

To: COUNCIL

Meeting Date: 12/15/2025

Subject: **Comprehensive Zoning By-law Review – Phase 1 – Form Based Residential Zones**

Submitted By: Sarah Austin, Acting Director of Planning

Prepared By: Bryan Cooper, Senior Planner, Policy
Breanna Syne, Policy Planner

Report No.: 25-034-PG

File No.: D24

Wards Affected: All Wards

RECOMMENDATION(S):

THAT Report 25-034-PG – Comprehensive Zoning By-law Review – Phase 1 – Form Based Residential Zones be received;

AND THAT Appendix B - Phase 1 Comprehensive Zoning By-law XX-25 be enacted;

AND THAT Appendix C – Official Plan Amendment No. 91 be adopted;

AND FURTHER THAT in accordance with Section 34(17) of the Planning Act, City Council has determined that no further public notice is required related to the changes to the proposed Zoning Bylaw and Official Plan Amendment.

EXECUTIVE SUMMARY:

Purpose

- To recommend to Council approval of the Phase 1 Comprehensive Zoning By-law, focusing on form based residential zones; and
- To satisfy the requirements of Initiative No. 4 of the City's Housing Accelerator Fund agreement with Canada Mortgage and Housing Corporation.

Key Findings

- The recommended Zoning By-law includes new form based residential zones, which put an emphasis on size, height and location of a building more so than the interior use.

- The form based residential zones will apply to properties that are within the City's current Low/Medium Density Residential and High Density Residential designation.
- The Zoning By-law Review is being phased. Properties subject to site-specific amendments and other non-residential land uses are deferred from the Phase 1 Zoning By-law and will be subject to future updates in 2026.

Financial Implications

- This project has an approved \$250,000 budget for professional services which is funded by the Canada Mortgage and Housing Corporation (CMHC) Housing Accelerator Fund (HAF) Program.

STRATEGIC ALIGNMENT:

Strategic Action

Objective(s): VIBRANT NEIGHBOURHOOD - Promote, facilitate and participate in the development of safe and healthy neighbourhoods with a range of housing options

Strategic Action: Increase housing options

OR

Core Service

Program: Not Applicable

Core Service: Not Applicable

BACKGROUND:

Comprehensive Zoning By-law Review:

In 2012 the City updated and adopted the current Official Plan. The Official Plan provides the goals, vision and policies for future land use and change in the City. Following adoption of the Official Plan, staff and land use planning consultants from Meridian Planning began the process of preparing a new Comprehensive Zoning By-law since the City's current By-law is nearly 40 years old and does not reflect today's land use planning objectives. Zoning By-laws implement an Official Plan by providing specific requirements that are legally enforceable and therefore it is important that the City update the Zoning By-law to give effect to the Official Plan.

Housing Accelerator Fund Program and Form Based Zoning Initiative:

The Housing Accelerator Fund (HAF) is a \$4 billion federal funding program for municipalities and Indigenous governments. The purpose of HAF is to create a greater supply of housing at a faster pace. Municipalities apply to CMHC to complete various projects to support this objective through an approved “Action Plan” which is funded by CMHC.

On October 24th, 2023 Council endorsed the City’s Action as part of the HAF application. Following this initial application, CMHC requested further project enhancements, which were endorsed by Council on December 19th 2023.

One of the enhancement items for the HAF application that Council agreed to complete was an initiative to:

“Further Relax Zoning Regulations: Advance a statutory process to remove density regulations and replace with form-based zoning”.

The City entered into a Contribution Agreement with CMHC to complete the housing initiatives on January 31st 2024.

Following the execution of the funding agreement staff began working on updating the already underway comprehensive zoning by-law review with form based residential zones.

This has included the following:

1. Report 24-127-CD – October 22, 2024:
The purpose of this report was to present preliminary form based zoning regulations to Council and to seek direction to engage with the public.
2. Report 25-052-CD – May 6, 2025:
The purpose of this report was to formally introduce the proposed Comprehensive Zoning By-law with form based residential zones and companion Official Plan Amendment to Council and the public through a statutory public meeting. Council provided direction to staff to complete City-wide notification of the project and more substantial public engagement.
3. Public Engagement:
Staff and the consulting team comprised of The Planning Partnership and Meridian Planning completed the following as part of the engagement process:
 - In person workshops
 - City-wide mailout advising of the form-based zoning project

- Engage Cambridge Project Page
- Social Media campaign
- Cambridge Today Advertisements
- Farmer’s Market Drop-in sessions
- Community Drop-in sessions
- Online survey

4. Report 25-023-PG – October 28, 2025:

The purpose of this report was to update Council on the above noted engagement process and to provide a summary of public feedback received.

ANALYSIS:

1.0 Subject Lands

The Zoning Bylaw applies to all residential lands within the boundary of the City of Cambridge with the exception of deferred areas. Deferred areas include residential lands subject to site specific amendments, core areas, existing and proposed secondary plan areas and commercial/industrial land uses. Deferred areas will be subject to a future phase of the Zoning By-law update.

2.0 Form Based Zoning:

Purpose:

The City’s current comprehensive Zoning By-law 150-85 is complex, restrictive and a barrier to new housing. Residential properties are placed in discrete residential zones which often only permit one housing type. When new housing is proposed a property specific Planning application is often required, which is costly and time consuming. Form based zoning for residential areas will help streamline the development application process to get new housing approved and built faster and will encourage a greater diversity of housing type throughout the City.

Form based zoning focuses on the physical form of development (e.g. height, size, building placement) rather than the segregation of housing by type. Form based zoning supports the development of “missing middle” housing as it allows a wide variety of low-rise building types in all neighbourhoods. Housing will no longer be restricted to a particular housing type; rather, any residential building that fits within the regulations will be permitted.

The City has recently completed a Housing Needs Assessment which has identified the following housing needs in Cambridge:

- Increased supply of rental units.

- Increased supply of community housing, including supportive units.
- Need for affordable housing for young and aging households.
- Need for more diverse housing types to provide options for households starting a family.

A form based zoning by-law supports all of the above needs by permitting more housing types.

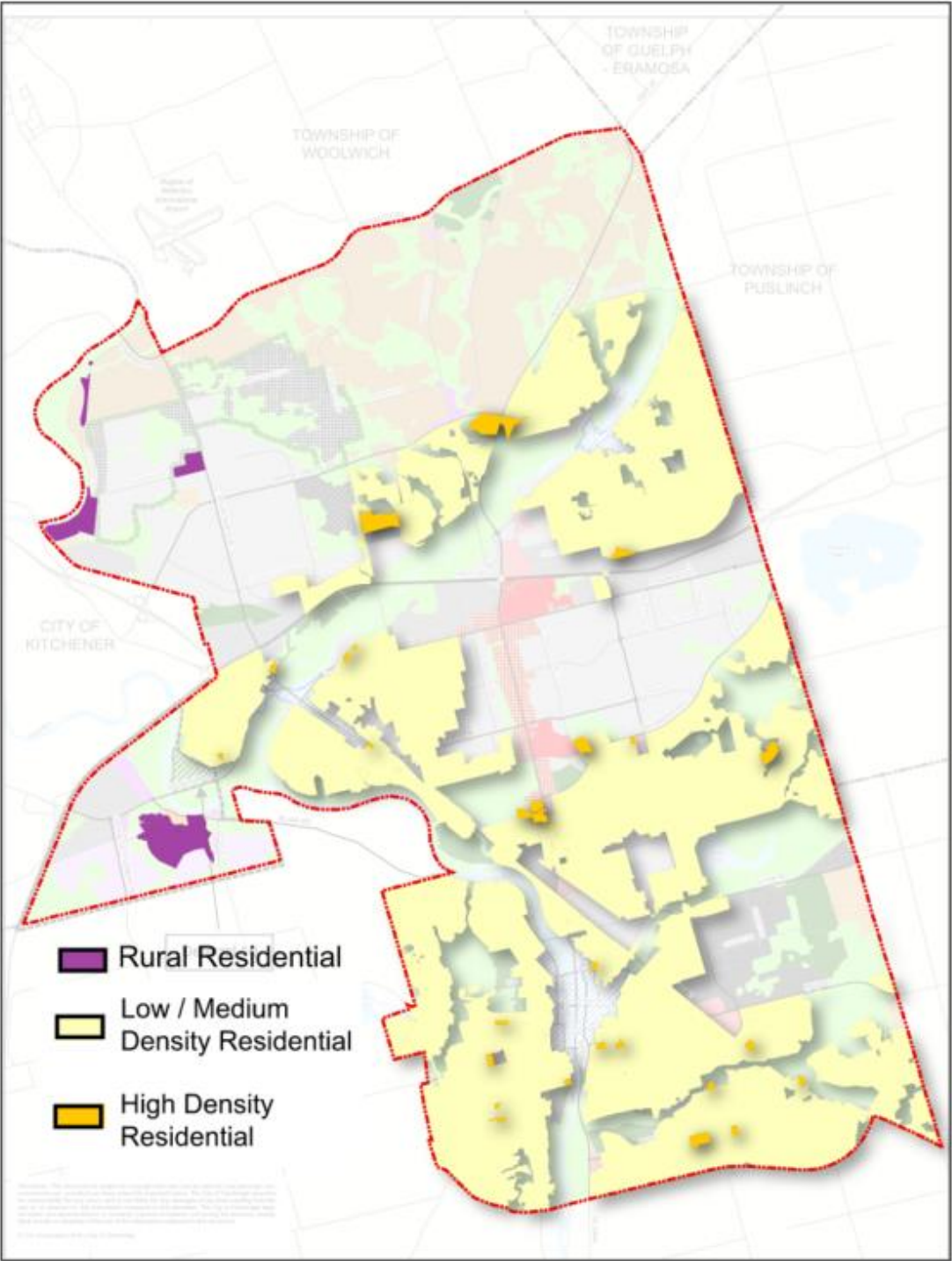
It is important to note that the form based zoning by-law is still regulatory and new housing must meet important requirements such as building height, setbacks, landscaping and parking, among other regulations. The key change is that zoning is no longer based on the premise of separating housing types from one another.

Scope of Form Based Zones:

The scope of the form based residential zones is based on the City's three residential land use designations in the Official Plan:

1. Rural Residential lands are primarily comprised of the Blair Village and other smaller rural areas in the City's north. Land uses are limited to large lot detached dwellings on private servicing.
2. Low/Medium Density Residential lands cover the vast majority the City's residential neighbourhoods and are intended for a variety of low-rise housing types (including detached, semi-detached, townhouses and apartments) on full municipal services.
3. High Density Residential lands are limited to specific properties where taller and more dense multi-unit residential developments are located or permitted.

The following image illustrates the geography of the City's residential land use designations:



Recommended Form Based Residential Zones:

Based on this Official Plan context, four new form based residential zones are proposed:

1. Rural Residential – RR Zone (Purple areas):
 - Intended for single detached dwellings on large lots with private servicing
2. Low-Rise Residential - R1 Zone (Yellow Area):
 - Intended for larger urban lots and permitting all housing types, up to a maximum of 11 m/36 ft (generally 3 storeys) in building height. 14 m/46ft (generally 4 storeys) building heights are permitted on most collector and arterial roads.
3. Low-Rise Residential - R2 Zone (Yellow Area):
 - Intended for smaller urban lots permitting all housing types, up to a maximum of 11 m/36 ft (generally 3 storeys) building height. 14 m/46 ft (generally 4 storeys) building heights are permitted on most collector and arterial roads.
4. Mid-High Rise Residential – R3 Zone (Orange area):
 - Intended multiple dwellings between 17.0 m/56 ft – 52 m/170 ft (generally 5 – 15 storeys) depending on road type.

Appendix A includes a summary of the main regulations by housing type in the recommended Phase 1 By-law.

Sample Housing Types in the R1 and R2 Zone:

The following graphics are from CMHC’s recently published “Housing Design Catalogue” and are provided as visual examples of the type of housing that could be permitted throughout low-rise neighbourhoods.

Although all the sample housing types are permitted, not all properties can be developed with the full range of housing shown. Property size and shape, and zoning regulations like setbacks, landscaping and parking will determine what housing can be constructed on a lot. Larger lots can accommodate more housing units, while smaller lots are much more limited. Conventional sized residential lots typically cannot accommodate all the zoning requirements for multiplexes, stacked townhouses and low-rise apartments.



Figure 1 One Storey ARU



Figure 2 Two Storey ARU



Figure 3 Triplex



Figure 4 Fourplex



Figure 5 Stacked Townhouses



Figure 6 Sixplex/Low-rise Apartment

3.0 Other relevant sections of Phase 1 Zoning By-law:

Definitions:

- The By-law includes a new chapter with simplified, modern definitions and terms.

General Provisions:

- The By-law includes one chapter for “General Provisions”. General Provisions are regulations that are applicable in all areas of the City. This section has been simplified from the current Zoning By-law which divides general provisions into two separate chapters, which can cause confusion in the administration of the By-law.

Parking:

- Rates are similar to current regulations. The new By-law simplifies parking calculation rates and clarifies required parking for certain uses.
- Accessible parking requirements have been added.
- 20% of parking spaces for certain uses are required to be designed to accommodate the future installation of electrical charging stations.
- Bicycle parking requirements are included for short-term and long-term bicycle parking for various uses.

Floodway and Floodplain Overlays – F Zone and F1, F2 and F3 Overlay:

- The regulatory floodplain is zoned to prohibit new development. Special Floodplain overlay zones are also applied to areas of the City that are within the flood fringe of two-zone floodplains, which permit limited development.

Environmental Protection – EP Zone:

- Environmental areas such as core environmental features and wetlands are protected through the Environmental Protection – EP Zone. Development is prohibited within the EP Zone.

4.0 Summary of Changes since the Public Meeting:

Following the statutory public meeting on May 6, 2025, staff continued to evaluate the regulations of the Zoning By-law based on best practices and feedback from the public and stakeholders.

The following is a summary of the main changes to the By-law since the May 6, 2025 Public Meeting:

Transition Regulations:

The recommended Zoning By-law includes regulations to accommodate previous Planning Act decisions and applications (submitted and deemed complete) that are in progress as of the date of passing of this Bylaw. The purpose of these regulations is to reduce hardship on development proponents that have gone through a site-specific planning approval. The following updates have been made:

- Site Plan Approvals – site plan approvals based on Zoning By-law 150-85 will continue to apply within three years of a decision for site plan approval. This is an increase from 1 year in the previous draft.
- Site Plan Applications – active site plans will continue to be processed under the existing Zoning By-law 150-85. This includes phased site plans.
- Zoning By-law Amendments – active Zoning By-law amendments will continue to be processed under existing Zoning By-law 150-85. Existing site-specific zoning amendments will remain under By-law 150-85 at this time and will be incorporated into the new Comprehensive Zoning By-law through a future amendment.

Municipal Servicing:

Restrictions on new individual on-site sewage services (septic) and on-site water services (private wells) within the urban area are included in the updated Zoning By-law. This regulation is consistent with the Provincial Planning Statement 2024.

Additional Dwelling Units:

The new Zoning By-law will continue to permit additional residential units (ARUs) within a single, semi-detached and street townhouse dwelling, as well as separate detached ARUs.

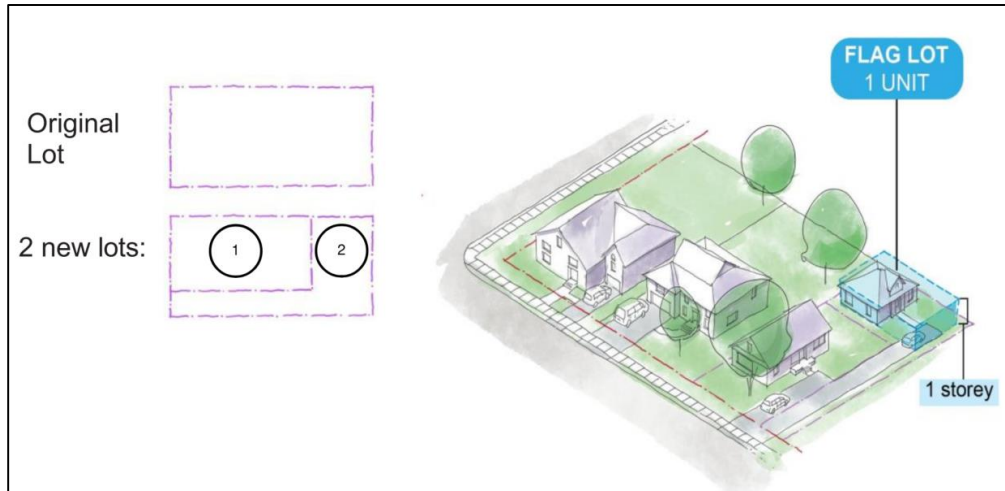
The following are updated regulations that apply to detached ARUs:

- Separation distance between the primary dwelling and ARU has been increased from 3.0 m (10 ft) to 4.5 m (15 ft). The intent of this change is to provide for greater separation distance and amenity space between a primary house and detached ARU. Public feedback suggested the existing 3.0 m standard was too low.
- The minimum rear yard setback for a detached ARU to a laneway or street has been reduced to 0.6 m (2 ft). This applies to properties that are served by a laneway or back onto a road (e.g. many properties front onto a local road but back onto a collector or arterial road). This is appropriate since the laneway or road serves as an additional separation distance between neighbouring properties.
- The previous regulation of 10% lot coverage has been revised to the lesser of 100 m² (1000 ft²) or 15% lot coverage. 10% lot coverage was found to be a barrier to the construction of detached ARUs when combined with the other regulations. Overall landscaping open space of 25% for a lot will apply and limit the size of both primary house and detached ARUs.
- Updated building height regulations for detached ARUs are introduced to control massing based on the characteristics of a property. This includes:
 - 4.5 m (15 ft) on a lot less than 21 m (70 ft) wide.
 - 6.0 m (20 ft) on a lot that has a width of 21 m (70 ft) or greater, provided the ARU is setback 3.0 m (10 ft) from any lot line and 6 m (20 ft) from the primary home.
 - 6.0 m (20 ft) when the detached ARU is accessed by a lane or where the lot backs onto a street.

Flag Shaped Lots:

The concept of “flag shaped lots” to facilitate gentle intensification was introduced through the public meeting report and engagement sessions. Flag shaped lots allow for the severance of the rear portion of an existing residential lot with a narrow frontage for access. A second dwelling can then be constructed on the severed portion. It is called a “flag lot” since in plan view the shape of the severed lot resembles a flag. This is similar to a detached ARU, with the difference being that it will be constructed on its own separate and conveyable lot.

The following graphic illustrates this concept:



Key standards include:

- Minimum lot width at street of flag lot: 6.0 m (20 ft) – 8 m (26 ft)
- Minimum combined depth of flag shaped lot and remnant lot: 40 m (131 ft)
- Minimum setbacks of dwelling on flag lot: 4 m (13 ft)
- Maximum Building Height: 6 m (20 ft)

In order to permit a flag lot, approval from the City's Committee of Adjustment for a land severance is still required.

Private Driveways:

The Zoning By-law includes regulations that limit the size of private driveways for single detached, semi-detached and street townhouse dwellings. The following changes are included in the recommended Zoning By-law:

- Driveway width:
A regulation is introduced that includes any hardscaped walkway adjacent to a driveway to be calculated in the maximum width. This is introduced to help preserve front yard landscaping.
- Driveway depth:
At a statutory public meeting on March 4, 2025 for a site-specific development application, Council raised comments about the minimum length of residential driveways with respect to the ability to park various types of vehicles. Council directed staff to start the process to change the driveway requirements to 8 metres (26 ft).

Staff note that 6.0 m (20 ft) driveway depths is the typical standard in municipal zoning by-laws throughout Ontario and much of the City's residential areas have been developed based on this requirement. Most homebuilders design homes based on a 6.0 m (20 ft) driveway and increasing this minimum depth standard will necessitate the redesign of standard house plans or typical lot sizes. 8.0 m (26 ft) deep driveways will also result in many residential properties in the City becoming legal non-compliant to this requirement, which may trigger minor variance applications if a homeowner proposes changes to their property such as adding an additional dwelling unit.

Staff have reviewed the dimensions of popular truck models and note that a 6.0 m long driveway can accommodate the majority of truck models including four door "super cab" and four door "super crew short-bed" pick-up trucks.

Although staff do not recommend an 8.0 m (26 ft) minimum driveway requirement, the By-law has included this standard to execute the direction of Council.

Accessibility Requirements:

- A new standard to permit a driveway of a single detached, semi-detached or townhouse dwelling to be widened beyond the maximum to accommodate a Type A accessible parking space is introduced. Previously, a resident who requires a wider driveway to accommodate an accessible vehicle would need to apply for a minor variance to increase the width of a driveway.
- Accessible parking standards for multi-residential and non-residential uses are also included.
- The previously proposed barrier free access requirement for multi-unit residential has been removed from the By-law as it has been determined that the Zoning By-law cannot obligate construction requirements beyond what is required in the Ontario Building Code. Recent Provincial legislation through Bill 17 prevents municipalities from creating unique construction requirements.

Amenity Area:

The recommended amenity area requirement for multiple dwellings is 8 m² (86 ft²) per unit, of which a minimum of 50% of the amenity area shall be provided as common amenity space for residents. This is a reduction from 15 m² (161 ft²) per unit from the initial proposed standard at the public meeting. 8 m² is consistent with best practices

and feedback from industry stakeholders who indicated that 15 m² is not practical for infill projects.

Building Height in R1 and R2 Zones:

The draft By-law proposed building heights of 10.5 m (34 ft) for lands in the low-rise R1 Zone and 14.0 m (46 ft) for lands in the low-rise R2 zone. Based on public feedback the maximum building height has been revised to 11 m (36 ft) for both the R1 and R2 zones, which is generally 3 storeys. Public feedback suggested that many were uncomfortable with 14.0 m (46 ft) (4 storey) building heights in all low-rise neighbourhoods.

14.0 m (46 ft) is recommended to be permitted on lots that front on most collector and arterial roads since these are areas that are appropriate for additional building heights and housing. Certain collector roads are excluded from the 14 m (46 ft) height permission based on servicing constraints or required future study. This includes Riverbank Drive, River Road, portions of Avenue Road, Blenheim Road and portions of Blair Road.

Updated R3 Standards for Multiple Dwellings:

The R3 zone is applied to properties designated High Density Residential in the City's Official Plan and will permit taller buildings.

The initial draft of the R3 zone included regulations that required a podium base and narrow towers with building heights of 52 m/15 storeys (often referred to as "point tower" style apartment buildings). Industry and City consultant feedback suggested that for point towers to be viable a much greater height permission is required. 15 storeys is generally the maximum height permitted in the City's Official Plan and therefore the regulations for taller buildings have been revised to permit more conventional designed apartment buildings. Regulations are still included to reduce the overall bulk of tall buildings. Key requirements that are included in the R3 zone are:

- 17.0 m/55 ft (generally 5 storeys) building height if fronting on a local road.
- 52 m/170 ft (generally 15 storeys) building height if fronting on a collector or arterial road.
- 3.0 m (10 ft) stepback for 6th floor.
- Maximum building length of 60 m (200 ft)
- Maximum floor area for any storey above 7th of 2,000 m² (21, 527 ft²).

Expansion of regulations for previously proposed “Established” Neighbourhood Zones:

The draft By-law included various regulations for specific areas of the City which were referred to as “Established Neighbourhood Zones”. This included new development standards such as:

- Reduced or increased front yard requirements based on the predominant front yard setback on the street.
- Setbacks limiting the projection of attached garages and location of detached garages.
- Access restrictions to laneways in the case of the West Galt Area.

The recommended By-law now includes the above standards City-wide, therefore all infill housing will be required to meet these requirements.

Site specific residential regulations that are currently in effect for Blue Heron Ridge and River Road will be incorporated into the new Zoning Bylaw in Phase 2. In the interim these areas will continue to be regulated under the City’s current By-law 150-85.

Electrical Vehicle Parking:

Electrical vehicle (EV) parking is revised to require 20% of all spaces to be designed for the future installation of EV parking rather than the previous draft standard of fully electrified spaces. EV ready ensures that the necessary electrical infrastructure is in place for installation of electric spaces when demand for such spaces is reached.

Bicycle Parking:

Based on feedback from the City’s Cycling and Trails Advisory Committee and policy objectives of creating more bicycle supportive communities, the following changes to Bicycle parking have been made:

- Increase to 1 space per dwelling unit for long-term parking for multi-unit development City-wide. The previous requirement was 0.5 spaces per unit outside of the Core Area.
- 5% of required long-term parking is required in the form of oversized bicycle parking spaces to accommodate larger mobility devices and cargo bicycles and trailers.

Planting Strips for multiple dwellings:

A 1.2 m (4 ft) planting strip is now required for multiple dwellings in the R1, R2 and R3 Zone. The previous draft By-law did not include any planting strip requirement; however, public feedback suggested that a requirement for landscaped buffering was important.

Companion Official Plan Amendment:

Purpose and Effect:

An Official Plan Amendment (OPA) is proposed as a companion to the Zoning Bylaw to eliminate residential density policies and the requirement of carrying forward every single site-specific amendment that has been passed to By-law 150-85. These policy changes will enable form-based zoning and support future phases of the Zoning By-law review.

Subject Lands:

The Official Plan amendment applies to all lands designated Low/Medium Density Residential and High Density Residential in the City.

The recommended Official Plan amendment is included in Appendix C.

5.0 Legislative and Policy Analysis:

Planning Act:

Section 2 of the Planning Act outlines matters of provincial interest which municipalities must have regard for in making decisions. Relevant matters of provincial interest that the recommended Zoning By-law support include:

- **The protection of ecological systems, including natural areas, features and functions:**
The By-law protects sensitive environmental features through the Environmental Protection Zone (EP Zone) which generally prohibits development.
- **The orderly development of safe and healthy communities:**
The By-law permits a variety of housing types within the urban area where existing infrastructure and community services exist. The By-law promotes safety by limiting residential development in flood prone areas of the City.
- **The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies:**

Accessible parking regulations for non-residential and multi-residential development are included. Flexible driveway regulations are also introduced to ensure that all residential properties can accommodate accessible parking.

- **The adequate provision of a full range of housing, including affordable housing:**

The Zoning By-law removes restrictive zoning regulations that prohibit different housing types and apply very low density limits. This reduces the barrier to the creation of new housing supply by both market homebuilders and affordable housing providers, as well as resident property owners who may want to build additional housing units on their property.

- **The appropriate location of growth and development:**

The By-law permits a range of housing types within the urban area of the City, which is where growth can be accommodated with existing municipal services. The By-law includes restrictions on development in rural areas due to servicing constraints.

- **The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians:**

The By-law supports sustainability by permitting low-rise and gentle intensification of existing neighbourhoods within the urban area which can be served by the existing public transit network. This is a more sustainable form of development than typical greenfield development which requires the conversion of agricultural land.

Provincial Planning Statement, 2024 (PPS):

In October 2024, the Province issued the new PPS which replaced the previous policy statement and provincial growth plan. Supporting housing is the primary objective of the new PPS and the Province has set a goal of building 1.5 million new homes across Ontario by 2031. Cambridge is designated as a fast-growing municipality in the PPS and the City needs to find ways to support the construction of more housing.

Section 3 of the Planning Act require that decisions of municipal Council be consistent with the PPS. The recommended Zoning By-law is consistent with the PPS requirements that:

- Planning authorities shall permit:
 - All housing options required to meet the social, health, economic and well-being requirement of current and future residents.

- All types of residential intensification including development and introduction of new housing options within previously developed areas.

Region of Waterloo Official Plan (ROP):

On January 1, 2025, the Region of Waterloo was removed as a land use planning authority under the Planning Act. As a result, the Region of Waterloo Official Plan forms part of the City of Cambridge Official Plan. Zoning By-laws are required to implement Official Plans. The recommended Zoning By-law implements the following policy objectives of the ROP:

- Permitting more housing to help meet the City's population growth forecasts of 214,900 people by 2051.
- Supporting gentle density and a range of housing types in the urban area.
- Supporting the overall annual Cambridge intensification target of 65%.

City of Cambridge Official Plan (OP):

Lands in the Low/Medium Density Residential designation of the OP permit single detached, townhouses and/or walk-up apartment buildings. The recommended R1 and R2 zones which apply to land in the Low/Medium Density Residential designation give effect to this policy by permitting this range of housing types.

Lands in the High Density Residential designation permit apartment dwellings and the corresponding R3 zone gives effect to this policy by establishing appropriate building regulations for tall buildings.

Policy 8.4.6.5 of the OP requires that infill, intensification and redevelopment meet the following compatibility criteria:

- a) Comparable building height, generally within two storeys of neighbouring buildings:
 - The R1 and R2 zone permit up to 11 m in building height, which is generally within the two storey range of existing homes in the City (existing heights typically range between 1 storey and 2+ storeys).
- b) Massing and scale:
 - Massing and scale is managed by required front, side and rear yard setbacks, building height maximums (currently there are none) and buffering (in the case of multiple dwellings in low-rise areas).

- c) Similar lot coverage and side yard setbacks of neighbouring housing:
 - Required side yard setbacks in the new By-law generally match side yard requirements of existing Zoning By-law 150-85.

- d) Maintaining the predominant or average front yard setback:
 - A zoning standard has been introduced to require new development to maintain the average front yard setback of the existing streetscape.

- e) Transportation implications:
 - Small-scale infill development is not expected to result in transportation network impacts. Improvements to the overall transportation system are managed through City and Regional Transportation Master Plan review and updates.

- f) Appropriate parking arrangements and traffic movement:
 - New development is required to provide sufficient off-street parking based on the number of dwelling units.

EXISTING POLICY / BY-LAW(S):

Zoning By-law 150-85:

Residential properties that are subject to Phase 1 of the Comprehensive Zoning By-law will be removed from existing By-law 150-85.

Zoning By-law 150-85 will continue to apply to the following areas until future phases of the By-law is approved:

- Properties subject to site-specific amendments
- Core Areas
- Commercial Zones
- Existing and proposed Employment/Industrial areas
- Institutional Zones
- Agricultural Zones
- Open Space Zones
- Preston Secondary Plan study area
- Hespeler Rd Secondary Plan study area

Future phases of the Zoning By-law review will incorporate the above deferred areas into the new Comprehensive Zoning By-law.

Official Plan:

A companion Official Plan Amendment is required to facilitate form based residential zoning and future phases of the By-law review. This amendment attached in Appendix C includes the following:.

- Residential policies:
Updates to the Low/Medium Density Residential and High Density Residential land use designations to remove density and FSI (floor space index) limits is required to enable form based residential zoning.
- Site specific policy:
Policy 8.10.7 of the Official Plan (established by OPA No. 38) requires that site-specific amendments be carried forward into the new Zoning By-law. This approach has been reconsidered, and this policy is eliminated. Individual site-specific amendments will be reviewed as part of the future phase of the zoning by-law.

FINANCIAL IMPACT:

This project is one of nine CMHC projects that has a committed \$13,347,095 value through the Housing Accelerator Fund (HAF) if certain targets are met. These projects are to help the City of Cambridge create more housing within the community to support our growth. This specific project has an approved \$250,000 budget for professional services.

PUBLIC VALUE:

This project supports the public value of Engagement. Public involvement was invited at key milestones through the project as noted in the Background section of this report on engagement activities and has influenced the outcome of the By-law.

ADVISORY COMMITTEE INPUT:

Advisory Committees Consulted:

- Accessibility Advisory Committee
- Environmental Advisory Committee
- Municipal Heritage Advisory Committee
- Cycling and Trails Advisory Committee
- Cambridge Home Builders Liaison Committee

PUBLIC INPUT:

Staff and the consulting team completed the following as part of the engagement process:

- In person workshops – **3 sessions**
- City-wide Mailout – **61,805 project cards mailed**
- Engage Cambridge Project Page – **3,720 unique visitors**
- Social Media campaign – **467 interactions**
- Cambridge Today Advertisements – **30,307 impressions**
- Farmer's Market Drop-in sessions – **129 interactions**
- 11 Community Drop-in sessions – **229 participants**
- Online survey – **402 respondents**

Public submissions received are included in Appendix D.

INTERNAL / EXTERNAL CONSULTATION:

The following agencies and City divisions have been circulated through this project:

External Agencies:

School Boards:

- Conseil Scolaire Viamond
- Conseil Scolaire Catholique MonAvenir
- Waterloo Region District School Board
- Waterloo Catholic District School Board

Adjacent Municipalities:

- Township of North Dumfries
- Township of Woolwich
- Township of Puslinch
- Wellington County
- City of Kitchener
- City of Hamilton
- Region of Waterloo

Other Agencies:

- Grand River Conservation Authority
- Canadian National Railway

- Canadian Pacific Railway
- Union Gas Limited
- Ontario Power Generation
- GrandBridge Energy
- Ministry of Municipal Affairs and Housing
- Ministry of Transportation
- Infrastructure Ontario
- Six Nations of the Grand River

Internal Staff:

- Development Planning
- Development Engineering
- Transportation Engineering
- Recreation and Culture
- Economic Development
- Municipal By-law
- Equity, Diversity, Inclusion and Accessibility
- Fire Department
- Finance Department
- Operations

CONCLUSION:

This report recommends approval of the first phase of the City's Comprehensive Zoning By-law. Phase 1 includes form based residential zones to support more housing and satisfies the City's obligations under the Housing Accelerator Fund program.

REPORT IMPACTS:

Agreement: **No**

By-law: **Yes**

Budget Amendment: **No**

Policy: **Yes**

APPROVALS:

This report has gone through the appropriate workflow and has been reviewed and or approved by the following as required:

Director

General Manager

Chief Financial Officer

City Solicitor

City Manager

ATTACHMENTS:

1. 25-034-PG Appendix A – Summary of Form Based Residential Regulations
2. 25-034-PG Appendix B – Phase 1 Comprehensive Zoning By-law XX-25
3. 25-034-PG Appendix C – Official Plan Amendment No. 91
4. 25-034-PG Appendix D – Public Submissions