies; and with the public throughout the process of developing the proposed amendments. A record of Public, Internal and Agency Feedback is in Appendix ‘B’ to report IPPW2025-064.

- An Informal Public Meeting was held on June 23, 2025, in Council Chambers.
- A Formal Public Meeting will be held on November 17, 2025, in Council Chambers.

The preliminary topics for the amendments were circulated to internal departments and external agencies in June 2025 in conjunction with the Informal Public Meeting to gather preliminary feedback for consideration while the full detailed list of amendments was being developed. Discussions were held with Region of Waterloo staff as well as the City’s Transportation Services staff which helped inform the proposed amendments.

The full list of draft amendments including the proposed Schedule ‘A1’ overlay map were circulated on October 14, 2025 to ensure agencies/departments had a chance to review and comment before the Formal Public Meeting.

Engagement has also been conducted online using Engage Waterloo. The application and preliminary information were posted on the Engage page in June 2025 prior to the Informal Public Meeting. The full list of amendments was posted to the Engage page on October 17, 2025 for the public to view ahead of the Formal Public Meeting. As of October 24, 2025, the Parking-Related Zoning By-Law Amendments Engage page has had 89 unique visitors and staff have not received any responses through the Q&A or feedback forum.

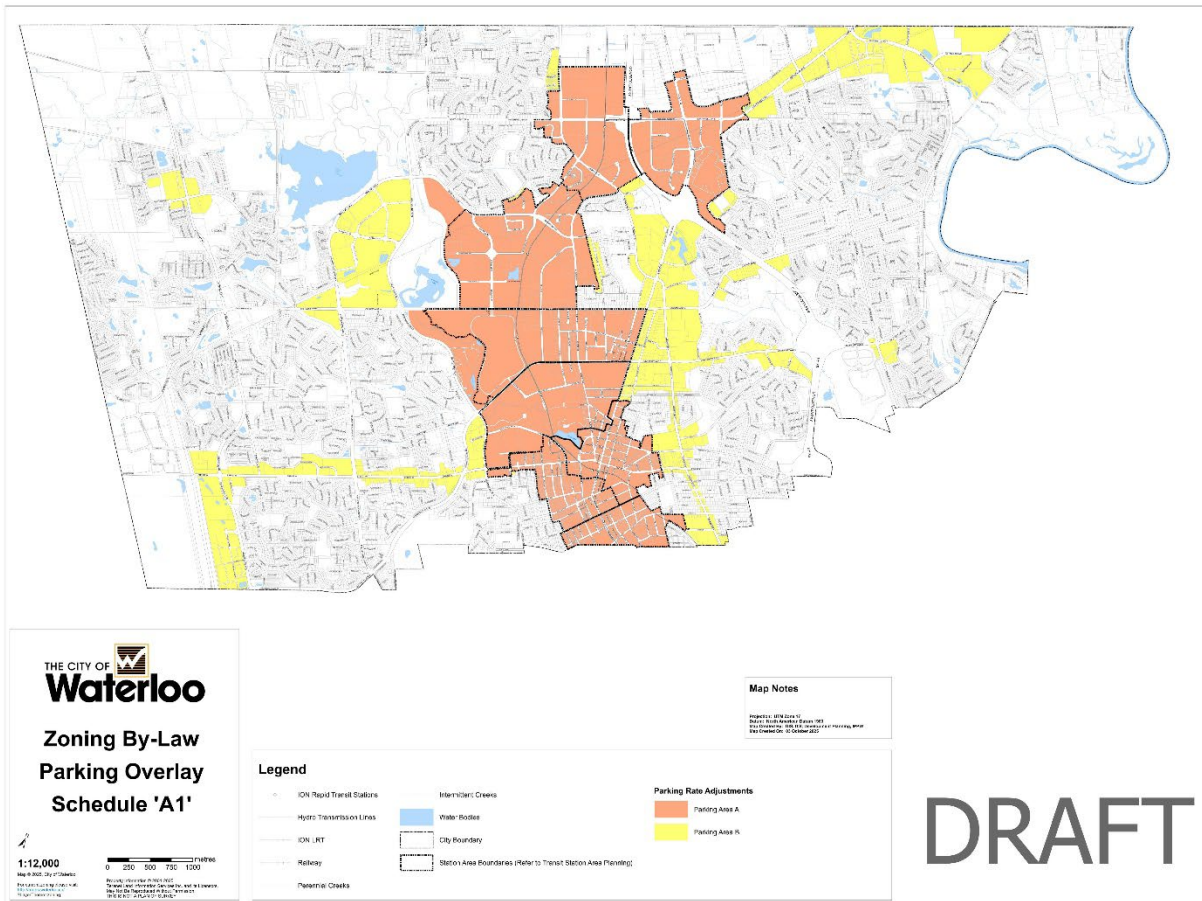
SECTION 5 – CONCLUSIONS

The proposed amendments to Zoning By-Law 2018-050 support the objectives of HAF Initiative #8 by reducing the required parking rates for most residential and mixed-use developments within the city. The amendments will help facilitate additional housing units and streamline development approval processes by clarifying requirements throughout the Zoning By-Law. The amendments are consistent with the Planning Act changes through Bill 185 and support the City’s Affordable Housing Strategy.

SECTION 6 – RECOMMENDATIONS

1. That Council approve report IPPW2025-064.
2. That Council approve City-initiated Zoning By-Law Amendment Z-25-09, “Parking-related Amendments”, as set out in Appendix ‘A’ of IPPW2025-064.

Map 1 – New Schedule ‘A1’ Parking Overlay



APPENDIX 'A' – IPPW2025-064

Proposed Zoning By-Law Amendment

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Introduction

The proposed amendments to City of Waterloo Zoning By-Law 2018-050 include amendments to parking rates, loading regulations, and bicycle parking regulations, as well as housekeeping amendments to reflect changes to planning legislation and best practices. The amendments also propose to replace Schedule 'A1' – Parking Overlay with an updated map that consolidates the number of parking area categories.

Only the sections of the Zoning By-Law being amended are included. Text that is green and underlined represent an addition or modification of a regulation. Text that is red and in a strikethrough represents a deletion. The planning rationale for the proposed changes are outlined in Report IPPW2025-064.

Legend: Underline (green) = addition/modification to regulation
~~Strikethrough~~ = deletion of regulation

Amendments to Section 2 – Definitions:

BICYCLE PARKING (STACKED): means a horizontal BICYCLE PARKING space that is positioned above or below another BICYCLE PARKING space and equipped with a mechanical device providing floor level access to each BICYCLE PARKING space.

Amendments to Section 6 – Parking, Driveways, Loading:

6.1.3 PARKING - USE SPECIFIC PARKING RATES

Notwithstanding anything to the contrary, the parking regulations in Table 6A shall apply to the associated uses:

TABLE 6A: PARKING - SPECIFIC USES	
Use	PARKING SPACE Requirement (minimum)
ASSISTED LIVING FACILITY	0.30 PARKING SPACES per BEDROOM
AUDITORIUM	5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
AUTOMOBILE SERVICE CENTRE	3.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
BANQUET HALL	5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
CHILD CARE CENTRE	Where the total BUILDING FLOOR AREA on a LOT is less than 1,000 square metres, 4 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA, except in zones U1, U2, C1A, C2A, C2B, C4A, E2A and E2B where the parking regulations in the zone category shall apply
Funeral Home	3 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA, but not less than 20 PARKING SPACES

TABLE 6A: PARKING - SPECIFIC USES		
GROUP HOME	1 PARKING SPACE per employee in addition to the parking required for the residential BUILDING	
Hospital (Public and Private)	0.30 PARKING SPACES per hospital bedroom	
HOTEL	1 PARKING SPACE per guest room, plus 5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA for commercial, conference and or convention space	
HOME OCCUPATIONS	Operator + Zero (0) Employees	Operator + One (1) Employee
<ul style="list-style-type: none"> • CLASS A ARTIST STUDIO • <u>HOME OFFICE</u> 	0 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.	1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.
<ul style="list-style-type: none"> • Personal Grooming of Individuals Business (within HOME PERSONAL SERVICE) 	1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.	3 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.
<ul style="list-style-type: none"> • HOME CHILD CARE • <u>HOME PERSONAL SERVICE</u> • <u>HOME COMMERCIAL WELLNESS</u> • <u>LOW RISK FOOD KITCHEN</u> • <u>TEACHER</u> 	1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.	3 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.
<ul style="list-style-type: none"> • HOME COMMERCIAL WELLNESS 	1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.	3 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.
<ul style="list-style-type: none"> • HOME HEALTH PRACTITIONER 	3 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.	Where the employee is an administrative assistance, 4 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.

TABLE 6A: PARKING - SPECIFIC USES		
<ul style="list-style-type: none"> HOME OFFICE HOME PERSONAL SERVICE (excluding Personal Grooming of Individuals Business) LOW RISK FOOD KITCHEN TEACHER 	<p>0 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.</p> <p>1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.</p> <p>1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.</p> <p>1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.</p>	<p>Where the employee is not an administrative assistant, 6 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.</p> <p>1 PARKING SPACE shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.</p> <p>3 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.</p> <p>3 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.</p> <p>3 PARKING SPACES shall be provided on the LOT for the HOME OCCUPATION in addition to the PARKING SPACE(S) required for the DWELLING UNIT.</p>
LODGING HOUSE	0.5 PARKING SPACES per LODGING ROOM Occupant. If the LODGING HOUSE is owner occupied, an additional 1 PARKING SPACE shall be required for the owner. Refer to Section 3.L.2	
LONG TERM CARE FACILITY	0.30 PARKING SPACES per BEDROOM	
PRIVATE SCHOOL	2 PARKING SPACES per TEACHING AREA	
PUBLIC SCHOOL	2 PARKING SPACES per TEACHING AREA	
RESTAURANT	Where the total BUILDING FLOOR AREA on a LOT is less than 1,000 square metres, 1 PARKING SPACE per 4 seats in the RESTAURANT, except in zones U1, U2, C1A, C2A, C2B, C4A, E2A and E2B where the parking regulations in the zone category shall apply	
RESTAURANT (TAKE-OUT)	Where the total BUILDING FLOOR AREA on a LOT is less than 1,000 square metres, 11 15-PARKING SPACES per 100 square metres of BUILDING FLOOR AREA devoted to the TAKE-OUT RESTAURANT, except in zones U1, U2, C1A, C2A, C2B, C4A, E2A and E2B where the parking regulations in the zone category shall apply	

TABLE 6A: PARKING - SPECIFIC USES

SPIRITUAL USE	8 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
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NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

6.1.5.1 Each PARKING SPACE shall comply with the PARKING SPACE angles and the PARKING SPACE dimensions identified in Table 6B, except as specified in section 6.1.5.2:

TABLE 6B: PARKING SPACE DIMENSIONS		
PARKING SPACE angle to the Driveway, Drive Aisle, or STREET	PARKING SPACE Dimension (minimum)	
Parallel Parking	Width	2.8 metres
	Length	6.5 metres
45° and TANDEM PARKING	Width	2.8 metres
	Length	6.0 metres
90°	Width	2.8 metres
	Length	5.5 metres
90° when one side abuts a wall or column	Width	3.0 metres
	Length	5.5 metres
90° when both sides abut a wall or column	Width	3.2 metres
	Length	5.5 metres

6.1.5.2 a) Notwithstanding Table 6B, where a wall, column, or physical obstruction abuts a PARKING SPACE and the wall, column or physical obstruction (or combination thereof) is 1.0 metre or more in length measured along the side of the PARKING SPACE from the front or rear of the PARKING SPACE, the minimum width of the PARKING SPACE shall be increased by 0.20 metres for each side which is obstructed by a wall, column, or physical obstruction;

~~Notwithstanding anything to the contrary, the minimum PARKING SPACE width dimensions of 3.0 metres and 3.2 metres in Table 6B where one or both sides of the PARKING SPACE abut a wall or column~~

6.1.5.2 b) Notwithstanding anything to the contrary, the additional width required in 6.1.5.2.a) shall not apply to a PRIVATE GARAGE or carport of a:

- DETACHED BUILDING
- FREEHOLD SEMI-DETACHED BUILDING
- TOWNHOUSE BUILDING
- FREEHOLD TOWNHOUSE BUILDING

6.4.1 ACCESSIBLE PARKING SPACES shall be provided ~~on LOTS where parking is required pursuant to this BY-LAW,~~ in accordance with Table 6D. ACCESSIBLE PARKING SPACES comprise part of the ~~required~~ provided PARKING SPACES in Table 6D.

TABLE 6D: ACCESSIBLE PARKING SPACES		
Minimum PARKING SPACES required by Zoning Category <u>Number of PARKING SPACES provided</u>	Type A ACCESSIBLE PARKING SPACES (minimum)	Type B ACCESSIBLE PARKING SPACES (minimum)
1-25	1	0
26 - 50	1	1
51 - 75	1	2
76 - 100	2	2
101 - 133	2	3
134-166	3	3
167-250	3	4
251-300	4	4
301-350	4	5
351-400	5	5
401-450	5	6
451-500	6	6
501 - 550	6	7
551 - 600	7	7
601 - 650	7	8
651 - 700	8	8
701 - 750	8	9
751 - 800	9	9
801 - 850	9	10
851 - 900	10	10
900 - 950	10	11
951 - 1000	11	11
1001+	11 plus 1% of the total number of PARKING SPACES	

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6.6.1 BICYCLE PARKING spaces shall comply with the dimensions in Table 6F:

TABLE 6F: BICYCLE PARKING SPACE DIMENSIONS		
	Dimension	
Horizontal BICYCLE PARKING Space	Width (minimum)	0.6 metres
	Length – Single Side Rack (minimum)	2.0 metres
	Length – Double Side Rack (minimum)	3.0 metres
	Vertical Clearance (minimum)	2.0 metres
	Access Aisle Width (minimum)	1.75 metres
Vertical Mounted BICYCLE PARKING Space	Width (minimum)	0.6 metres
	Length (minimum)	1.25 metres
	Vertical Clearance (minimum)	2.0 metres
	Access Aisle Width (minimum)	1.75 metres
<u>BICYCLE PARKING (STACKED) Space</u>	<u>Width (minimum)</u>	<u>0.6 metres</u>
	<u>Length (minimum)</u>	<u>2.0 metres</u>
	<u>Vertical Clearance (minimum, combined)</u>	<u>3.8 metres</u>
	<u>Access aisle width (minimum)</u>	<u>2.5 metres</u>

6.6.2 c) For non-residential USES, the following minimum BICYCLE PARKING requirements shall apply:

i.) Within Areas ~~A and B~~ on Schedule A1:

- A.) BICYCLE PARKING spaces shall be provided at a minimum rate of ~~forty percent (40%) of the required motor vehicle PARKING SPACES~~ 0.8 BICYCLE PARKING SPACES per 100 square metres of non-residential BUILDING FLOOR AREA excluding STRUCTURED PARKING. This requirement may be satisfied as TYPE A BICYCLE PARKING and or TYPE B BICYCLE PARKING, except as specified in section 6.6.2.c.).i.).B.).
- B.) where non-residential BUILDING FLOOR AREA exceeds 2,400 square metres, a minimum fifty percent (50%) of the required BICYCLE PARKING shall be provided as TYPE A BICYCLE PARKING.

ii.) Within Areas ~~C and D~~ B on Schedule A1:

- A.) BICYCLE PARKING spaces shall be provided at a minimum rate of ~~forty~~ fifty percent (~~40~~ 50%) of the required motor vehicle PARKING SPACES. This requirement may be satisfied as TYPE A BICYCLE PARKING and or TYPE B BICYCLE PARKING, except as specified in section 6.6.2.c.).ii.).B.).
- B.) where non-residential BUILDING FLOOR AREA exceeds 2,400 square metres, a minimum fifty percent (50%) of the required BICYCLE PARKING shall be provided as TYPE A BICYCLE PARKING.

iii.) ~~Within Areas E and F on Schedule A1:~~

- ~~A.) BICYCLE PARKING spaces shall be provided at a minimum rate of twenty-five percent (25%) of the required motor vehicle PARKING SPACES. This requirement may be~~

satisfied as TYPE A BICYCLE PARKING and or TYPE B BICYCLE PARKING, except as specified in section 6.6.2.c).iii.).B.);

~~B.) where non-residential BUILDING FLOOR AREA exceeds 2,400 square metres, a minimum fifty percent (50%) of the required BICYCLE PARKING shall be provided as TYPE A BICYCLE PARKING.~~

iv.) For all areas other than Areas A and B, ~~C, D, E and F~~ on Schedule A1:

A.) BICYCLE PARKING spaces shall be provided at a minimum rate of ~~ten~~ twenty percent (~~10~~ 20%) of the required motor vehicle PARKING SPACES. This requirement may be satisfied as TYPE A BICYCLE PARKING and or TYPE B BICYCLE PARKING, except as specified in section 6.6.2.c).iv.).B.).

B.) where non-residential BUILDING FLOOR AREA exceeds 4,650 square metres, a minimum fifty percent (50%) of the required BICYCLE PARKING shall be provided as TYPE A BICYCLE PARKING.

6.6.5 BICYCLE PARKING (STACKED) shall only be permitted as TYPE A BICYCLE PARKING.

6.6.6 Notwithstanding anything to the contrary, a minimum of 10% of the required TYPE A BICYCLE PARKING SPACES shall be oversized BICYCLE PARKING SPACES having a minimum width of 1.0 metre.

6.9.4.4 For residential USES, LOADING SPACES shall be provided in accordance with Table 6L:

Table 6L: LOADING SPACES – Residential USES			
<u>LOCATION</u>	<u>BEDROOMS UNITS</u>	<u>LOADING SPACE TYPE</u>	<u>LOADING SPACES REQUIRED (minimum)</u>
<u>Area A (Schedule A1)</u>	<u>0 – 4</u>		<u>(none required)</u>
<u>Area A (Schedule A1)</u>	<u>5 – 300</u> 0 – 75	<u>Type A</u>	<u>1</u> (none required)
	76 – 900	Type A	1
<u>Area A (Schedule A1)</u>	<u>301</u> 901 or more	Type A	2
<u>All Other Areas</u>	<u>0 - 25</u> 0 – 75		(none required)
<u>All Other Areas</u>	<u>26 - 300</u> 76 – 900	Type A	1
<u>All Other Areas</u>	<u>301 or more</u> 901 or more	Type A	2

Amendments to Section 7 – Residential Zoning Categories

RESIDENTIAL SIX (R6)

7.6.6 The following regulations in Table 7K shall apply to every LOT, BUILDING and STRUCTURE in the Residential Six (R6) zone:

Table 7K: Regulations – RESIDENTIAL SIX ZONE (R6)			
		DETACHED	DETACHED “S”
LOT AREA (minimum)	INTERIOR LOT	330 square metres	292 square metres
	CORNER LOT	405 square metres	360 square metres
LOT FRONTAGE (minimum)	INTERIOR LOT	11 metres	9.75 metres
	CORNER LOT	13.5 metres	12 metres
Average LOT DEPTH (minimum) (see 7.6.7)		30 metres	
FRONT YARD setback (minimum)		6 metres	
FLANKAGE YARD setback (minimum)		3 metres	
SIDE YARD setback (minimum)		1.2 metres	
REAR YARD setback (minimum)		7.5 metres	
BUILDING HEIGHT (maximum)		13.5 metres for a BUILDING containing 4 DWELLING UNITS, and 10 metres in all other instances	
LANDSCAPED OPEN SPACE (minimum)		30%	
IMPERVIOUS COVERAGE (maximum)		N/A	
PARKING SPACES (minimum)		One (1) DWELLING UNIT: One (1) PARKING SPACE	One (1) DWELLING UNIT: One (1) PARKING SPACE
		Two (2) DWELLING UNITS: Two (2) PARKING SPACES	Two (2) DWELLING UNITS: Two (2) PARKING SPACES
		Three (3) DWELLING UNITS: Two (2) PARKING SPACES	Three (3) DWELLING UNITS: Two (2) PARKING SPACES
		Four (4) DWELLING UNITS: Three (3) PARKING SPACES	Four (4) DWELLING UNITS: Three (3) PARKING SPACES
PRIVATE GARAGE Width (minimum)		5.7 metres	4.28 metres
PRIVATE GARAGE Depth (minimum)		6.25 metres	
PRIVATE GARAGE Area (minimum)		35.50 square metres	26.75 square metres
Driveway Width (minimum)		5.48 metres	5.07 metres
Number of main BUILDINGS per LOT (maximum)		1	
Number of COACH HOUSES per LOT (maximum)		1	
Number of DWELLING UNITS per LOT (maximum)		4	
Table 7K: Regulations – RESIDENTIAL SIX ZONE (R6) – CONTINUED			
		TOWNHOUSE	FREEHOLD TOWNHOUSE
LOT AREA (minimum)	INTERIOR LOT: Internal Unit	(none)	225 square metres
	INTERIOR LOT: End Unit	(none)	262 square metres
	CORNER LOT:	(none)	322 square metres

Table 7K: Regulations – RESIDENTIAL SIX ZONE (R6) – CONTINUED			
LOT FRONTAGE (minimum)	INTERIOR LOT: Internal Unit	(none)	7.5 metres
	INTERIOR LOT: End Unit	(none)	8.75 metres
	CORNER LOT	(none)	10.75 metres
Average LOT DEPTH (minimum) (see 7.6.7)	(none)		30 metres
FRONT YARD setback (minimum)	6 metres		
FLANKAGE YARD setback (minimum)	3 metres		6 metres
SIDE YARD setback (minimum)	1.2 metres		
REAR YARD setback (minimum)	7.5 metres		
Setback between Main BUILDINGS (minimum)	2.4 metres		(none)
BUILDING HEIGHT (maximum)	13.5 metres for a BUILDING containing 4 DWELLING UNITS, and 10 metres in all other instances		
Density (maximum)	150 BEDROOMS per hectare		(none)
LANDSCAPED OPEN SPACE (minimum)	30%		
IMPERVIOUS COVERAGE (maximum)	N/A		
PARKING SPACES (minimum)	0.90 1.4 per DWELLING UNIT		1 per DWELLING UNIT
<u>VISITOR PARKING SPACES (minimum)</u>	<u>0.10 per DWELLING UNIT</u>		<u>N/A</u>
PRIVATE GARAGE Width (minimum)	3.55 metres		4.28 metres
PRIVATE GARAGE Depth (minimum)	6.25 metres		
PRIVATE GARAGE Area (minimum)	22 square metres		26.75 square metres
Driveway Width (minimum)	(none)		5.07 metres
Number of main BUILDINGS per LOT (maximum)	More than one (1) permitted		1
Number of COACH HOUSES per LOT (maximum)	1		1
Number of DWELLING UNITS per LOT (maximum)	N/A		4

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

RESIDENTIAL SEVEN (R7)

7.7.2 The following regulations in Table 7L shall apply to every LOT, BUILDING and STRUCTURE in the Residential Seven (R7) zone:

Table 7L: Regulations – RESIDENTIAL SEVEN ZONE (R7)			
		TOWNHOUSE	FREEHOLD TOWNHOUSE
LOT AREA (minimum)	INTERIOR LOT	(none)	185 square metres
	CORNER LOT	(none)	400 square metres
LOT FRONTAGE (minimum)	INTERIOR LOT	(none)	5.5 metres
	CORNER LOT	(none)	11.5 metres
Average LOT DEPTH (minimum) (see 7.7.3)		30 metres	
STREET LINE setback (minimum)		6 metres	
INTERIOR LOT LINE setback (minimum)		7.5 metres	(none)
SIDE YARD setback (minimum)		1.2 metres	1.8 metres
REAR YARD setback (minimum)		(none)	7.5 metres
Setback between Main BUILDINGS (minimum)		2.4 metres	(none)
BUILDING HEIGHT (maximum)		13.5 metres for a BUILDING containing 4 DWELLING UNITS, and 10 metres in all other instances.	
Density (maximum)		150 BEDROOMS per hectare	(none)
LOT COVERAGE, all BUILDINGS (maximum)		50%	40%
PARKING SPACES (minimum)		0.90 1.4 per DWELLING UNIT	1 per DWELLING UNIT
VISITOR PARKING SPACES (minimum)		0.10 per DWELLING UNIT	N/A
Number of main BUILDINGS per LOT (maximum)		More than one (1) permitted	1
Number of COACH HOUSES per LOT (maximum)		1	1
Number of DWELLING UNITS per LOT (maximum)		N/A	4

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

RESIDENTIAL EIGHT (R8)

7.8.2 The following regulations in Table 7M shall apply to every LOT, BUILDING and STRUCTURE in the Residential Eight (R8) zone:

Table 7M: Regulations – RESIDENTIAL EIGHT ZONE (R8)					
		TOWNHOUSE	STACKED TOWNHOUSE	FREEHOLD TOWNHOUSE	TRIPLEX
LOT AREA (minimum)		(none)	(none)	165 sq.m.	540 sq.m.
LOT FRONTAGE (minimum)	INTERIOR LOT	(none)	(none)	5.5 metres	15 metres
	CORNER LOT	(none)	(none)	11.5 metres	18 metres
STREET LINE setback (minimum)		6 metres			

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Table 7M: Regulations – RESIDENTIAL EIGHT ZONE (R8)				
INTERIOR LOT LINE setback (minimum)	7.5 metres	(none)	(none)	(none)
SIDE YARD setback (minimum)	(none)	1.8 metres	1.8 metres	1.8 metres
REAR YARD setback (minimum)	7.5 metres			
BUILDING HEIGHT (maximum)	13.5 metres for a BUILDING containing 4 DWELLING UNITS, and 10 metres in all other instances			
Density (maximum)	150 BEDROOMS per hectare	150 BEDROOMS per hectare	(none)	(none)
LOT COVERAGE (maximum)	45%	45%	45%	45%
LANDSCAPED OPEN SPACE (minimum)	30%			
PARKING SPACES (minimum)	0.90 1 per DWELLING UNIT	0.90 1 per DWELLING UNIT	1 per DWELLING UNIT	2 PARKING SPACES
VISITOR PARKING SPACES (minimum)	0.10 0.33 per DWELLING UNIT	0.10 per DWELLING UNIT	None	None
Number of main BUILDINGS per LOT (maximum)	More than one (1) permitted	More than one (1) permitted	1	1
Number of COACH HOUSES per LOT (maximum)	1	1	1	1
Number of DWELLING UNITS per LOT (maximum)	N/A	N/A	4	4

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

RESIDENTIAL NINE (R9)

7.9.3 The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Residential Nine (R9) zone:

Minimum Parking Rate		Area A or Schedule A1	Area E Area B on Schedule A1	Area F or Schedule A1	All Other	
APARTMENT BUILDING	Use	(see note)	1.000.80	1.10	1.150.90	PDU*
	Visitor		0.10	0.10	0.10	PDU*
			1.100.90	1.20	1.251.00	PDU*
Non-Residential Uses			2.40	2.70	3.002.70	/100m2*
* PDU = Per Dwelling Unit						
/100m2 = Per 100 square metres of BUILDING FLOOR AREA						

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NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

Residential Mixed Use (RMU)

7.10.7 The following minimum PARKING SPACE regulations shall apply to:

- Primary Uses in section 7.10.1.1, except as specified in Table 6A
- Complementary Uses in section 7.10.1.2, except SPIRITUAL USES as specified in Table 6A
- Ancillary Uses in section 7.10.1.5, except as specified in Table 6A

Minimum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
RMU-20	Use	0.65	0.80 0.75	0.90	1.00	1.00	1.10	0.90 1.15	PDU*
	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.75	0.90 0.85	1.00	1.10	1.10	1.20	1.00 1.25	PDU*
RMU-30	Use	0.65	0.70 0.75	0.90	1.00	1.00	1.10	0.80 1.15	PDU*
	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.75	0.80 0.85	1.00	1.10	1.10	1.20	0.90 1.25	PDU*
RMU-40	Use	0.65	0.70 0.75	0.90	1.00	1.00	1.10	0.80 1.15	PDU*
	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.75	0.80 0.85	1.00	1.10	1.10	1.20	0.90 1.25	PDU*
RMU-60	Use	0.60	0.60 0.65	0.70	0.80	0.80	0.90	0.70 0.90	PDU*
	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.70	0.70 0.75	0.80	0.90	0.90	1.00	0.80 1.00	PDU*
RMU-81	Use	0.60	0.60 0.65	0.70	0.80	0.80	0.90	0.70 0.90	PDU*
	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.70	0.70 0.75	0.80	0.90	0.90	1.00	0.80 1.00	PDU*
Non-Residential Uses	Use	1.50	1.80	2.10	2.40	2.40	2.70	2.50 3.00	/100 m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

RESIDENTIAL NORTHDALÉ SIX (RN-6)

7.11.4 The following regulations in Table 7Q shall apply to every LOT, BUILDING and STRUCTURE in the Residential Northdale Six (RN-6) zone:

Table 7Q: Regulations – RESIDENTIAL NORTHDALÉ SIX ZONE (RN-6)			
		Primary Uses specified in 7.11.1.1 and Complementary Uses specified in 7.11.1.3	Primary Uses specified in 7.11.1.2
LOT AREA (minimum)		1,000 square metres	(none)
LOT FRONTAGE (minimum)		20 metres	5.5 metres
STREET LINE setback (minimum)	Active Frontage	1 metre	1 metre
	Convertible Frontage	1 metre	1 metre
	Neighbourhood Frontage	3 metres	3 metres
STREET LINE setback (maximum)	Active Frontage	3 metres	3 metres
	Convertible Frontage	At least 75% of the STREET LINE BUILDING FAÇADE shall be within 5 metres of the STREET LINE	At least 75% of the STREET LINE BUILDING FAÇADE shall be within 5 metres of the STREET LINE
	Neighbourhood Frontage	6 metres	6 metres
SIDE YARD setback (minimum)	Active Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	3 metres	3 metres
	Convertible Frontage	3 metres	3 metres
	Neighbourhood Frontage	3 metres	3 metres
REAR YARD setback (minimum)		7.5 metres	7.5 metres
Height of FIRST STOREY (minimum)	Active Frontage	4.0 metres	4.0 metres
	Convertible Frontage	4.0 metres	4.0 metres
	Neighbourhood Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	4.0 metres	4.0 metres
BUILDING HEIGHT (maximum)	Active Frontage	21.5 metres	21.5 metres
	Convertible Frontage	21.5 metres	21.5 metres

Table 7Q: Regulations – RESIDENTIAL NORTHDALÉ SIX ZONE (RN-6)			
	Neighbourhood Frontage	21.5 metres	21.5 metres
Density (maximum)		250 BEDROOMS per hectare	250 BEDROOMS per hectare
Number of FIRST STOREY Entrances to the BUILDING (minimum)	Active Frontage	1 per 25 metres of STREET LINE BUILDING FAÇADE	1 per DWELLING UNIT
	Convertible Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE	1 per DWELLING UNIT
	Neighbourhood Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE	1 per DWELLING UNIT
AMENITY AREA, applicable to BUILDINGS constructed after the effective date of this BY-LAW (minimum)		3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT	3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT
LANDSCAPED OPEN SPACE (minimum)		30%	30%
Residential PARKING SPACES (minimum)		0.20 per BEDROOM (see Note)	1 per DWELLING UNIT (see Note)
VISITOR PARKING SPACES (minimum)		0.05 per BEDROOM (see Note)	(none) (see Note)
PARKING SPACES for Non-Residential Uses (minimum) (see 7.11.13)		3.0 per 100 square metres of BUILDING FLOOR AREA (see Note)	3.0 per 100 square metres of BUILDING FLOOR AREA (see Note)
BICYCLE PARKING Spaces (minimum) (section 6.6.2 shall not apply)	Residential	0.50 0.25 per BEDROOM	1 per DWELLING UNIT, applicable to BUILDINGS constructed after the effective date of this BY-LAW
	Non-Residential Uses, applicable to BUILDINGS constructed after the effective date of this BY-LAW	1 per 100 square metres of BUILDING FLOOR AREA	1 per 100 square metres of BUILDING FLOOR AREA
Number of DRIVEWAYS per LOT (maximum)		1	1
Ancillary Uses specified in sections 7.11.1.5 and 7.11.1.6		Ancillary Uses shall not collectively exceed 15% of the BUILDING FLOOR AREA on the LOT or 5,000 square metres, whichever is more restrictive	

Table 7Q: Regulations – RESIDENTIAL NORTHDALÉ SIX ZONE (RN-6)		
	The maximum BUILDING FLOOR AREA of each RETAIL STORE, CAFE or BAKE SHOP shall not exceed 465 square metres	
	Ancillary Uses shall be located on the FIRST STOREY of a MIXED USE BUILDING	Ancillary Uses shall be located on the FIRST STOREY of a STACKED TOWNHOUSE BUILDING
	Ancillary Uses shall abut the FRONT BUILDING FACADE or FLANKAGE BUILDING FACADE	
Number of main BUILDINGS per LOT (maximum)	More than one (1) permitted	More than one (1) permitted

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

RESIDENTIAL NORTHDALÉ EIGHT (RN-8)

7.12.3 The following regulations in Table 7R shall apply to every LOT, BUILDING and STRUCTURE in the Residential Northdale Eight (RN-8) zone:

Table 7R: Regulations – RESIDENTIAL NORTHDALÉ EIGHT ZONE (RN-8)		
LOT AREA (minimum)		1,000 square metres
LOT FRONTAGE (minimum)		20 metres
STREET LINE setback (minimum)	Active Frontage	1 metre
	Convertible Frontage	1 metre
	Neighbourhood Frontage	3 metres
STREET LINE setback (maximum)	Active Frontage	3 metres
	Convertible Frontage	At least 75% of the STREET LINE BUILDING FAÇADE shall be within 5 metres of the STREET LINE
	Neighbourhood Frontage	6 metres
SIDE YARD setback (minimum)	Active Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	3 metres
	Convertible Frontage	3 metres
	Neighbourhood Frontage	3 metres
REAR YARD setback (minimum)		7.5 metres
Height of FIRST STOREY	Active Frontage	4.0 metres

Table 7R: Regulations – RESIDENTIAL NORTHDAL EIGHT ZONE (RN-8)		
(minimum)	Convertible Frontage	4.0 metres
	Neighbourhood Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	4.0 metres
BUILDING HEIGHT (minimum)		10.5 metres
BUILDING HEIGHT (maximum)	Active Frontage	27.5 metres
	Convertible Frontage	27.5 metres
	Neighbourhood Frontage	27.5 metres
PODIUM Height (minimum)		10.5 metres
PODIUM Height (maximum)		20 metres
BUILDING STEPBACK above PODIUM (minimum)		3 metres
Density (maximum)		450 BEDROOMS per hectare
Number of FIRST STOREY Entrances to the BUILDING (minimum)	Active Frontage	1 per 25 metres of STREET LINE BUILDING FAÇADE
	Convertible Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE
	Neighbourhood Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE
AMENITY AREA, applicable to BUILDINGS constructed after the effective date of this BY-LAW (minimum)		3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT
LANDSCAPED OPEN SPACE (minimum)		30%
Residential PARKING SPACES (minimum)		0.20 per BEDROOM (see Note)
VISITOR PARKING SPACES (minimum)		0.05 per BEDROOM (see Note)
PARKING SPACES for Non-Residential Uses (minimum) (see 7.12.12)		3.0 per 100 square metres of BUILDING FLOOR AREA (see Note)
BICYCLE PARKING Spaces (minimum) (section 6.6.2 shall not apply)	Residential	0.50 0.25 per BEDROOM
	Non-Residential Uses, applicable to BUILDINGS constructed after the effective date of this BY-LAW	1 per 100 square metres of BUILDING FLOOR AREA
Number of DRIVEWAYS per LOT (maximum)		1

Table 7R: Regulations – RESIDENTIAL NORTHDAL EIGHT ZONE (RN-8)

Ancillary Uses specified in sections 7.12.1.4 and 7.12.1.5	Ancillary Uses shall not collectively exceed 15% of the BUILDING FLOOR AREA on the LOT or 5,000 square metres, whichever is more restrictive
	The maximum BUILDING FLOOR AREA of each RETAIL STORE, CAFÉ, BAKE SHOP or RESTAURANT (including TAKE-OUT RESTAURANT) shall not exceed 465 square metres
Ancillary Uses specified in sections 7.12.1.4 and 7.12.1.5	Ancillary Uses shall be located on the FIRST STOREY of a MIXED USE BUILDING
	Ancillary Uses shall abut the FRONT BUILDING FACADE or FLANKAGE BUILDING FACADE
Number of main BUILDINGS per LOT (maximum)	More than one (1) permitted

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

7.12.12 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) Notwithstanding anything to the contrary in Table 7R, for the following uses:~~

- ~~• PERSONAL SERVICE SHOP~~
- ~~• OFFICE~~
- ~~• CAFÉ~~
- ~~• COMMERCIAL RECREATION~~
- ~~• COMMERCIAL WELLNESS~~

~~the minimum parking rate shall be two (2) PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.~~

RESIDENTIAL NORTHDAL E TWELVE (RN-12)

7.13.3 The following regulations in Table 7S shall apply to every LOT, BUILDING and STRUCTURE in the Residential Northdale Twelve (RN-12) zone:

Table 7S: Regulations – RESIDENTIAL NORTHDAL E TWELVE ZONE (RN-12)

LOT AREA (minimum)		1,000 square metres
LOT FRONTAGE (minimum)		20 metres
STREET LINE setback (minimum)	Active Frontage	1 metre
	Convertible Frontage	1 metre
	Neighbourhood Frontage	3 metres

Table 7S: Regulations – RESIDENTIAL NORTHDALÉ TWELVE ZONE (RN-12)

STREET LINE setback (maximum)	Active Frontage	3 metres
	Convertible Frontage	At least 75% of the STREET LINE BUILDING FAÇADE shall be within 5 metres of the STREET LINE
	Neighbourhood Frontage	6 metres
SIDE YARD setback (minimum)	Active Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	3 metres
	Convertible Frontage	3 metres
	Neighbourhood Frontage	3 metres
REAR YARD setback (minimum)		7.5 metres
Height of FIRST STOREY (minimum)	Active Frontage	4.0 metres
	Convertible Frontage	4.0 metres
	Neighbourhood Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	4.0 metres
BUILDING HEIGHT (minimum)		10.5 metres
BUILDING HEIGHT (maximum)	Active Frontage	41.5 metres
	Convertible Frontage	41.5 metres
	Neighbourhood Frontage	41.5 metres
PODIUM Height (minimum)		10.5 metres
PODIUM Height (maximum)		20 metres
BUILDING STEPBACK above PODIUM (minimum)		3 metres
TOWER Footprint above the Eighth (8 th) STOREY (maximum)		800 square metres
TOWER Separation measured from exterior face of the BUILDING, including balconies (minimum)		a.) 22 metres from a TOWER on the same LOT b.) 11 metres from an INTERIOR LOT LINE

Table 7S: Regulations – RESIDENTIAL NORTHDALÉ TWELVE ZONE (RN-12)

Horizontal TOWER Dimension (maximum)		35 metres
Density (minimum)		250 BEDROOMS per hectare
Density (maximum)		600 BEDROOMS per hectare
Number of FIRST STOREY Entrances to the BUILDING (minimum)	Active Frontage	1 per 25 metres of STREET LINE BUILDING FAÇADE
	Convertible Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE
	Neighbourhood Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE
AMENITY AREA, applicable to BUILDINGS constructed after the effective date of this BY-LAW (minimum)		3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT
LANDSCAPED OPEN SPACE (minimum)		30%
Residential PARKING SPACES (minimum)		0.20 per BEDROOM (see Note)
VISITOR PARKING SPACES (minimum)		0.05 per BEDROOM (see Note)
PARKING SPACES for Non-Residential Uses (minimum) (see 7.13.13)		3.0 per 100 square metres of BUILDING FLOOR AREA (see Note)
BICYCLE PARKING Spaces (minimum) (section 6.6.2 shall not apply)	Residential	0.50 0.25 per BEDROOM
	Non-Residential Uses, applicable to BUILDINGS constructed after the effective date of this BY-LAW	1 per 100 square metres of BUILDING FLOOR AREA
Number of DRIVEWAYS per LOT (maximum)		1
Ancillary Uses specified in sections 7.13.1.4 and 7.13.1.5		Ancillary Uses shall not collectively exceed 15% of the BUILDING FLOOR AREA on the LOT or 5,000 square metres, whichever is more restrictive
		The maximum BUILDING FLOOR AREA of each RETAIL STORE, CAFÉ, BAKE SHOP or RESTAURANT (including TAKE-OUT RESTAURANT) shall not exceed 465 square metres
		Ancillary Uses shall be located on the FIRST STOREY of a MIXED USE BUILDING

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Table 7S: Regulations – RESIDENTIAL NORTHDALÉ TWELVE ZONE (RN-12)

	Ancillary Uses shall abut the FRONT BUILDING FACADE or FLANKAGE BUILDING FACADE
Number of main BUILDINGS per LOT (maximum)	More than one (1) permitted

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

7.13.13 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) Notwithstanding anything to the contrary in Table 7S, for the following uses:~~

- ~~• PERSONAL SERVICE SHOP~~
- ~~• OFFICE~~
- ~~• CAFÉ~~
- ~~• COMMERCIAL RECREATION~~
- ~~• COMMERCIAL WELLNESS~~

~~the minimum parking rate shall be two (2) PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.~~

RESIDENTIAL NORTHDALÉ TWENTY FIVE (RN-25)

7.14.3 The following regulations in Table 7T shall apply to every LOT, BUILDING and STRUCTURE in the Residential Northdale Twenty Five (RN-25) zone:

Table 7T: Regulations – RESIDENTIAL NORTHDALÉ TWENTY FIVE ZONE (RN-25)

LOT AREA (minimum)		1,000 square metres
LOT FRONTAGE (minimum)		20 metres
STREET LINE setback (minimum)	Active Frontage	1 metre
	Convertible Frontage	1 metre
	Neighbourhood Frontage	3 metres
STREET LINE setback (maximum)	Active Frontage	3 metres
	Convertible Frontage	At least 75% of the STREET LINE BUILDING FAÇADE shall be within 5 metres of the STREET LINE
	Neighbourhood Frontage	6 metres
SIDE YARD setback (minimum)	Active Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	3 metres
	Convertible Frontage	3 metres
	Neighbourhood Frontage	3 metres

Table 7T: Regulations – RESIDENTIAL NORTHDALÉ TWENTY FIVE ZONE (RN-25)		
REAR YARD setback (minimum)		7.5 metres
Height of FIRST STOREY (minimum)	Active Frontage	4.0 metres
	Convertible Frontage	4.0 metres
	Neighbourhood Frontage, applicable to BUILDINGS constructed after the effective date of this BY-LAW	4.0 metres
BUILDING HEIGHT (minimum)		10.5 metres
BUILDING HEIGHT (maximum)	Active Frontage	82.5 metres
	Convertible Frontage	82.5 metres
	Neighbourhood Frontage	82.5 metres
PODIUM Height (minimum)		10.5 metres
PODIUM Height (maximum)		20 metres
BUILDING STEPBACK above PODIUM (minimum)		3 metres
TOWER Footprint above the Eighth (8 th) STOREY (maximum)		800 square metres
TOWER Separation measured from exterior face of the BUILDING, including balconies (minimum)		a.) 22 metres from a TOWER on the same LOT b.) 11 metres from an INTERIOR LOT LINE
Horizontal TOWER Dimension (maximum)		35 metres
Density (minimum)		250 BEDROOMS per hectare
Density (maximum)		750 BEDROOMS per hectare
Number of FIRST STOREY Entrances to the BUILDING (minimum)	Active Frontage	1 per 25 metres of STREET LINE BUILDING FAÇADE
	Convertible Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE
	Neighbourhood Frontage	1 per 15 metres of STREET LINE BUILDING FAÇADE
AMENITY AREA, applicable to BUILDINGS constructed after the effective date of this BY-LAW (minimum)		3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT
LANDSCAPED OPEN SPACE (minimum)		30%
Residential PARKING SPACES (minimum)		0.20 per BEDROOM (see Note)
VISITOR PARKING SPACES (minimum)		0.05 per BEDROOM (see Note)
PARKING SPACES for Non-Residential Uses (minimum) (see 7.14.13)		3.0 per 100 square metres of BUILDING FLOOR AREA (see Note)

BICYCLE PARKING Spaces (minimum) (section 6.6.2 shall not apply)	Residential	0.50 0.25 per BEDROOM
	Non-Residential Uses, applicable to BUILDINGS constructed after the effective date of this BY-LAW	1 per 100 square metres of BUILDING FLOOR AREA
Number of DRIVEWAYS per LOT (maximum)		1
Ancillary Uses specified in sections 7.14.1.4 and 7.14.1.5		Ancillary Uses shall not collectively exceed 15% of the BUILDING FLOOR AREA on the LOT or 5,000 square metres, whichever is more restrictive
		The maximum BUILDING FLOOR AREA of each RETAIL STORE, CAFÉ, BAKE SHOP or RESTAURANT (including TAKE-OUT RESTAURANT) shall not exceed 465 square metres
		Ancillary Uses shall be located on the FIRST STOREY of a MIXED USE BUILDING
		Ancillary Uses shall abut the FRONT BUILDING FACADE or FLANKAGE BUILDING FACADE
Number of main BUILDINGS per LOT (maximum)		More than one (1) permitted

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

7.14.13 (deleted – Planning Act eliminates parking minimums in MTSAs) ~~Notwithstanding anything to the contrary in Table 7T, for the following uses:~~

- ~~PERSONAL SERVICE SHOP~~
- ~~OFFICE~~
- ~~CAFÉ~~
- ~~COMMERCIAL RECREATION~~
- ~~COMMERCIAL WELLNESS~~

~~the minimum parking rate shall be two (2) PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.~~

RESIDENTIAL CONSERVATION ONE (RC1)

Section 7.15.8

- e.) (deleted – Planning Act eliminates parking minimums in MTSAs) ~~Notwithstanding anything to the contrary, the following minimum PARKING SPACE regulations shall apply to the lands identified with the letter "D" on Image A to this zone, except as specified in Table 6A:~~

Minimum Parking Rate

Residential	Use	0.60	PDU*
Residential	Visitor	0.10	PDU*
		0.70	PDU*
Non-Residential	Use	1.50	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

7.15.9

c.) ~~(deleted – Planning Act eliminates parking minimums in MTSAs) Notwithstanding anything to the contrary, the following regulations shall apply:~~

i. ~~Non-Residential Parking (minimum): 3 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.~~

ii. ~~Residential Parking (minimum): 1 PARKING SPACE per DWELLING UNIT.~~

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

RESIDENTIAL BEAVER CREEK THREE (RBC3)

7.18.2 The following regulations in Table 1 shall apply to every LOT, BUILDING and STRUCTURE in the Residential Beaver Creek Three (RBC3) Zone:

Table 1: Regulations – RESIDENTIAL BEAVER CREEK THREE (RBC3)					
		TOWNHOUSE	STACKED TOWNHOUSE	FREEHOLD TOWNHOUSE	TRIPLEX
LOT AREA (min)	Interior Lot	(none)	(none)	165 square metres	450 square metres
	Corner Lot			285 square metres	540 square metres
LOT FRONTAGE (min)	Interior Lot	(none)	(none)	5.5 metres	15 metres
	Corner Lot			9.5 metres	18 metres
FRONT YARD setback (min)		6.0 metres			
FLANKAGE YARD setback (min)		3.0 metres			
SIDE YARD setback (min)		7.5 metres from an	1.8 metres	1.8 metres	1.8 metres
REAR YARD setback (min)			7.5 metres		

Table 1: Regulations – RESIDENTIAL BEAVER CREEK THREE (RBC3)				
	INTERIOR LOT LINE			
BUILDING HEIGHT (max)	10 metres and 3 STOREYS	10 metres and 3 STOREYS	10 metres and 3 STOREYS	10 metres and 3 STOREYS
Density (max)	150 BEDROOMS per hectare	150 BEDROOMS per hectare	(none)	(none)
LOT COVERAGE (maximum)	55%	55%	55% (see 7.18.3)	55%
LANDSCAPED OPEN SPACE (minimum)	30%			
PARKING SPACES (minimum)	1 per DWELLING UNIT		1 per DWELLING UNIT	<u>2 PARKING SPACES</u>
VISITOR PARKING SPACES (min)	<u>0.10</u> 0.33 per DWELLING UNIT	0.10 per DWELLING UNIT	None	4 <u>(None)</u>
Number of main BUILDINGS per LOT (maximum)	More than one (1) permitted	More than one (1) permitted	1	1

Amendments to Section 8 – Commercial Zoning Categories

UPTOWN COMMERCIAL CORE (U1)

- 8.1.17 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Uptown Commercial Core (U1) zone, except as specified in Table 6A:~~

Minimum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	
Residential	Use	0.60	0.65	PDU*
Residential	Visitor	0.10	0.10	PDU*
		0.70	0.75	PDU*
Non-Residential	Use	1.50	1.80	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act.

8.1.24 Notwithstanding anything to the contrary, section 6.9 (Loading) shall not apply within the area shown on Image 1 of the U1 zone.

UPTOWN MIXED-USE (U2)

8.2.15 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Uptown Mixed-Use (U2) zone, except as specified in Table 6A:~~

Minimum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	
Residential	Use	0.60	0.65	PDU*
Residential	Visitor	0.10	0.10	PDU*
		0.70	0.75	PDU*
Non-Residential	Use	1.50	1.80	/100m2*

* PDU = Per Dwelling Unit

~~/100m2 = Per 100 square metres of BUILDING FLOOR AREA~~

NOTE: BICYCLE PARKING requirements are contained in section 6.6.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

8.2.20 Notwithstanding anything to the contrary, section 6.9 (Loading) shall ~~not~~ apply.

MIXED-USE COMMUNITY COMMERCIAL (C1)

8.3.9 The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Mixed-Use Community Commercial (C1) zone, except as specified in Table 6A:

Minimum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Residential	Use	0.65 (See Note)	0.75	0.90	1.00	1.00	1.10	<u>0.90</u> 1.15	PDU*
Residential	Visitor	0.10 0.75	0.10	0.10 0.85	0.10 1.00	0.10 1.10	0.10 1.20	0.10 <u>1.00</u> 1.25	PDU* PDU*
Non-Residential	Use	2.00	2.40	2.80	3.20	3.20	3.60	<u>3.50</u> 4.00	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

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NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

MIXED-USE NEIGHBOURHOOD COMMERCIAL (C2)

8.4.11 The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Mixed-Use Neighbourhood Commercial (C2) zone, except as specified in Table 6A:

Minimum Parking Rate		Area A	Area B	Area D	Area E	Area F	All Other	
Residential	Use	(See	0.80 0.90	1.00	1.00	1.10	0.90 1.15	PDU*
Residential	Visitor	Note)	0.10	0.10	0.10	0.10	0.10	PDU*
			0.90 1.00	1.10	1.10	1.20	1.00 1.25	PDU*
Non-Residential	Use		2.80	3.20	3.20	3.60	3.50 4.00	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

CONVENIENCE COMMERCIAL (C3)

8.5.10 The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Convenience Commercial (C3) zone, except as specified in Table 6A:

Minimum Parking Rate		Area A	Area C	Area B	Area D	Area E	Area F	All Other	
Residential	Use	(See	0.80		1.00	1.00	1.10	0.90 1.15	PDU*
		Note)	0.90						
Residential	Visitor		0.10		0.10	0.10	0.10	0.10	PDU*
			0.90		1.10	1.10	1.20	1.00 1.25	PDU*
			1.00						
Non-Residential	Use		2.80		3.20	3.20	3.60	3.50 4.00	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

MIXED-USE OFFICE (C4)

8.6.9 The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Mixed-Use Office (C4) zone, except as specified in Table 6A:

Minimum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Residential	Use	0.65 (See Note)	0.75	0.90	1.00	1.00	1.10	0.90 1.15	PDU*
Residential	Visitor	0.10 0.75	0.10 0.85	0.10 1.00	0.10 1.10	0.10 1.10	0.10 1.20	0.10 1.00 1.25	PDU* PDU*
Non-Residential	Use	1.50	1.80	2.00	2.50	2.50	2.75	3.00	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

CORRIDOR COMMERCIAL (C5)

8.7.9 The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Corridor Commercial (C5) zone, except as specified in Table 6A:

Minimum Parking Rate		Area A	Area C-B	Area D	Area E	Area F	All Other	
Non-Residential	Use	(see Note)	3.00	3.25	3.25	3.75	3.25 4.00	/100m2*

* /100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

CONESTOGA COMMERCIAL CENTRE (C7)

8.9.2 The following regulations in Table 8R shall apply to every LOT, BUILDING and STRUCTURE in the Conestoga Commercial Centre (C7) zone:

Table 8R: Regulations – CONESTOGA COMMERCIAL CENTRE (C7)	
STREET LINE setback (minimum)	5.0 metres
SIDE YARD setback (minimum)	5.0 metres
REAR YARD setback (minimum)	7.5 metres
LOW RISE RESIDENTIAL LOT LINE setback (minimum)	7.5 metres or half the height of the BUILDING, whichever is greater
BUILDING FLOOR AREA (maximum)	62,000 square metres
Density (minimum)	150 BEDROOMS per hectare
Density (maximum)	750 BEDROOMS per hectare
BUILDING HEIGHT (maximum)	C-7-81 = 81 metres and 25 STOREYS C7-60 = 60 metres and 18 STOREYS
PODIUM Height (maximum)	21 metres
TOWER Separation (minimum)	a.) 22 metres from a TOWER on the same LOT b.) 11 metres from an INTERIOR LOT LINE, except where the INTERIOR LOT LINE abuts lands zoned OS1 (see 3.T.5.1 and 3.T.5.2)
Horizontal TOWER Dimension (maximum)	40 metres
TOWER Footprint (maximum)	1,000 square metres
TOWER STEPBACK above PODIUM, including balconies, on the FRONT BUILDING FAÇADE and FLANKAGE BUILDING FAÇADE (minimum)	3 metres
PARKING SPACES (minimum) (see sections 8.9.7 and 8.9.8)	a.) Non-Residential: 4.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA b.) Residential: 0.65 PARKING SPACES per DWELLING UNIT c.) Visitor (Residential): 0.10 PARKING SPACES per DWELLING UNIT <u>(see Note)</u>
Complementary Uses (maximum)	Complementary uses specified in section 8.9.1.3 shall not collectively exceed 30% of the BUILDING FLOOR AREA on the LOT
AMENITY AREA (minimum)	3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT

Table 8R: Regulations – CONESTOGA COMMERCIAL CENTRE (C7)

Number of BUILDINGS on a LOT (maximum)	More than one (1) main BUILDING permitted
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NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

8.9.7 (deleted – Planning Act eliminates parking minimums in MTSAs) ~~Notwithstanding anything to the contrary, a minimum 5.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA shall be provided for the following USES:~~

- ~~• AUDITORIUM (including Cinema / Movie Theatre)~~
- ~~• BANQUET HALL~~

8.9.8 (deleted – Planning Act eliminates parking minimums in MTSAs) ~~Notwithstanding anything to the contrary, a minimum 3.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA shall be provided for:~~

- ~~• BUSINESS INCUBATOR~~
- ~~• DATA CENTRE~~
- ~~• GOVERNMENT USES~~
- ~~• INSTITUTION~~
- ~~• MAJOR OFFICE~~
- ~~• MEDICAL CLINIC~~
- ~~• OFFICE~~
- ~~• TECH OFFICE~~
- ~~• TRAINING FACILITY~~

STATION AREA MIXED-USE COMMUNITY COMMERCIAL ZONE (C1A)

8S.1.10 The following regulations in Table 8S-B shall apply to the erection, alteration, enlargement, or reconstruction of any BUILDING in the Station Area Mixed-Use Community Commercial (C1A) zone constructed after the effective date of this BY-LAW:

Table 8S-B: Regulation – STATION AREA MIXED-USE COMMUNITY COMMERCIAL (C1A)					
	C1A-20	C1A-30	C1A-40	C1A-60	C1A-81
Density (minimum)	(none)	(none)	150 BEDROOMS per hectare	150 BEDROOMS per hectare	150 BEDROOMS per hectare
Density (maximum)	450 BEDROOMS per hectare	525 BEDROOMS per hectare	600 BEDROOMS per hectare	675 BEDROOMS per hectare	750 BEDROOMS per hectare
FLOOR AREA RATIO (maximum)	0.80	0.80	0.80	0.80	0.80
Height of FIRST STOREY (minimum)	4.0 metres	4.0 metres	4.0 metres	4.0 metres	4.0 metres

Table 8S-B: Regulation – STATION AREA MIXED-USE COMMUNITY COMMERCIAL (C1A)					
BUILDING HEIGHT (minimum)	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS
BUILDING HEIGHT (maximum)	20 metres and 6 STOREYS	30 metres and 9 STOREYS	40 metres and 12 STOREYS	60 metres and 18 STOREYS	81 metres and 25 STOREYS
PODIUM Height (maximum)	14 metres	14.3 metres	14.8 metres	21 metres	21 metres
TOWER Separation (minimum)	(none)	a.) 22 metres from a TOWER on the same LOT b.) 11 metres from an INTERIOR LOT LINE, except where the INTERIOR LOT LINE abuts lands zoned OS1 (see 3.T.5.1 and 3.T.5.2)			
Horizontal TOWER Dimension (maximum)	N/A	40 metres	40 metres	40 metres	40 metres
TOWER Footprint (maximum)	N/A	1,000 square metres	1,000 square metres	1,000 square metres	1,000 square metres
TOWER STEPBACK above PODIUM, including balconies, on the FRONT BUILDING FAÇADE and FLANKAGE BUILDING FAÇADE (minimum)	N/A	3 metres	3 metres	3 metres	3 metres
COMMON OUTDOOR AREA (minimum)	For LOTS with an area of 2,000 square metres or more, three percent (3%) of the LOT AREA shall be COMMON OUTDOOR AREA located at GRADE				
COMMON OUTDOOR AREA dimensions (minimum, each dimension)	Not less than 6.0 metres, except where the COMMON OUTDOOR AREA is located in the FRONT YARD or FLANKAGE YARD where one (1) dimension shall not be less than 4.0 metres				
LANDSCAPED OPEN SPACE (minimum)	15%				
AMENITY AREA (minimum)	3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT				
<u>PARKING SPACES (maximum)</u>	a.) <u>Residential: 1.50 PARKING SPACES per DWELLING UNIT</u> b.) <u>Visitor (Residential): 0.15 PARKING SPACES per DWELLING UNIT</u> c.) <u>Non-Residential (SURFACE PARKING): 3.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u> d.) <u>Non-Residential (STRUCTURED PARKING): 4.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u>				

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NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

8S.1.13 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Community Commercial (C1A) zone, except as specified in Table 6A:~~

Minimum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Residential	Use	0.65	0.75	0.90	1.00	1.00	1.10	1.15	PDU*
Residential	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.75	0.85	1.00	1.10	1.10	1.20	1.25	PDU*
Non-Residential	Use	1.50	1.80	2.00	2.50	2.50	2.75	3.00	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

8S.1.14 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) Notwithstanding anything to the contrary, a maximum of 465 square metres of Active Uses specified in section 8S.1.8 shall be permitted at a minimum parking rate of 1.00 PARKING SPACE per 100 square metres of BUILDING FLOOR AREA.~~

8S.1.15 ~~The following maximum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Community Commercial (C1A) zone:~~

Maximum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Residential	Use	1.50	1.50	1.50	1.50	1.50	1.50	1.50	PDU*
Residential	Visitor	0.15	0.15	0.15	0.15	0.15	0.15	0.15	PDU*
		1.65	1.65	1.65	1.65	1.65	1.65	1.65	PDU*
Non-Residential	All	3.00	3.00	3.00	3.00	3.00	3.00	3.00	/100m2*
SURFACE PARKING									
Non-Residential	All	4.00	4.00	4.00	4.00	4.00	4.00	4.00	/100m2*
STRUCTURED PARKING									

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

STATION AREA MIXED USE NEIGHBOURHOOD COMMERCIAL A (C2A)

8S.2.12 The following regulations in Table 8S-D shall apply to the erection, alteration, enlargement, or reconstruction of any BUILDING in the Station Area Mixed-Use Neighbourhood Commercial A (C2A) zone constructed after the effective date of this BY-LAW:

Table 8S-D: Regulations – STATION AREA MIXED-USE NEIGHBOURHOOD COMMERCIAL A ZONE (C2A)					
	C2A-20	C2A-30	C2A-40	C2A-60	C2A-81
Density (minimum)	(none)	(none)	150 BEDROOMS per hectare	150 BEDROOMS per hectare	150 BEDROOMS per hectare
Density (maximum)	450 BEDROOMS per hectare	525 BEDROOMS per hectare	600 BEDROOMS per hectare	675 BEDROOMS per hectare	750 BEDROOMS per hectare
Height of FIRST STOREY (minimum)	4.0 metres	4.0 metres	4.0 metres	4.0 metres	4.0 metres
BUILDING HEIGHT (minimum)	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS
BUILDING HEIGHT (maximum)	20 metres and 6 STOREYS	30 metres and 9 STOREYS	40 metres and 12 STOREYS	60 metres and 18 STOREYS	81 metres and 25 STOREYS
PODIUM Height (maximum)	14 metres	14.3 metres	14.8 metres	21 metres	21 metres
TOWER Separation (minimum)	(none)	a.) 22 metres from a TOWER on the same LOT b.) 11 metres from an INTERIOR LOT LINE, except where the INTERIOR LOT LINE abuts lands zoned OS1 (see 3.T.5.1 and 3.T.5.2)			
Horizontal TOWER Dimension (maximum)	N/A	40 metres	40 metres	40 metres	40 metres
TOWER Footprint (maximum)	N/A	1,000 square metres	1,000 square metres	1,000 square metres	1,000 square metres
TOWER STEPBACK above PODIUM, including balconies, on the FRONT BUILDING FAÇADE and FLANKAGE BUILDING FAÇADE (minimum)	N/A	3 metres	3 metres	3 metres	3 metres
COMMON OUTDOOR AREA (minimum)	For LOTS with an area of 2,000 square metres or more, three percent (3%) of the LOT AREA shall be COMMON OUTDOOR AREA located at GRADE				
COMMON OUTDOOR AREA dimensions (minimum, each dimension)	Not less than 6.0 metres, except where the COMMON OUTDOOR AREA is located in the FRONT YARD or FLANKAGE YARD where one (1) dimension shall not be less than 4.0 metres				

Table 8S-D: Regulations – STATION AREA MIXED-USE NEIGHBOURHOOD COMMERCIAL A ZONE (C2A)	
LANDSCAPED OPEN SPACE (minimum)	15%
AMENITY AREA (minimum)	3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT
<u>PARKING SPACES (maximum)</u>	a.) <u>Residential: 1.50 PARKING SPACES per DWELLING UNIT</u> b.) <u>Visitor (Residential): 0.15 PARKING SPACES per DWELLING UNIT</u> c.) <u>Non-Residential (SURFACE PARKING): 3.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u> d.) <u>Non-Residential (STRUCTURED PARKING): 4.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u>

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

8S.2.14 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Neighbourhood Commercial A (C2A) zone, except as specified in Table 6A:~~

Minimum Parking Rate		Area-A on Schedule-A1	Area-B on Schedule-A1	Area-C on Schedule-A1	Area-D on Schedule-A1	Area-E on Schedule-A1	Area-F on Schedule-A1	All-Other	
Residential	Use	0.65	0.75	0.90	1.00	1.00	1.10	1.15	PDU*
Residential	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.75	0.85	1.00	1.10	1.10	1.20	1.25	PDU*
Non-Residential	Use	1.50	1.80	2.00	2.50	2.50	2.75	3.00	/100m2*

*-PDU = Per Dwelling Unit

/100m2 = Per 100-square metres of BUILDING-FLOOR AREA

8S.2.15 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) Notwithstanding anything to the contrary, a maximum of 465 square metres of Active Uses specified in section 8S.2.10 shall be permitted at a minimum parking rate of 1.00 PARKING SPACE per 100 square metres of BUILDING FLOOR AREA.~~

8S.2.16 ~~The following maximum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Neighbourhood Commercial A (C2A) zone:~~

Maximum Parking Rate		Area-A on Schedule-A1	Area-B on Schedule-A1	Area-C on Schedule-A1	Area-D on Schedule-A1	Area-E on Schedule-A1	Area-F on Schedule-A1	All-Other	
Residential	Use	1.50	1.50	1.50	1.50	1.50	1.50	1.50	PDU*
Residential	Visitor	0.15	0.15	0.15	0.15	0.15	0.15	0.15	PDU*
		1.65	1.65	1.65	1.65	1.65	1.65	1.65	PDU*
Non-Residential	All	3.00	3.00	3.00	3.00	3.00	3.00	3.00	/100m2*
SURFACE PARKING									

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Non-Residential All 4.00 4.00 4.00 4.00 4.00 4.00 4.00 /100m2*
 STRUCTURED
 PARKING

*-PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

STATION AREA MIXED USE NEIGHBOURHOOD COMMERCIAL B (C2B)

8S.3.12 The following regulations in Table 8S-F shall apply to the erection, alteration, enlargement, or reconstruction of any BUILDING in the Station Area Mixed-Use Neighbourhood Commercial B (C2B) zone constructed after the effective date of this BY-LAW:

Table 8S-F: Regulations – STATION AREA MIXED-USE NEIGHBOURHOOD COMMERCIAL B ZONE (C2B)					
	C2B-20	C2B-30	C2B-40	C2B-60	C2B-81
Density (minimum)	(none)	(none)	150 BEDROOMS per hectare	150 BEDROOMS per hectare	150 BEDROOMS per hectare
Density (maximum)	450 BEDROOMS per hectare	525 BEDROOMS per hectare	600 BEDROOMS per hectare	675 BEDROOMS per hectare	750 BEDROOMS per hectare
Height of FIRST STOREY (minimum)	4.0 metres	4.0 metres	4.0 metres	4.0 metres	4.0 metres
BUILDING HEIGHT (minimum)	7.5 metres and 2 STOREYS	7.5 metres and 2 STOREYS	7.5 metres and 2 STOREYS	7.5 metres and 2 STOREYS	7.5 metres and 2 STOREYS
BUILDING HEIGHT (maximum)	20 metres and 6 STOREYS	30 metres and 9 STOREYS	40 metres and 12 STOREYS	60 metres and 18 STOREYS	81 metres and 25 STOREYS
PODIUM Height (maximum)	14 metres	14.3 metres	14.8 metres	21 metres	21 metres
TOWER Separation (minimum)	(none)	a.) 22 metres from a TOWER on the same LOT b.) 11 metres from an INTERIOR LOT LINE, except where the INTERIOR LOT LINE abuts lands zoned OS1 (see 3.T.5.1 and 3.T.5.2)			
Horizontal TOWER Dimension (maximum)	N/A	40 metres	40 metres	40 metres	40 metres
TOWER Footprint (maximum)	N/A	1,000 square metres	1,000 square metres	1,000 square metres	1,000 square metres
TOWER STEPBACK above PODIUM, including balconies, on the FRONT BUILDING FAÇADE and FLANKAGE BUILDING FAÇADE	N/A	3 metres	3 metres	3 metres	3 metres

Table 8S-F: Regulations – STATION AREA MIXED-USE NEIGHBOURHOOD COMMERCIAL B ZONE (C2B)					
(minimum)					
COMMON OUTDOOR AREA (minimum)	For LOTS with an area of 2,000 square metres or more, three percent (3%) of the LOT AREA shall be COMMON OUTDOOR AREA located at GRADE				
COMMON OUTDOOR AREA dimensions (minimum, each dimension)	Not less than 6.0 metres, except where the COMMON OUTDOOR AREA is located in the FRONT YARD or FLANKAGE YARD where one (1) dimension shall not be less than 4.0 metres				
LANDSCAPED OPEN SPACE (minimum)	15%				
AMENITY AREA (minimum)	3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT				
<u>PARKING SPACES (maximum)</u>	a.) <u>Residential: 1.50 PARKING SPACES per DWELING UNIT</u> b.) <u>Visitor (Residential): 0.15 PARKING SPACES per DWELLING UNIT</u> c.) <u>Non-Residential (SURFACE PARKING): 3.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u> d.) <u>Non-Residential (STRUCTURED PARKING): 4.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u>				

8S.3.14 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Neighbourhood Commercial B (C2B) zone, except as specified in Table 6A:~~

Minimum Parking Rate		Area-A on Schedule A1	Area-B on Schedule A1	Area-C on Schedule A1	Area-D on Schedule A1	Area-E on Schedule A1	Area-F on Schedule A1	All-Other	
Residential	Use	0.65	0.75	0.90	1.00	1.00	1.10	1.15	PDU*
Residential	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.75	0.85	1.00	1.10	1.10	1.20	1.25	PDU*
Non-Residential	Use	1.50	1.80	2.00	2.50	2.50	2.75	3.00	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

8S.3.15 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) Notwithstanding anything to the contrary, a maximum of 465 square metres of Active Uses specified in section 8S.3.10 shall be permitted at a minimum parking rate of 1.00 PARKING SPACE per 100 square metres of BUILDING FLOOR AREA.~~

8S.3.16 ~~The following maximum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Neighbourhood Commercial B (C2B) zone:~~

Maximum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Residential	Use	1.50	1.50	1.50	1.50	1.50	1.50	1.50	PDU*
Residential	Visitor	0.15	0.15	0.15	0.15	0.15	0.15	0.15	PDU*
		1.65	1.65	1.65	1.65	1.65	1.65	1.65	PDU*
Non-Residential	All	3.00	3.00	3.00	3.00	3.00	3.00	3.00	/100m2*
SURFACE PARKING									
Non-Residential	All	4.00	4.00	4.00	4.00	4.00	4.00	4.00	/100m2*
STRUCTURED PARKING									

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

STATION AREA MIXED-USE OFFICE (C4A)

8S.4.12 The following regulations in Table 8S-H shall apply to the erection, alteration, enlargement, or reconstruction of any BUILDING in the Station Area Mixed-Use Office (C4A) zone constructed after the effective date of this BY-LAW:

Table 8S-H: Regulations – STATION AREA MIXED-USE OFFICE – A (C4A)					
	C4A-20	C4A-30	C4A-40	C4A-60	C4A-81
Density (minimum)	(none)	(none)	150 BEDROOMS per hectare	150 BEDROOMS per hectare	150 BEDROOMS per hectare
Density (maximum)	450 BEDROOMS per hectare	525 BEDROOMS per hectare	600 BEDROOMS per hectare	675 BEDROOMS per hectare	750 BEDROOMS per hectare
Height of FIRST STOREY (minimum)	4.0 metres	4.0 metres	4.0 metres	4.0 metres	4.0 metres
BUILDING HEIGHT (minimum)	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS	10.5 metres and 3 STOREYS
BUILDING HEIGHT (maximum)	20 metres and 6 STOREYS	30 metres and 9 STOREYS	40 metres and 12 STOREYS	60 metres and 18 STOREYS	81 metres and 25 STOREYS
PODIUM Height (maximum)	14 metres	14.3 metres	14.8 metres	21 metres	21 metres
TOWER Separation (minimum)	(none)	a.) 22 metres from a TOWER on the same LOT b.) 11 metres from an INTERIOR LOT LINE, except where the INTERIOR LOT LINE abuts lands zoned OS1 (see 3.T.5.1 and 3.T.5.2)			
Horizontal TOWER Dimension (maximum)	N/A	40 metres	40 metres	40 metres	40 metres

Table 8S-H: Regulations – STATION AREA MIXED-USE OFFICE – A (C4A)					
TOWER Footprint (maximum)	N/A	1,000 square metres	1,000 square metres	1,000 square metres	1,000 square metres
TOWER STEPBACK above PODIUM, including balconies, on the FRONT BUILDING FAÇADE and FLANKAGE BUILDING FAÇADE (minimum)	N/A	3 metres	3 metres	3 metres	3 metres
COMMON OUTDOOR AREA (minimum)	For LOTS with an area of 2,000 square metres or more, three percent (3%) of the LOT AREA shall be COMMON OUTDOOR AREA located at GRADE				
COMMON OUTDOOR AREA dimensions (minimum, each dimension)	Not less than 6.0 metres, except where the COMMON OUTDOOR AREA is located in the FRONT YARD or FLANKAGE YARD where one (1) dimension shall not be less than 4.0 metres				
LANDSCAPED OPEN SPACE (minimum)	15%				
AMENITY AREA (minimum)	3 square metres for the first BEDROOM and 2 square metres for each additional BEDROOM in the DWELLING UNIT				
<u>PARKING SPACES (maximum)</u>	a.) <u>Residential: 1.50 PARKING SPACES per DWELLING UNIT</u> b.) <u>Visitor (Residential): 0.15 PARKING SPACES per DWELLING UNIT</u> c.) <u>Non-Residential (SURFACE PARKING): 3.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u> d.) <u>Non-Residential (STRUCTURED PARKING): 4.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA on the LOT</u>				

8S.4.14 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Office (C4A) zone, except as specified in Table 6A:~~

Minimum Parking Rate		Area-A on Schedule-A1	Area-B on Schedule-A1	Area-C on Schedule-A1	Area-D on Schedule-A1	Area-E on Schedule-A1	Area-F on Schedule-A1	All Other	
Residential	Use	0.65	0.75	0.90	1.00	1.00	1.10	1.15	PDU*
Residential	Visitor	0.10	0.10	0.10	0.10	0.10	0.10	0.10	PDU*
		0.75	0.85	1.00	1.10	1.10	1.20	1.25	PDU*
Non-Residential	Use	1.50	1.80	2.00	2.50	2.50	2.75	3.00	/100m2*

*PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

8S.4.15 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) Notwithstanding anything to the contrary, a maximum of 465 square metres of Active Uses specified in section 8S.4.9 shall be~~

~~permitted at a minimum parking rate of 1.00 PARKING SPACE per 100 square metres of BUILDING FLOOR AREA.~~

~~8S.4.16 The following maximum PARKING SPACE regulations shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Mixed-Use Office (C4A) zone:~~

Maximum Parking Rate		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Residential	Use	1.50	1.50	1.50	1.50	1.50	1.50	1.50	PDU*
Residential	Visitor	0.15	0.15	0.15	0.15	0.15	0.15	0.15	PDU*
		1.65	1.65	1.65	1.65	1.65	1.65	1.65	PDU*
Non-Residential	All	3.00	3.00	3.00	3.00	3.00	3.00	3.00	/100m2*
SURFACE PARKING									
Non-Residential	All	4.00	4.00	4.00	4.00	4.00	4.00	4.00	/100m2*
STRUCTURED PARKING									

*PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

Amendments to Section 9 – Employment Zones

BUSINESS EMPLOYMENT ONE (E1)

9.1.8 The following parking regulations in Table 9C shall apply to every LOT, BUILDING and STRUCTURE in the Business Employment One (E1) zone, except as specified in Table 6A:

Table 9C: Parking Regulations – BUSINESS EMPLOYMENT ONE ZONE (E1)	
Building	Minimum Parking Spaces Required (minimum)
Single Occupancy Building	<p>A. For the first 1,000 square metres of BUILDING FLOOR AREA, 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.</p> <p>For additional BUILDING FLOOR AREA over 1,000 square metres but less than 5,000 square metres, 1.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.</p> <p>For additional BUILDING FLOOR AREA greater than 5,000 square metres, <u>0.50</u> 0.75 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.</p> <p>B. <u>Notwithstanding A. above, a minimum parking rate of 1.5 spaces per 100 square metres of BUILDING FLOOR AREA shall apply to the following uses:</u></p> <ul style="list-style-type: none"> <u>ADVANCED TECH</u>

Table 9C: Parking Regulations – BUSINESS EMPLOYMENT ONE ZONE (E1)	
	<ul style="list-style-type: none"> <u>BUSINESS INCUBATOR</u> <u>COMMERCIAL SERVICE</u> <u>COMMUNICATION PRODUCTION</u> <u>DATA CENTRE</u> <u>GOVERNMENT USE</u> <u>'LIGHT' INDUSTRIAL ASSEMBLY</u> <u>'LIGHT' INDUSTRIAL MANUFACTURING</u> <u>'LIGHT' INDUSTRIAL PROCESSING</u> <u>MAKERSPACE (CLASS A)</u> <u>PRINTING ESTABLISHMENT</u> <u>TRAINING FACILITY</u> <u>WAREHOUSE (No Retail)</u>
INDUSTRIAL MALL	<p><u>A. a.) Area A</u> on Schedule A1: 1.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA (See Note)</p> <p><u>B. b.) Area B</u> on Schedule A1: 1.8 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p> <p><u>c.) Area C</u> on Schedule A1: 2.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p> <p><u>C. d.) All Other</u> lands on Schedule A1: 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p> <p><u>D. Notwithstanding B. and C. above, a minimum parking rate of 1.5 spaces per 100 square metres of BUILDING FLOOR AREA shall apply to the following uses:</u></p> <ul style="list-style-type: none"> <u>ADVANCED TECH</u> <u>BUSINESS INCUBATOR</u> <u>COMMERCIAL SERVICE</u> <u>COMMUNICATION PRODUCTION</u> <u>DATA CENTRE</u> <u>GOVERNMENT USE</u> <u>'LIGHT' INDUSTRIAL ASSEMBLY</u> <u>'LIGHT' INDUSTRIAL MANUFACTURING</u> <u>'LIGHT' INDUSTRIAL PROCESSING</u> <u>MAKERSPACE (CLASS A)</u> <u>PRINTING ESTABLISHMENT</u> <u>TRAINING FACILITY</u> <u>WAREHOUSE (No Retail)</u>

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

9.1.9 Notwithstanding anything to the contrary, a minimum of ~~four (4)~~ three (3) PARKING SPACES per 100 square metres of BUILDING FLOOR AREA shall be provided for:

- BAKE SHOP
- CAFE

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

BUSINESS EMPLOYMENT (E2)

9.2.8 The following parking regulations in Table 9F shall apply to every LOT, BUILDING and STRUCTURE in the Business Employment Two (E2) zone, except as specified in Table 6A:

Table 9F: Parking Regulations – BUSINESS EMPLOYMENT TWO ZONE (E2)	
Building	Minimum Parking Spaces Required (minimum)
Single Occupancy Building	<p>A. For the first 1,000 square metres of BUILDING FLOOR AREA, 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.</p> <p>For additional BUILDING FLOOR AREA over 1,000 square metres but less than 5,000 square metres, 1.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.</p> <p>For additional BUILDING FLOOR AREA greater than 5,000 square metres, 0.75 <u>0.50</u> PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.</p> <p>B. <u>Notwithstanding A. above, a minimum parking rate of 1.5 spaces per 100 square metres of BUILDING FLOOR AREA shall apply to the following uses:</u></p> <ul style="list-style-type: none"> • <u>ADVANCED TECH</u> • <u>BUSINESS INCUBATOR</u> • <u>COMMERCIAL SERVICE</u> • <u>COMMUNICATION PRODUCTION</u> • <u>DATA CENTRE</u> • <u>GOVERNMENT USE</u> • <u>'LIGHT' INDUSTRIAL ASSEMBLY</u> • <u>'LIGHT' INDUSTRIAL MANUFACTURING</u> • <u>'LIGHT' INDUSTRIAL PROCESSING</u> • <u>MAKERSPACE (CLASS A)</u> • <u>PRINTING ESTABLISHMENT</u> • <u>TRAINING FACILITY</u> • <u>WAREHOUSE (No Retail)</u>

Table 9F: Parking Regulations – BUSINESS EMPLOYMENT TWO ZONE (E2)	
INDUSTRIAL MALL	<p><u>A. a.) Area A</u> on Schedule A1: 1.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA (See Note)</p> <p><u>B. b.) Area B</u> on Schedule A1: 1.8 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p> <p>c.) Area C on Schedule A1: 2.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p> <p><u>C. d.) All Other</u> lands on Schedule A1: 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p> <p><u>B. Notwithstanding B. and C. above, a minimum parking rate of 1.5 spaces per 100 square metres of BUILDING FLOOR AREA shall apply to the following uses:</u></p> <ul style="list-style-type: none"> • <u>ADVANCED TECH</u> • <u>BUSINESS INCUBATOR</u> • <u>COMMERCIAL SERVICE</u> • <u>COMMUNICATION PRODUCTION</u> • <u>DATA CENTRE</u> • <u>GOVERNMENT USE</u> • <u>'LIGHT' INDUSTRIAL ASSEMBLY</u> • <u>'LIGHT' INDUSTRIAL MANUFACTURING</u> • <u>'LIGHT' INDUSTRIAL PROCESSING</u> • <u>MAKERSPACE (CLASS A)</u> • <u>PRINTING ESTABLISHMENT</u> • <u>TRAINING FACILITY</u> • <u>WAREHOUSE (No Retail)</u>

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

9.2.9 Notwithstanding anything to the contrary, a minimum of three (3) ~~four (4)~~ PARKING SPACES per 100 square metres of BUILDING FLOOR AREA shall be provided for:

- BAKE SHOP
- CAFE

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

FLEXIBLE INDUSTRIAL (E3)

9.3.4 The following parking regulations in Table 9I shall apply to every LOT, BUILDING and STRUCTURE in the Flexible Industrial (E3) zone, except as specified in Table 6A:

Table 9I: Parking Regulations – FLEXIBLE INDUSTRIAL ZONE (E3)	
Building	Minimum Parking Spaces Required (minimum)
Single Occupancy Building	<p>A. For the first 1,000 square metres of BUILDING FLOOR AREA, 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.</p> <p>For additional BUILDING FLOOR AREA over 1,000 square metres but less than 5,000 square metres, 1.00 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.</p> <p>For additional BUILDING FLOOR AREA greater than 5,000 square metres, <u>0.50</u> 0.75 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.</p> <p>B. <u>Notwithstanding A. above, a minimum parking rate of 1.5 spaces per 100 square metres of BUILDING FLOOR AREA shall apply to the following uses:</u></p> <ul style="list-style-type: none"> • <u>ADVANCED TECH</u> • <u>BUSINESS INCUBATOR</u> • <u>COMMERCIAL SERVICE</u> • <u>COMMUNICATION PRODUCTION</u> • <u>DATA CENTRE</u> • <u>GOVERNMENT USE</u> • <u>'LIGHT' INDUSTRIAL ASSEMBLY</u> • <u>'LIGHT' INDUSTRIAL MANUFACTURING</u> • <u>'LIGHT' INDUSTRIAL PROCESSING</u> • <u>MAKERSPACE (CLASS A)</u> • <u>PRINTING ESTABLISHMENT</u> • <u>TRAINING FACILITY</u> • <u>WAREHOUSE (No Retail)</u>
INDUSTRIAL MALL	<p><u>A. a.)</u> Area A on Schedule A1: 1.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA (See Note)</p> <p><u>B. b.)</u> Area B on Schedule A1: 1.8 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p> <p><u>c.)</u> Area C on Schedule A1: 2.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p> <p><u>C. d.)</u> All Other lands on Schedule A1: 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p>

Table 9I: Parking Regulations – FLEXIBLE INDUSTRIAL ZONE (E3)	
	<p><u>D. Notwithstanding B. and C. above, a minimum parking rate of 1.5 spaces per 100 square metres of BUILDING FLOOR AREA shall apply to the following uses:</u></p> <ul style="list-style-type: none"> • <u>ADVANCED TECH</u> • <u>BUSINESS INCUBATOR</u> • <u>COMMERCIAL SERVICE</u> • <u>COMMUNICATION PRODUCTION</u> • <u>DATA CENTRE</u> • <u>GOVERNMENT USE</u> • <u>'LIGHT' INDUSTRIAL ASSEMBLY</u> • <u>'LIGHT' INDUSTRIAL MANUFACTURING</u> • <u>'LIGHT' INDUSTRIAL PROCESSING</u> • <u>MAKERSPACE (CLASS A)</u> • <u>PRINTING ESTABLISHMENT</u> • <u>TRAINING FACILITY</u> • <u>WAREHOUSE (No Retail)</u>

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

UNIVERSITY COLLEGE (UC)

9.4.3 The following regulations in Table 9J shall apply to every LOT, BUILDING and STRUCTURE in the University College (UC) zone on a Main Campus:

Table 9J: Regulations – UNIVERSITY COLLEGE (UC) – MAIN CAMPUS	
STREET LINE setback (minimum)	5.0 metres
INTERIOR LOT LINE setback (minimum)	Zero metres (0m) where an INTERIOR LOT LINE abuts a LOT zoned University College (UC)
	5.0 metres where an INTERIOR LOT LINE abuts a LOT not zoned University College (UC)
LANDSCAPED OPEN SPACE (minimum)	15%
PARKING SPACES (minimum)	UNIVERSITY / COLLEGE: 0.75 PARKING SPACES for every faculty, staff, and employee plus (+) 0.15 VISITOR PARKING SPACES for every faculty, staff, and employee (deleted – Section 62.0.2 of the Planning Act – zoning regulations do not apply to the objects of a post-secondary institution)
	GOVERNMENT USE: 3 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
	Complementary Uses specified in section 9.4.1.2: 3 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
	Ancillary Uses specified in section 9.4.1.3: zero (0) PARKING SPACES shall be required
Complementary Uses (maximum)	Complementary Uses specified in section 9.4.1.2 collectively shall not exceed 15% of the total BUILDING FLOOR AREA on the associated Main Campus
Ancillary Uses (maximum)	Ancillary Uses specified in section 9.4.1.3 collectively shall not exceed 15% of the total BUILDING FLOOR AREA on the associated Main Campus
Complementary Uses & Ancillary Uses (maximum)	Complementary Uses specified in section 9.4.1.2 and Ancillary Uses specified in section 9.4.1.3 collectively shall not exceed 15% of the total BUILDING FLOOR AREA on the associated Main Campus
Number of BUILDINGS on a LOT (maximum)	More than one (1) main BUILDING permitted

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

NOTE: This table and any other provision of this By-Law does not apply to any Post Secondary institution who is engaged with an undertaking for the objects of the institution as set out in section 62.0.2 of the Planning Act.

9.4.4 The following regulations in Table 9K shall apply to every LOT, BUILDING and STRUCTURE in the University College (UC) zone other than on a Main Campus:

Table 9K: Regulations – UNIVERSITY COLLEGE (UC) – BEYOND MAIN CAMPUS	
STREET LINE setback (minimum)	5.0 metres
SIDE YARD setback (minimum)	5.0 metres
REAR YARD setback (minimum)	7.5 metres
LOW RISE RESIDENTIAL LOT LINE setback (minimum)	7.5 metres or half the height of the BUILDING, whichever is greater
LANDSCAPED OPEN SPACE (minimum)	15%
PARKING SPACES (minimum)	UNIVERSITY / COLLEGE: 0.75 PARKING SPACES for every faculty, staff, and employee plus (+) 0.15 VISITOR PARKING SPACES for every faculty, staff, and employee (deleted – Section 62.0.2 of the Planning Act – zoning regulations do not apply to the objects of a post-secondary institution)
	GOVERNMENT USE: 3 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
	Complementary Uses specified in section 9.4.1.2: 3 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
	Ancillary Uses specified in section 9.4.1.3: zero (0) PARKING SPACES shall be required
Complementary Uses (maximum)	Complementary Uses specified in section 9.4.1.2 collectively shall not exceed 25% of the total BUILDING FLOOR AREA on the LOT
Ancillary Uses (maximum)	Ancillary Uses specified in section 9.4.1.3 collectively shall not exceed 25% of the total BUILDING FLOOR AREA on the LOT
Complementary Uses & Ancillary Uses (maximum)	Complementary Uses specified in section 9.4.1.2 and Ancillary Uses specified in section 9.4.1.3 collectively shall not exceed 25% of the total BUILDING FLOOR AREA on the LOT
Ancillary Uses	Ancillary Uses specified in section 9.4.1.3 shall be located on the FIRST STOREY of a BUILDING containing one or more of the permitted USES specified in section 9.4.1.1.
Number of BUILDINGS on a LOT (maximum)	More than one (1) main BUILDING permitted

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

NOTE: This table and any other provision of this By-Law does not apply to any Post Secondary institution who is engaged with an undertaking for the objects of the institution as set out in section 62.0.2 of the Planning Act.

9.4.8 ~~(deleted – Section 62.0.2 of the Planning Act – zoning regulations do not apply to the objects of a post-secondary institution) Notwithstanding anything to the contrary, the parking requirement for Laurier may be satisfied on:~~

- ~~a.) Laurier's Main Campus; and~~
- ~~b.) Lands zoned University College (UC) within eight hundred metres (800m) of Laurier's Main Campus.~~

9.4.9 ~~(deleted – Section 62.0.2 of the Planning Act – zoning regulations do not apply to the objects of a post-secondary institution) Notwithstanding anything to the contrary, the parking requirement for UW may be satisfied on:~~

- ~~a.) UW's Main Campus; and~~
- ~~b.) Lands zoned University College (UC) within eight hundred metres (800m) of UW's Main Campus.~~

9.4.10 ~~(deleted – Section 62.0.2 of the Planning Act – zoning regulations do not apply to the objects of a post-secondary institution) Notwithstanding anything to the contrary, the parking requirement for Conestoga may be satisfied on:~~

- ~~a.) Conestoga's Main Campus; and~~
- ~~b.) Lands zoned University College (UC) within eight hundred metres (800m) of Conestoga's Main Campus.~~

9.4.11 ~~(deleted – Section 62.0.2 of the Planning Act – zoning regulations do not apply to the objects of a post-secondary institution) Notwithstanding anything to the contrary, and forming part of the total PARKING SPACES required in Table 9J and Table 9K, the minimum number of PARKING SPACES on any LOT zoned University College (UC) other than the Main Campus shall be:~~

~~one (1) PARKING SPACE per eight (8) BEDROOMS~~

~~plus (+)~~

~~one (1) PARKING SPACE per 100 square metres of non-residential BUILDING FLOOR AREA.~~

9.4.12 Notwithstanding anything to the contrary, the parking required in Table 9J and Table 9K for GOVERNMENT USES and Complementary Uses shall be satisfied on the same LOT as the GOVERNMENT USE or Complementary Use.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act.

NOTE: Section 62.0.2 of the Planning Act states that zoning regulations do not apply to the objects of a post-secondary institution, which includes parking regulations.

STATION AREA BUSINESS EMPLOYMENT TWO A (E2A)

9S.1.12 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations in Table 9S-C shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Business Employment Two A (E2A) zone, except as specified in Table 6A:~~

Table 9S-C: Parking Regulations—STATION AREA BUSINESS EMPLOYMENT TWO A ZONE (E2A)	
Building	Minimum Parking Spaces Required (minimum)
Single Occupancy Building	<p>For the first 1,000 square metres of BUILDING FLOOR AREA, 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.</p> <p>For additional BUILDING FLOOR AREA over 1,000 square metres but less than 5,000 square metres, 1.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.</p> <p>For additional BUILDING FLOOR AREA greater than 5,000 square metres, 0.75 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.</p>
INDUSTRIAL MALL	<p>a.) Area A on Schedule A1: 1.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p> <p>b.) Area B on Schedule A1: 1.8 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p> <p>c.) Area C on Schedule A1: 2.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p> <p>d.) All Other lands on Schedule A1: 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p>

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

STATION AREA BUSINESS EMPLOYMENT TWO B (E2B)

9S.2.12 ~~(deleted – Planning Act eliminates parking minimums in MTSAs) The following minimum PARKING SPACE regulations in Table 9S-F shall apply to every LOT, BUILDING and STRUCTURE in the Station Area Business Employment Two B (E2B) zone, except as specified in Table 6A:~~

Table 9S-F: Parking Regulations—STATION AREA BUSINESS EMPLOYMENT TWO B ZONE (E2B)	
Building	Minimum Parking Spaces Required (minimum)
Single Occupancy Building	<p>For the first 1,000 square metres of BUILDING FLOOR AREA, 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.</p> <p>For additional BUILDING FLOOR AREA over 1,000 square metres but less than 5,000 square metres, 1.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.</p>

Table 9S-F: Parking Regulations – STATION AREA BUSINESS EMPLOYMENT TWO B ZONE (E2B)	
	For additional BUILDING FLOOR AREA greater than 5,000 square metres, 0.75 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.
INDUSTRIAL MALL	<p>a.) Area A on Schedule A1: 1.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p> <p>b.) Area B on Schedule A1: 1.8 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p> <p>c.) Area C on Schedule A1: 2.0 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p> <p>d.) All Other lands on Schedule A1: 2.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA</p>

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act.

Amendments to Section 10 – Institutional Zones

EDUCATIONAL INSTITUTION ZONE (EI)

10.1.6 The following parking regulations shall apply to every LOT, BUILDING and STRUCTURE in the Educational Institution (EI) zone, except as specified in Table 6A:

		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Residential	Use	0.65 (See Note)	0.75	0.90	1.00	1.00	1.10	0.90 1.15	PDU*
Residential	Visitor	0.10 0.75	0.10 0.85	0.10 1.00	0.10 1.10	0.10 1.10	0.10 1.20	0.10 1.00 1.25	PDU* PDU*
Non-Residential	Use	1.50	1.80	2.00	2.50	2.50	2.75	2.50 3.00	/100m2*

* PDU = Per Dwelling Unit

/100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

INSTITUTIONAL (I)

10.2.6 The following parking regulations shall apply to every LOT, BUILDING and STRUCTURE in the Institutional (I) zone, except as specified in Table 6A:

		Area A on Schedule A1	Area B on Schedule A1	Area C on Schedule A1	Area D on Schedule A1	Area E on Schedule A1	Area F on Schedule A1	All Other	
Non-Residential Use		1.50 (See Note)	1.80	2.00	2.50	2.50	2.75	2.50 3.00	/100m2*

* /100m2 = Per 100 square metres of BUILDING FLOOR AREA

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

SCHOOL (S)

10.3.2 The following regulations in Table 10E shall apply to every LOT, BUILDING and STRUCTURE in the School (S) zone:

Table 10E: Regulations – SCHOOL ZONE (S)		
STREET LINE setback (minimum)	6.0 metres	
SIDE YARD setback (minimum)	5.0 metres or half the height of the BUILDING, whichever is greater	
REAR YARD setback (minimum)	7.5 metres or half the height of the BUILDING, whichever is greater	
LOW RISE RESIDENTIAL LOT LINE setback (minimum)	7.5 metres	
BUILDING HEIGHT (maximum)	14 metres	
COVERAGE (maximum)	60%	
LANDSCAPED OPEN SPACE (minimum)	30%	
PARKING SPACES (minimum)	For Primary Uses specified in section 10.3.1.1	2 PARKING SPACES per TEACHING AREA

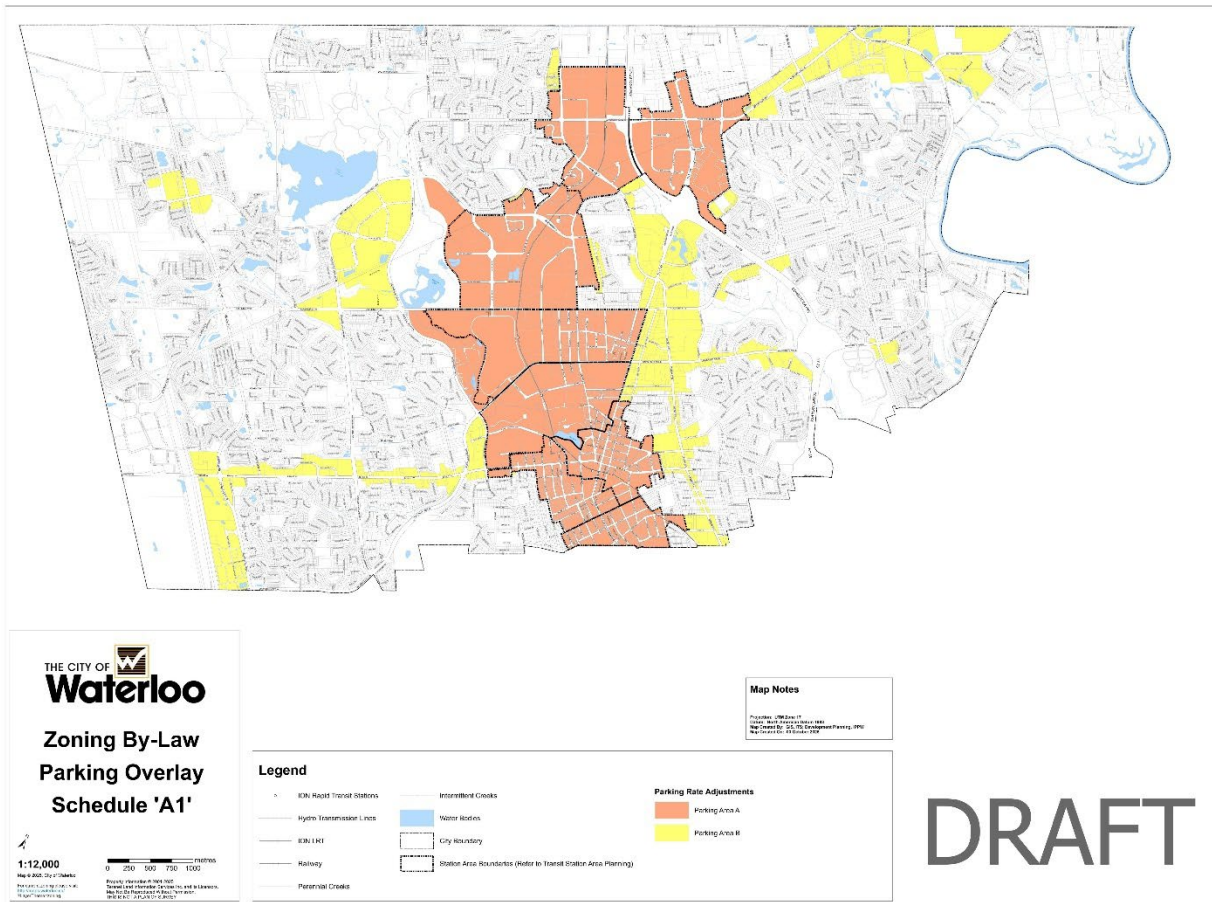
Table 10E: Regulations – SCHOOL ZONE (S)		
	For Ancillary Uses specified in section 10.3.1.2 that temporarily occupy BUILDING FLOOR AREA within a PRIVATE SCHOOL or PUBLIC SCHOOL	0 PARKING SPACES
	For Ancillary Uses specified in section 10.3.1.2 that permanently occupy BUILDING FLOOR AREA within a PRIVATE SCHOOL or PUBLIC SCHOOL	3 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA
Ancillary Uses (maximum)	Ancillary Uses specified in section 10.3.1.2 shall not collectively exceed 40% of the BUILDING FLOOR AREA	
Ancillary Uses	Ancillary Uses specified in section 10.3.1.2 shall be located in the same BUILDING as the associated Primary Use specified in section 10.3.1.1	

NOTE: BICYCLE PARKING requirements are contained in section 6.6. LOADING SPACE requirements are contained in section 6.9.

NOTE: Lands identified in Area A of Schedule 'A1' have no minimum vehicle PARKING SPACE requirements pursuant to the Planning Act and the City's Official Plan.

Amendments to Schedule 'A1' – Parking Overlay

Existing Schedule 'A1' shall be deleted and replaced with the new Schedule 'A1' Parking Overlay map shown below.



APPENDIX 'B' – Public, Internal, and Agency Feedback

Waterloo Fire Rescue – Fire Prevention Division (June 5, 2025)

No comments.

Building Standards (June 13, 2025)

No comments.

City Transportation Services (October 24, 2025)

- If the City proposes to decrease the width of parking stalls adjacent to columns, structures, etc. There should be consideration to increase the width of drive aisles to accommodate vehicles maneuvering the parking stalls.
- Can we clarify accessible parking requirements in MTSA's? It is our understanding that if zero parking is proposed then no accessible parking spaces are required. Transportation Services has concerns that this will limit where people with accessibility parking needs will be able to live and/or visit.
- Why does section 6.6.2 of the Zoning By-Law not apply to the Northdale Residential Zones?

City Transportation Services (June 19, 2025)

As it relates to permitting stacked bicycle parking and updates to other bicycle parking requirements, Transportation Services offer the following comments:

- Will the City be creating standards for stacked parking? If so, will they be included in the CELM?
- Consideration of different types of bicycles, bicycle users and accessibility. Example: e-bikes cannot be easily stacked due to their weight. Example 2: people have different abilities which may limit being able to lift their bicycle. As such, we should allow a percentage of on-site parking to be stacked while also providing bicycle parking that is easier to use for all individuals.
- Consideration of the location of bicycle parking. Can we provide guidance on the location such as which floor they are on? Or guidance to provide commercial parking near a commercial entrance.
- Consideration of the amount of bicycle parking. If the City reduces the amount of required vehicular parking, it may be appropriate to increase the amount of required bicycle parking.

- Transportation Staff recognize a need for more Type A/indoor bicycle parking for residents. Consider implementing type B parking as a percentage of the required Type A parking.
- Specifically, in the Northdale Neighbourhood, the ZB update should consider a requirement to provide bicycle parking for commercial uses. It is our understanding that the existing Zoning By-Law has exceptions for Type B parking in the Northdale area.

As it relates to the reduction in residential and on-residential parking rates AND Updates to Schedule 'A1' Parking Overlay map to simplify the number of overlay areas, Transportation Services offer the following comments:

- Transportation Services have experienced an increase in the number of requests for on-street parking permits due to lack of available parking on-site. Be advised that we do not provide permits for these types of situations. We have received feedback that residents are frustrated and have no options for their vehicles. The location of these requests is from both higher density areas (ie. Uptown and Northdale) and less dense areas such as Vista Hills. As such, the exercise to reduce parking requirements must be strategic and still allow for on-site parking and loading needs to be met on private property with little reliance on the municipal right-of-way to support site needs.
- Transportation Services encourage a review of the size of vehicular parking spaces on-site. Vehicles are becoming larger (ie. Trucks) and we want to ensure that the standard parking size is large enough to accommodate all vehicle types without obstructing the drive aisle. (ie. Are the dimensions provided in Table 6B still appropriate?). We recognize that other municipalities may have smaller parking space requirements, however, more information should be reviewed regarding the actual function of these spaces. How is it working for other municipalities?
- Like the above bullet point, a review of drive aisle widths. Are these widths still appropriate? Do they function adequately?
- Transportation Services encourage a review of the requirements for loading, accessible parking and short-term drop-offs. Recommendations include:
 - Permitting parking in front of the building for Uber, FedEx or other short-term vehicles. We have experienced damage to boulevards in locations where on-street parking is not available (example: Ezra Avenue and Glen Forrest Boulevard) which is at the City's expense to repair. Providing parking on private property may help improve this issue.
 - Notwithstanding Bill 185, can this amendment review the requirements for loading and accessible parking that is not related to the proposed parking on-site? (Example: just because a site is permitted to have 0 parking does not mean they should have 0 loading on-site. Areas should be provided

on-site to allow for move-in, waste collection operations, etc. without reliance on the municipal right-of-way). Furthermore, there are concerns that sites are being proposed with 0 accessible parking. Accessible parking is a need for many members of our community.

Economic Development (July 4, 2025)

Recognizing that Application Z-25-09 is a general amendment to the Zoning By-Law, primarily focused on parking regulations related to residential uses, Economic Development offers the following comments for consideration regarding parking standards for industrial uses.

Economic Development has reviewed relevant sections of the Zoning By-Law, recent development applications, and the findings of the Parking Study prepared by Stantec, completed in 2023. Considering this review, we recommend that interim amendments to the parking requirements for industrial developments be considered to better reflect current industry needs and trends as follows:

Parking Area Overlay:

- 1) Economic Development is in agreement with the recommendation by Stantec to consolidate or reduce the number of parking areas within the City. This would help alleviate some of the complexities associated with understanding and interpreting parking regulations.

Reduction in Employment Area Parking Rates:

- 2) Economic Development recommends a reduction in the minimum required parking rates for industrial land uses. Currently, parking requirements for industrial properties within the City vary based on location and whether the site is a single-tenant facility or part of an industrial mall. In many areas, the minimum requirement ranges from 2.0 to 2.5 spaces per 100 square metres of gross floor area. However, based on our engagement with local industries, evolving industry trends—particularly the shift toward automation and reduced on-site staffing—comparative reviews of parking standards in other Ontario municipalities, and findings from the Stantec report, the existing minimum parking ratios appear to be excessive. A revised standard would better align with current and projected operational needs in the industrial sector.
- 3) Employment lands are limited across the City, with many located on larger parcels that include substantial areas of underutilized surface parking. Reducing the minimum parking requirements would enable greater intensification on these sites, allowing for expansion of existing buildings that are currently constrained by parking standards. This change would create more opportunities for local industries to grow and reinvest within the City, supporting long-term economic development and better utilizing valuable employment lands. Based on our

experience, industrial businesses are well attuned to their operational parking needs and employee demands. Once established, these businesses typically remain in place for extended periods, as the cost and complexity of relocating equipment and operations are significant.

- 4) Reducing parking requirements for industrial developments also supports Council's priority of advancing sustainable development. Lower parking rates help mitigate the environmental impacts associated with excessive parking infrastructure, including increased automobile dependence, inefficient land use, and stormwater runoff. This approach aligns with broader efforts to encourage alternative modes of transportation, such as public transit, electric vehicles, and active transportation.

Significant collaboration is underway with the Region to prioritize public transit as a critical infrastructure investment for employment areas, further supporting this shift toward more sustainable and efficient transportation networks.

Proposed Parking Rates for Consideration:

- 5) Economic Development requests that consideration be given to reducing the minimum required parking rates for industrial malls and single occupancy industrial buildings and that the existing rates be amended to the following rates:

Industrial Malls:

- 1.5 PARKING SPACES per 100 sq m of BUILDING FLOOR AREA.

Single Occupancy Buildings:

- For the first 1,000 square metres of BUILDING FLOOR AREA, 1.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.
- For additional BUILDING FLOOR AREA over 1,000 square metres but less than 5,000 square metres, 0.75 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.
- For additional BUILDING FLOOR AREA greater than 5,000 square metres, 0.5 PARKING SPACES per 100 square metres of BUILDING FLOOR AREA.

Comparable Municipal Requirements:

- 6) In addition to the work included in Stantec's report, Economic Development staff have compiled some comparable municipal examples, some of which have undergone Zoning By-Law updates in recent years which reflect changing trends and demands for parking.

Jurisdiction	Use	Parking Rate	Bylaw
Kitchener	Industrial Employment	Minimum 1 space per 90 m ² of GFA, maximum 1 space per 70 m ² of GFA	Section 5, Table 5.5 of ZBL 2019-051

Jurisdiction	Use	Parking Rate	Bylaw
Brantford	Industrial Mall	1.0 space per 40.0 m ² for the first 1,200.0 m ² of GFA, plus 1.0 space per 100.0 m ² for the remainder of the GFA in excess of 1,200.0 m ² .	Section 5, Table 7 of ZBL 124-2024
	Manufacturing Use	1 space per 100 m ² of GFA	
Guelph	Multi-unit building, industrial use	1 space per 100 m ² between 50 m ² and 5,000 m ² of GFA; and, 1 space per 150 m ² in excess of 5,000 m ² of GFA	Part C, Table 5.3 of ZBL (2023)-20790
	Manufacturing	Ranges between 1 space per 100 m ² to 1.5 spaces per 100 m ² depending on the area	
Kingston	"All other uses"	No minimum parking requirement – has left it up to the developer to determine appropriate number of spaces required for development	Section 7, Table 7.1.1 of ZBL 2022-62
Hamilton	Manufacturing	Parking Rate Area 1: 1.6 spaces per 100 m ² of GFA which accommodates the Office component of the use, plus 0.5 spaces per 100 m ² of GFA which accommodates remainder of use (ie. manufacturing floor area). In all other areas of City: 3.33 for each 100 m ² of GFA which accommodates Office component of the use, plus 0.5 for each 100 m ² of GFA which accommodates the remainder of the use (ie. manufacturing floor area).	Section 5, of ZBL 05-200
London	Industrial Mall	1 space per 200 m ² of GFA	Section 4.19(10) of ZBL Z.-1-223046
	Manufacturing, Advanced Manufacturing	1 space per 500 m ² of GFA	
St. Catharines	Industrial, Heavy	1 space per 100 m ² of GLA	Section 3, Table 3.12.2 of ZBL 2013-283
	Industrial, Light		

Grand River Conservation Authority (October 17, 2025)

No comments.

Enova Power Corp. (June 10, 2025)

No comments.

Region of Waterloo (October 28, 2025)

The Region of Waterloo has endorsed the TransformWR Climate Action Plan for Waterloo Region strategy. The TransformWR strategy established a 30% GHG reduction target (based on 2010 levels) by 2030, and an 80% GHG reduction target to be achieved by 2050. Forty percent of the GHG emissions produced in Waterloo Region are related to fuel consumption from transportation.

The TransformWR strategy:

- Establishes a goal to use sustainable transportation modes such as transit, cycling, walking, carsharing and carpooling, and
- Establishes a strategy direction to seek ways to improve the efficiency of our transportation system and move the most people with the least amount of energy required.

The Region supports the proposed amendment to reduce the residential parking requirements to facilitate more housing; and update MTSA parking requirements to be consistent with the Bill 23 amendments to the Planning Act.

Region of Waterloo (June 17, 2025)

The Region of Waterloo has endorsed the TransformWR Climate Action Plan for Waterloo Region strategy. The TransformWR strategy established a 30% GHG reduction target (based on 2010 levels) by 2030, and an 80% GHG reduction target to be achieved by 2050. Forty percent of the GHG emissions produced in Waterloo Region are related to fuel consumption from transportation.

The TransformWR strategy:

- Establishes a goal to use sustainable transportation modes such as transit, cycling, walking, carsharing and carpooling, and
- Establishes a strategy direction to seek ways to improve the efficiency of our transportation system and move the most people with the least amount of energy required.

The Region supports in principle an amendment to reduce the residential parking requirements to facilitate more housing; and update MTSA parking requirements to be consistent with the Bill 23 amendments to the Planning Act.

The Region requests a copy of the draft amendment for review and comment prior to the general amendment being considered by City Council.

Region of Waterloo – Waterloo Region Housing (October 29, 2025)

The Region's Affordable Housing Development team is generally satisfied with the proposed City of Waterloo Zoning By-law Amendment.

Within the context of Waterloo Region Housing (WRH), and specifically, the consideration of WRH sites that have future revitalization potential for additional

affordable housing and supportive housing units, there is a property within Waterloo that we are recommending be considered to be added into Parking Area B in accordance with Schedule A1 of the proposed Zoning By-law Amendment. This property is municipally addressed as 31-45 Amos Ave, Waterloo (see attached image of property). As a site with great potential for future redevelopment for affordable housing and/or supportive housing, this property, in relation to the Amos/Erb corridor and other uses along Erb\meets the intent of Parking Area B.

APPENDIX 'C' – Minutes of Informal Public Meeting

Informal Public Meeting

Date: June 23, 2025

Title: Zoning By-Law Amendment Z-25-09 City of Waterloo

Prepared by: Janine Fletcher

Ward No.: City-wide

Janine Fletcher gave a presentation outlining the proposed zoning By-Law amendments.

As no one else was present to speak to the application, the Chair concluded the Informal Public Meeting and indicated that staff will review the issues and report back to Council at a later date.