

3. Liveability in Waterloo Region

A *liveable* Waterloo Region depends on many interconnected cultural, environmental, social and economic elements. The *liveability* of a region is based not only on its design and *infrastructure*, but also on how these elements are used to help the region become a desirable, accessible and safe community that places significant importance on providing choice, and maintaining and fostering a high quality of life.

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

Implementation of the policies in this Chapter will require multi-faceted and consultative approaches with collaboration being central to achieving the Vision for a *Sustainable* and *Liveable* Waterloo Region.

Overall Goal – Create vibrant urban and rural places.

Objectives:

- 3.1 Plan for an appropriate range and mix of housing choices for all income groups.
- 3.2 Increase transportation opportunities for *pedestrians*, cyclists and transit users.
- 3.3 Manage traffic congestion and reduce reliance on gas-powered vehicles.
- 3.4 Promote the use of *alternative and/or renewable energy systems* in appropriate locations.
- 3.5 Improve air quality and help reduce the potential for climate change by conserving energy, and reducing emissions of air pollutants and greenhouse gases.
- 3.6 Support the development of an environmentally *sustainable* and economically viable regional food system.
- 3.7 Plan for an older and more culturally diverse population.
- 3.8 Support the conservation of *cultural heritage resources*.
- 3.9 Promote social inclusion and improved access to *human services*.

- 3.10 Encourage *human services* to be planned and delivered in a coordinated and effective manner.

3.A Range and Mix of Housing

Housing is a basic necessity of life and is an essential element to individual health and community vitality. The provision of a full and diverse range and mix of permanent housing that is safe, affordable, of adequate size and meets the accessibility requirements of all residents, is important if the region is to maintain and enhance its quality of life. It also plays a key role in attracting and supporting a diversified and stable business environment.

- 3.A.1 The Region, in collaboration with Area Municipalities and other agencies, will prepare and regularly update the Community Action Plan for Housing and the Homelessness to Housing Stability Strategy.
- 3.A.2 Area Municipalities will plan to provide an appropriate range of housing in terms of form, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents.
- 3.A.3 The Region encourages Area Municipalities to permit, wherever appropriate, individual lot intensification, such as secondary apartments and garden suites in residential neighbourhoods, where health, safety, servicing and other reasonable standards or criteria can be met.

Affordable Housing

- 3.A.4 *A development application* to create a plan of condominium, which would result in the conversion of rental *affordable housing* to condominium ownership, may only be permitted where:
- (a) the rental vacancy rate for comparable units for the Area Municipality, or the Kitchener Census Metropolitan Area, if not available for the Area Municipality, has been at or above three per cent for the preceding three years; or
 - (b) the conversion will address and result in the creation of *affordable housing* for affordable home ownership; or
 - (c) the conversion will rectify existing health and safety issues through the completion of building renovations/retrofits, the cost of which would necessitate an increase in rent levels above the affordability threshold; and

- (d) the owner/applicant submits a detailed inspection report on the physical condition of the property by a qualified architect or engineer to the satisfaction of the Region.
- 3.A.5 Where a *development application* proposing residential uses is submitted for a site containing two hectares or more of developable land, the Region and Area Municipalities will require, wherever appropriate, a minimum of 30 per cent of new residential units to be planned in forms other than single-detached and semi-detached units, such as town homes and multi-unit residential buildings.
- 3.A.6 The Region encourages the *Province* and Area Municipalities, as appropriate, to offer density bonuses, property tax exemptions and other incentives to help support the creation of *affordable housing* and *special needs housing*.
- 3.A.7 The Region will participate in and deliver Federal and/or Provincial housing programs that will benefit the region, whenever appropriate.

Special Needs and Community Housing

- 3.A.8 Redevelopment or conversion of Regional *community housing* that would have the effect of removing Regional *community housing* units will only be permitted where there is:
 - (a) full replacement of all Regional *community housing* units with new Regional *community housing* units at the existing rent levels; and
 - (b) relocation of the tenants, to the satisfaction of the Region, to comparable accommodation at the same rent level during the period of redevelopment, or to new Regional *community housing* development.
- 3.A.9 The Region supports the establishment of emergency shelters and other temporary accommodations for individuals and families across Waterloo Region based on demonstrated need, and will continue to work toward the elimination of homelessness.
- 3.A.10 *Special needs housing* will be permitted within all residential designations as defined by policies in Area Municipal official plans. Area Municipal policies may include size and locational criteria such as proximity to medical facilities, *employment areas*, social services, *human services*, transit and other *special needs housing*. Such criteria will not distinguish between users of property on the basis of the personal characteristics of individuals occupying the lands and premises.

3.B Walking and Cycling

This Plan recognizes that a substantial portion of the community does not, or will not, have access to private automobiles either by choice or due to financial, age or physical limitations. It is also socially and economically desirable for urban transportation systems to provide affordable, accessible and effective mobility to all members of the community. This Plan, along with the Regional Transportation Master Plan, establishes the framework for the creation of a transportation system that promotes a vibrant, healthy community using a combination of land use designations and urban design initiatives that make a wide range of transportation choices viable in the region.

Walking, cycling and transit are forms of transportation that are low cost, relatively low-polluting, energy efficient and provide significant health benefits. Walking and cycling can either be a form of recreation or an individual's primary or secondary means of transportation. Additional benefits of walking, cycling and transit use include reduced requirements for roadway capacity and parking spaces per traveller, reduced traffic congestion, improved air quality and reduced car dependency.

- 3.B.1 The Region and Area Municipalities will implement the recommendations of the Regional Cycling Master Plan, the Regional Transportation Master Plan, the Regional Pedestrian Master Plan and the Regional Pedestrian Charter through the *development* review process.
- 3.B.2 The Region will ensure, whenever feasible, the provision of facilities to encourage walking and cycling, and to address the needs, safety and convenience of *pedestrians* and cyclists when constructing or reconstructing Regional transportation facilities and public buildings.
- 3.B.3 Area Municipalities are encouraged to enhance *pedestrian* and cycling environments so that people have more opportunities to walk and cycle for convenient travel, recreational, health, environmental and economic reasons through such means as:
 - (a) providing consistent information and signage systems to support exploration, discovery and travel throughout the community on foot and bicycle;
 - (b) integrating *pedestrian* and cycling facilities into existing, expanded and new development areas;
 - (c) ensuring, wherever feasible and appropriate, that urban greenlands are *pedestrian-friendly*, safe and accessible;
 - (d) implementing Crime Prevention Through Environmental Design (CPTED) principles;

- (e) creating urban design guidelines that support *pedestrian* and cycling activity in accordance with the provisions of the Canadian Institute of Transportation Engineers' guidelines for promoting *sustainable* transportation through site design;
 - (f) securing dedications for trail corridors, wherever appropriate; and
 - (g) providing *pedestrian* and cyclist connections to *transit stops*.
- 3.B.4 The Region will support walking, cycling and transit through promotional and educational initiatives that address issues such as personal security; safe behaviour by vehicle drivers, *pedestrians* and *cyclists*; barrier-free access; an appreciation of the health and environmental benefits of walking; and the comparative costs of private and public travel choices.
- 3.B.5 The Region will implement the Regional Pedestrian Master Plan prepared in accordance with Policy 5.A.18 to guide development and implementation of new Regional programs, facilities and *infrastructure*, and to encourage people to walk, cycle and reduce automobile dependence.

3.C Transportation Demand Management

Transportation demand management strives to reduce the demand for roadways and motor vehicles by developing policies, programs and services that influence how, where, when and whether people travel in order to support a more efficient use of the transportation system. The overall objective of transportation demand management strategies is to reduce the total number of automobile trips by influencing people to adopt more *sustainable* travel choices when it comes to types of travel. Transportation demand management supports and promotes walking, cycling, transit, carpooling and other forms of human-powered transportation.

The Region has implemented a variety of successful transportation demand management initiatives to date. The policies in this Chapter strive to build on these initiatives as a means of encouraging alternatives to drive-alone commuting.

- 3.C.1 The Region, in collaboration with Area Municipalities, will implement a comprehensive Transportation Demand Management program as part of its efforts to reduce automobile dependency. This program will involve independent action as well as partnerships with the private sector, other levels of government and non-governmental organizations including educational institutions and community groups. It will also seek to make alternatives to driving more attractive, build a positive public attitude toward them, and provide information and incentives that encourage individuals to reduce automobile use. The Transportation Demand Management program will include, but not limited to:

- (a) community-wide and area-specific Transportation Demand Management programs;
 - (b) employer Transportation Demand Management programs that support and enhance *sustainable* transportation choices to public and private sector employees and major institutions for such actions as walking, cycling, transit, carpooling, car sharing, teleworking, shuttle buses and ride-sharing programs, bicycle storage facilities and showers; and
 - (c) increasing transportation system efficiency by encouraging van and carpooling, preferential parking for car and van pools, shared parking, bicycle parking facilities, indoor bus waiting areas, queue-jumping lanes for transit buses, smart cards and high-occupancy vehicle lanes.
- 3.C.2 The Region will operate a commuter options program for Regional employees that supports and enhances *sustainable* transportation options for such actions as walking, cycling, transit, carpooling, car sharing, shuttle buses and ride-sharing programs, bicycle storage facilities and showers. *Sustainable* transportation options will also be supported and enhanced for commuter and business travel.
- 3.C.3 Where an owner/applicant agrees to implement, and can appropriately secure, the transportation demand management strategies recommended in a Transportation Impact Study prepared in accordance with Policy 5.A.25, the Region may consider granting reductions in the level of road improvement that would otherwise be required to support the development.
- 3.C.4 Area Municipalities are encouraged to provide reduced parking standards for *development applications* where the owner/applicant agrees to incorporate transportation demand management strategies as part of the proposed development.

3.D Energy Conservation

Energy is central to the provision of goods and services, production by industry, mobility, and comfort and *liveability* within the community. Using less energy is beneficial for the environment as it reduces the demand on resources to create energy and the *infrastructure* resources required for its distribution. Energy conservation can also help reduce greenhouse gases and other air emissions from combustion of fossil fuels, which can affect climate change and air quality. Policies resulting in a reduction in energy consumption can be integrated into land use planning regulations by promoting the development of compact, *mixed-use*, *pedestrian* and bicycle friendly, and transit oriented communities. When coupled with the use of environmentally responsible materials and alternative fuels, trips by walking, cycling and transit can significantly reduce energy consumption levels in the region.

Policies in this Section also address the potential to reduce light pollution impacts on the night sky and flora and fauna in natural areas.

- 3.D.1 The Region will support energy conservation through policies in this Plan that:
- (a) promote compact, *mixed-use* development;
 - (b) promote walking, cycling and the use of transit;
 - (c) maximize, wherever appropriate, the use and production of *alternative and/or renewable energy systems*;
 - (d) maximize the protection of existing natural areas and, wherever appropriate, promote the use of newly planted vegetation including green roofs to reduce the urban heat island effect;
 - (e) optimize the use of existing physical *infrastructure* and *community infrastructure* to support *reurbanization*;
 - (f) support water efficiency measures that reduce the demand for energy to pump and treat water resources;
 - (g) promote building designs and orientations that incorporate energy conservation features, and the use of alternative or renewable energy; and
 - (h) promote the sourcing of materials, products and natural resources from close to market locations in order to minimize the energy required to transport materials and products.
- 3.D.2 The Region will effectively use and manage energy resources by using energy conservation techniques in Regional facilities and projects, wherever feasible.
- 3.D.3 The Region will continue to implement the recommendations of the Regional Environmental Sustainability Strategy.
- 3.D.4 The Region will pursue other energy conservation measures, including undertaking pilot projects and Community Energy Plans, to reduce the need for energy and non-renewable resources.
- 3.D.5 The Region, in collaboration with Area Municipalities, will continue to support initiatives that promote the benefits of reducing energy use, car dependence and idling times, and other initiatives that encourage public agencies, private industries and individuals to participate in energy conservation programs.

Alternative/Renewable Energy Systems

- 3.D.6 Area Municipalities will establish policies in their official plans to permit *alternative and/or renewable energy systems* in all designations within the region, subject to the development and use of *alternative and/or renewable energy systems* being in accordance with *Provincial and Federal requirements*, including appropriate separation distances to address land use compatibility.

Lighting for Dark-Sky

- 3.D.7 Area Municipalities are encouraged to develop policies or guidelines to prevent or minimize the impact of outdoor lighting on the night sky.
- 3.D.8 The Region will, wherever feasible and appropriate, use technology that supports dark-sky lighting in all new street lighting along Regional Roads and for outdoor lighting in all new Regional facilities.

3.E Air Quality

Having clean air to breathe is a prerequisite to health and *liveability*. Provincial legislation and Regional strategic directions strongly promote efforts to help reduce the potential for climate change and associated poor air quality through the land use planning process. Waterloo Region's dependence on the use of private automobiles, the need to heat homes and industrial activities all result in the emission of harmful air pollutants and greenhouse gases. Although the Region does not regulate emissions, actions within its authority do significantly influence air quality and can help mitigate and adapt to climate change. As a result, the policies in this Plan seek to improve air quality in the region through a variety of measures to help support a healthy and *liveable* community.

- 3.E.1 The Region will support improved air quality through the policies in this Plan that support a more compact, transit-supportive urban form and will:
- (a) assess the feasibility of developing a community-wide air quality monitoring and modeling program;
 - (b) continue initiatives to operate the Region's fleet of vehicles in an environmentally *sustainable* manner;
 - (c) develop an anti-idling campaign to encourage drivers to avoid idling their engines;
 - (d) investigate opportunities for increasing forest cover throughout the region to achieve an overall target of 30 per cent forest cover or more of the region's total land area; and

- (e) continue to support the sourcing of materials, products and natural resources in close proximity to market locations in order to help reduce fossil fuel consumption and associated greenhouse gas emissions resulting from the transportation of such materials and products.

3.E.2 The Region will regularly monitor reductions in greenhouse gas emissions and other air pollutants generated by the Region's own corporate operations and establish reduction targets as part of the Regional Environmental Sustainability Strategy.

3.F Access to Locally Grown and Other Healthy Foods

The regional food system consists of the chain of activities related to the production, processing, distribution, consumption and eventual disposal of food. A strong and diverse regional food system provides many benefits to the community. It facilitates peoples' access to locally grown and other healthy foods, which contributes to healthier eating choices and the achievement of broader public health objectives. It also encourages a range of food destinations within easy walking distance of where people live and work. Such a system helps shorten the distance that food travels and that people travel to buy food, thereby reducing the demand on transportation *infrastructure* and the growth in vehicle emissions. As well, a strong regional food system supports local farmers and contributes to the vitality and economic strength of rural communities and Waterloo Region as a whole. For these reasons, this Plan seeks to strengthen and diversify the regional food system.

3.F.1 The Region will support the development of a strong regional food system through the policies in this Plan that:

- (a) establish a Countryside Line to protect the countryside for long-term agricultural use;
- (b) permit a full range of *agricultural uses, farm-related uses and secondary uses* to support the economic viability of local farms;
- (c) provide for a mix of land uses, including food destinations, within close proximity of each other to facilitate residents' access to locally grown and other healthy food products; and
- (d) provide a range of *human services* including *affordable housing, subsidized daycare, employment and income supports* that seek to ensure all residents have adequate incomes to be able to afford to buy locally grown and other healthy food products.

3.F.2 Area Municipalities will establish policies in their official plans to permit *temporary farmers' markets*, wherever appropriate, in existing and newly

planned neighbourhoods, particularly in areas where access to locally grown food and other healthy food products may currently be limited.

- 3.F.3 Area Municipalities will establish policies in their official plans that encourage community gardens and rooftop gardens.
- 3.F.4 The Region will support community gardens, wherever feasible, by granting access to Regional lands, and by providing rain barrels, composting bins, compost, wood mulch or other forms of in-kind support.
- 3.F.5 The Region will collaborate with stakeholders to continue to implement initiatives supporting the development of a strong regional food system.
- 3.F.6 The Region supports food system planning as a means of improving the regional food system.

3.G Cultural Heritage

Cultural heritage resources are the inheritance of natural and cultural assets that give people a sense of place, community and personal identity. Continuity with the past promotes creativity and cultural diversity. The region has a rich and diverse heritage, including distinctive cultures, traditions, festivals, artisans and craftspeople, landmarks, landscapes, properties, structures, burial sites, cemeteries, natural features and *archaeological resources*. These resources provide an important means of defining and confirming a regional identity, enhancing the quality of life of the community, supporting social development and promoting economic prosperity. The Region is committed to the conservation of its cultural heritage. This responsibility is shared with the Federal and Provincial governments, Area Municipalities, other government agencies, the private sector, property owners and the community.

Identification of Cultural Heritage Resources

- 3.G.1 The Region and Area Municipalities will ensure that *cultural heritage resources* are *conserved* using the provisions of the Heritage Act, the Planning Act, the Environmental Assessment Act, the Cemeteries Act and the Municipal Act.
- 3.G.2 The Region will prepare and update a Regional Implementation Guideline for Conserving Regionally Significant Cultural Heritage Resources. In accordance with the Ontario Heritage Act, this guideline will outline the criteria and processes the Region will follow to identify and *conserve cultural heritage resources* of Regional interest including regional roads that have cultural heritage value or interest.
- 3.G.3 Area Municipalities will identify cultural heritage resources by establishing and maintaining a register of properties that are of cultural heritage value or interest. Area Municipalities will include on their register properties designated under

Part IV, V or VI of the Heritage Act, and will consider including, but not be limited to, the following additional cultural heritage resources of cultural heritage value or interest:

- (a) properties that have heritage conservation easements or covenants registered against title;
- (b) cultural heritage resources of Regional interest; and
- (c) cultural heritage resources identified by the Grand River Conservation Authority and the Federal or Provincial governments.

3.G.4 The Region will coordinate and maintain a region-wide inventory of *cultural heritage resources* that are:

- (a) listed on registers established and maintained by Area Municipalities;
- (b) identified by the Federal or Provincial governments, and the Grand River Conservation Authority;
- (c) identified through research by the Region, Area Municipalities, post-secondary institutions or local historical societies;
- (d) of Regional interest; or
- (e) owned by the Region.

Cultural Heritage Landscapes

3.G.5 The Region will prepare and update a Regional Implementation Guideline for Cultural Heritage Landscape Conservation. This guideline will outline the framework for identifying *Cultural Heritage Landscapes*, including *Cultural Heritage Landscapes* of Regional interest, and for documenting each individual landscape through a Cultural Heritage Conservation Landscape Plan that includes:

- (a) a statement of significance;
- (b) a listing of the *cultural heritage resources* and attributes being *conserved* within the *Cultural Heritage Landscape* through the use of existing planning tools, such as Heritage Act designations, listings on the Municipal Register, official plan policies, secondary plans and zoning by-laws; and
- (c) recommendations for additional conservation measures.

- 3.G.6 Area Municipalities will designate *Cultural Heritage Landscapes* in their official plans and establish associated policies to *conserve* these areas. The purpose of this designation is to *conserve* groupings of *cultural heritage resources* that together have greater heritage significance than their constituent elements or parts.
- 3.G.7 The Region will assist Area Municipalities with the preparation of Cultural Heritage Landscape Conservation Plans for *Cultural Heritage Landscapes* of Regional interest.

Archaeology

- 3.G.8 The Region will prepare and update a Regional Archaeological Master Plan, an associated Regional Archaeological Implementation Guideline, and maps identifying *archaeological resources* and *areas of archaeological potential*. The Master Plan will provide detailed information on the variables used to determine areas of *archaeological potential* and define the archaeological review process.
- 3.G.9 During the review of *development applications* and/or *site plans*, the Region and/or Area Municipalities will require the owner/applicant to submit an archaeological assessment conducted by a licensed archaeologist in accordance with the provisions of the Regional Archaeological Implementation Guideline following the Ministry of Tourism and Culture's Standards and Guidelines, to the satisfaction of the *Province*, where *archaeological resources* and/or *areas of archaeological potential* have been identified in the Archaeological Master Plan.
- 3.G.10 Where an *archaeological assessment* identifies a *significant archaeological resource*, the Region or Area Municipality will require the owner/applicant to *conserve* the *significant archaeological resource* by:
- (a) ensuring the site remains undeveloped and, wherever appropriate, designated as open space by the Area Municipality; or
 - (b) removing the *significant archaeological resource* from the site by a licensed archaeologist, prior to site grading or construction.

Heritage Planning Advisory Committee

- 3.G.11 The Region will maintain a Heritage Planning Advisory Committee to advise the Region on the implementation of the heritage policies in this Plan and other heritage issues of Regional interest, in accordance with the Terms of Reference adopted and periodically reviewed by Regional Council.

- 3.G.12 Area Municipalities are encouraged to maintain Municipal Heritage Advisory Committees to advise on heritage planning matters, including the conservation of properties of cultural heritage value or interest.

Cultural Heritage Impact Assessment

- 3.G.13 Area Municipalities will establish policies in their official plans to require the submission of a *Cultural Heritage Impact Assessment* in support of a proposed *development* that includes or is adjacent to a designated property, or includes a non-designated resource of cultural heritage value or interest listed on the Municipal Heritage Register.
- 3.G.14 Where a *Cultural Heritage Impact Assessment* required under Policy 3.G.13 relates to a *cultural heritage resource* of Regional interest, the Area Municipality will ensure that a copy of the assessment is circulated to the Region for review. In this situation, the *Cultural Heritage Impact Assessment* submitted by the owner/applicant will be completed to the satisfaction of both the Region and the Area Municipality.
- 3.G.15 Where a *development application* includes, or is adjacent to, a *cultural heritage resource* of Regional interest which is not listed on a Municipal Heritage Register, the owner/applicant will be required to submit a *Cultural Heritage Impact Assessment* to the satisfaction of the Region.
- 3.G.16 The Region will undertake a *Cultural Heritage Impact Assessment* and consult with the affected Area Municipality and the Regional Heritage Planning Advisory Committee prior to planning, designing or altering Regional buildings or *infrastructure* that may affect a *cultural heritage resource* listed on the region-wide inventory described in Policy 3.G.4. The *Cultural Heritage Impact Assessment* will be reviewed and approved in accordance with the policies in this Plan.
- 3.G.17 Cultural Heritage Impact Assessment will include, but not be limited to the following:
- (a) historical research, site analysis and evaluation;
 - (b) identification of the significance and heritage attributes of the *cultural heritage resource*;
 - (c) description of the proposed *development* or *site alteration*;
 - (d) assessment of *development* or *site alteration* impacts;
 - (e) consideration of alternatives, mitigation and conservation methods;

- (f) schedule and reporting structure for implementation and monitoring; and
 - (g) a summary statement and conservation recommendations.
- 3.G.18 Where a *Cultural Heritage Impact Assessment* required in this Plan relates to a *cultural heritage resource* of Regional interest, the conservation recommendations will, wherever feasible, aim to *conserve cultural heritage resources* intact by:
- (a) recognizing and incorporating heritage resources and their surrounding context into the proposed *development* in a manner that does not compromise or destroy the heritage resource;
 - (b) protecting and stabilizing *built heritage resources* that may be underutilized, derelict, or vacant; and
 - (c) designing *development* to be physically and visually compatible with, and distinguishable from, the heritage resource.
- 3.G.19 Where it is not feasible to *conserve a cultural heritage resource* intact in accordance with Policy 3.G.18, the conservation recommendations will:
- (a) promote the reuse or adaptive reuse of the resource, building, or building elements to preserve the resource and the handiwork of past artisans; and
 - (b) require the owner/applicant to provide measured drawings, a land use history, photographs and other available documentation of the *cultural heritage resource* in its surrounding context.
- 3.G.20 *Cultural Heritage Impact Assessments* may be scoped or waived by the Region or the Area Municipality as applicable.

Conservation, Promotion and Research

- 3.G.21 *Built heritage resources* owned by the Region and listed on a municipal heritage register, including Joseph Schneider Haus, the Governor's House and Gaol, McDougall Cottage and the West Montrose Covered Bridge will be *conserved*. Other Regionally owned heritage buildings, bridges, or properties, will be protected, restored or rehabilitated, wherever feasible, and where not feasible, the building or structural elements will be reused to the extent possible.
- 3.G.22 The Region supports the national recognition given to the Grand River as a Canadian Heritage River, including its major tributaries, the Nith River, Speed River and Conestogo River, and will continue to promote appropriate initiatives

to maintain, enhance, manage and *conserve* natural, cultural, recreational, scenic and ecological features.

- 3.G.23 The Region will collect, manage and display movable heritage objects in accordance with standard museum protocols and the Regional Archives Policy.
- 3.G.24 Upon request, the Region may assist Area Municipalities in research, identification and documentation of *cultural heritage resources*.
- 3.G.25 The Region and Area Municipalities may coordinate the creation and delivery of financial incentive programs for the promotion, preservation, restoration and rehabilitation of *cultural heritage resources*. The Region will encourage coordination amongst the funding programs.
- 3.G.26 The Region, in collaboration with Area Municipalities, will develop and maintain an Arts, Culture and Heritage Master Plan for the purpose of:
- (a) building community identity around the unique cultural heritage of the Region;
 - (b) enhancing public awareness of the benefits that arts, culture and heritage resources bring to the community;
 - (c) encouraging collaboration and resource sharing within the cultural heritage sector;
 - (d) providing resources to support the arts, culture and heritage sector; and
 - (e) maximizing accessibility to arts, culture and heritage opportunities and information.

Scenic Roads

- 3.G.27 The Region recognizes that many Regional Roads are characterized by natural, cultural heritage and recreational features that contribute to the scenic value of Regional Roads. During any construction or upgrades, the Region will, wherever feasible, endeavour to protect and/or enhance the scenic value of such features along Regional Roads.
- 3.G.28 Area Municipalities are encouraged to establish policies in their official plans to protect the scenic values of Regional Roads, including the view from the road to prominent heritage buildings or natural landscape features.
- 3.G.29 Area Municipalities are encouraged to protect the scenic values of roads under their jurisdiction.

3.H Human Services

Human service needs of regional residents, such as police services, social assistance, pre-employment services, child care and health care programs vary with age, ability, skill, background and interest. Access to these services is fundamental to the *liveability* of a community. The policies in this Plan provide the framework for meeting these diverse needs.

- 3.H.1 The Region will regularly update the Regional Human Services Plan to provide detailed information on the implementation of such services within the region.
- 3.H.2 The Region will locate its Public Health and Social Service facilities and programs close to *pedestrian*, cycling and transit facilities, and wherever appropriate, within businesses, schools and civic buildings. Other public service agencies are encouraged to co-locate their *human service* facilities using the same criteria.
- 3.H.3 Regional *human services* facilities will, to the extent feasible, be designed and located to be accessible to all people in the region and will support the Planned Community Structure of this Plan.
- 3.H.4 Area Municipalities are encouraged to consult with the Waterloo Regional Police Services to promote safety and security as part of the *development* review process.
- 3.H.5 The Region and Area Municipalities will, wherever appropriate, develop accessibility policies and regulations in their official plans, zoning by-laws, urban design guidelines, *site plan* guidelines, and other documents, in accordance with the provisions of the Accessibility for Ontarians with Disabilities Act.