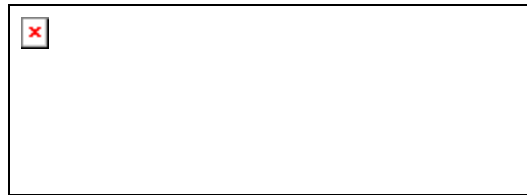


**City of Cambridge**

**Official Plan Review**

**Urban Design Policies  
Discussion Paper**



**May 2010**

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## 1. Introduction

The City of Cambridge Official Plan (OP) was last updated in the mid-1990's; adopted by City Council on September 22, 1997 and approved by the Regional Municipality of Waterloo on July 14, 1999. The policies in that plan reflect the direction of the 1996 Provincial Policy Statement and the 1995 Regional Official Policies Plan. Since that time, a new Provincial Policy Statement (PPS) was issued in 2005 and a new Regional Official Plan (ROP) was approved by Regional Council in 2009.

This discussion paper reviews the current Urban Design policies within the Official Plan and the changes to provincial policy and legislation since the mid 1990s that impact urban design and site plan processes.

## 2. Current Cambridge Official Plan Policies

This discussion paper will focus on urban design and site plan policies. The following provides the section headings in the current OP related to urban design and site plan approval. The full text of the policies is contained in **Appendix 1**.

2.2 Settlement Pattern

2.4 Business Environment

2.5 Residential Environment

3.3.1.2 Galt City Centre

3.3.1.3 Preston Town Centre

3.3.1.4 Hespeler Village

4.4 Urban Design

9.1.4 Residential Compatibility

9.1.5 Location Criteria for Multi-Unit Residential Development

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## **OPA #28**

18.8 Preconsultation

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18.10.7 Site Plan approval and review of exterior design

### **3. Legislative and Policy Changes since approval of Official Plan**

#### **3.1. Provincial Context**

##### **3.1.1. Provincial Policy Statement (PPS) 2005**

The PPS provides policy direction on matters of provincial interest for land use planning and development. The PPS sets out policy for the development of settlement areas including intensification and redevelopment; expansion of settlement area boundaries; and development within designated growth areas. The PPS also sets out policy for the provision of an appropriate range of housing types and densities including affordable housing. The Cambridge Official Plan must be consistent with the PPS.

Given the emphasis on intensification, redevelopment and compact urban form, urban design policies and guidelines are becoming increasingly important. Often times, the level of acceptance of an infill or redevelopment project is due to the design of the project rather than the proposed density.

##### **3.1.2. Planning Act – Bill 51**

The Planning Act was amended through Bill 51 which came into effect on January 1, 2007. The amendments provided municipalities with new authority for exterior architectural and sustainable design control and complete application requirements.

##### Architectural/Exterior Design and Sustainable Design Control

Bill 51 amended Section 41 (Site Plan Control) of the Planning Act to permit municipalities to include requirements related to external building design details where it addresses sustainable design, character and appearance. Official Plan policies and a site plan control by-law must be in effect and contain these policies in order for a municipality to make use of this provision. Prior to Bill 51, municipalities did not have legislative support to review exterior design elements through the site plan process.

Architectural/Exterior Design includes the character, scale, appearance and design features of buildings and their sustainable design but only to the extent that it is a matter of exterior design. Sustainable design elements include trees, shrubs, hedges, plantings or ground cover, permeable paving materials, street

furniture, curb ramps, waste and recycling containers and bicycle parking facilities.

The City of Cambridge Official Plan was updated in 2008 in accordance with Bill 51 through OPA 28 (please refer to **Appendix 2**). The new policies provided the City with the enabling framework to expand site plan control to include the review and approval of exterior building design including sustainable exterior design, sustainable design elements on boulevards and municipal right-of-ways, and the design of facilities for accessibility for persons with disabilities. Bill 51 allowed the City to extend architectural control to residential buildings with less than 25 units as long as the Official Plan contained policies for this and the buildings are within an area designated by the Official Plan for this type of review. Through OPA 28, design control was extended to residential buildings with less than 25 units for the whole of the City of Cambridge; which is currently designated for site plan control. Site plan control is not required for single detached, semi-detached, duplex or triplex dwellings and these new policies were not extended to include these types of dwellings.

The site plan control by-law was amended in April 2010 in accordance with OPA 28.

The inclusion of this policy in the Official Plan and Site Plan Control By-law provides staff and Council with greater leverage in achieving urban design objectives and a greater degree of control over the design of our built environment.

#### Complete Application Requirements

Through Bill 51, Council may, through provisions in the Official Plan, require additional information or material to be submitted with applications for Official Plan Amendments, Zoning By-law Amendments, Plans of Subdivision and Consents in order for the application to be deemed complete. A complete application consists of the information prescribed by the Planning Act and the additional information as determined by the Council/approval authority.

Through OPA 28, policies for complete application requirements were introduced into the Official Plan. One of the additional information items is the requirement for concept plans, studies and reports related to urban design to be submitted with an application for Official Plan Amendments, Zoning By-law Amendments, Plans of Subdivision and Consents. The need for additional information such as an urban design study will be determined through the City's preconsultation process.

### **3.1.3. Places to Grow Act and Growth Plan for the Greater Golden Horseshoe**

In 2006, the Ontario Government approved the Growth Plan for the Greater Golden Horseshoe. The Growth Plan contains a set of policies for managing growth and development to the year 2031 within the Greater Golden Horseshoe which includes the Region of Waterloo.

The Growth Plan sets targets for:

- Density of new development within designated greenfield areas;
- Minimum amount of development through infill and intensification within the built up area of the City; and
- Density for Urban Growth Centres.

The Growth Plan requires that a minimum of 40% of new development by the year 2015 occur within the Built Up area of the City through intensification. The City of Cambridge has achieved approximately 20-30% of new development through intensification in recent years.

The Urban Growth Centre is considered to be the traditional downtown area of a municipality; it has the potential to become more vibrant, mixed use, and transit supportive. The Province, through the Growth Plan, recognizes the importance of revitalization in downtown areas. The Urban Growth Centre is to be planned to achieve a minimum gross density target of 150 persons and jobs by the year 2031. The boundary of the Urban Growth Centre is to be included in the Official Plan.

This new policy framework which places a greater emphasis on intensification and sets density targets for the urban growth centre will introduce change into built up areas of our community. This form of change will need to be compatible with existing development. Urban design policies and guidelines and height and density regulations will be instrumental in achieving these targets.

### **3.1.4. Accessibility for Ontarians with Disabilities Act, 2005**

On June 13, 2005, the government passed the Accessibility for Ontarians with Disabilities Act, 2005.

The act:

- makes Ontario the first jurisdiction in Canada to develop, implement and enforce mandatory accessibility standards
- applies to both the private and public sectors.

Implementation of the Act includes the development of new accessibility standards in the areas of customer service, transportation, information and communications, employment, and the built environment. The Accessible

Customer Service Standard is now law, while the other four standards are under development by the Ontario Government.

In terms of an accessible built environment, the standards will address access into and within buildings and outdoor spaces and are expected to build on Ontario's Building Code. The standards could include things like counter height, aisle and door width, parking, and signs.

### **3.1.5. Healthy Communities Handbook 2009 (MAH and OPPI)**

The Ministry of Municipal Affairs (MAH) and the Ontario Professional Planners' Institute (OPPI) jointly prepared "Planning by Design: a healthy communities handbook". The handbook is intended to "share and generate ideas on how places can be planned and designed more sustainably for healthy, active living and to retain and attract residents, investors and visitors. Rural and urban planning and design strategies, including land-use patterns, transportation networks, public spaces and natural systems, are all factors that can promote increased physical activity, psychological well being and healthier outcomes for all community members."

The handbook provides a guide, checklist and examples for creating communities that support a healthy lifestyle. The handbook also provides a description of land use planning tools that municipalities can use to help them plan, design and direct healthy, sustainable development.

## **3.2. Regional Context**

### **3.2.1. Regional Official Plan**

The Regional Municipality of Waterloo adopted a new Regional Official Plan (ROP) on June 16, 2009. The 2009 ROP contains policies that implement the Province's Places to Grow Growth Plan.

Chapter 2 of the ROP is the policy framework for the Region's Urban Communities; it outlines the policies that direct a greater share of new urban development toward existing communities.

1. *Reurbanization Target* – area municipalities are required to establish policies in their Official Plans to meet a reurbanization target of 45% of all new residential development within the Built Boundary by the year 2015 (as per Places to Grow).
2. *Urban Area Development Policies*
  - a. *Transit Oriented Development Policies* – establishes policies for the review of development applications for sites that are served by existing or planned rapid transit or higher frequency transit.

- b. *Urban Growth Centres* – area municipalities are to designate UGC in their Official Plans.
- c. *Major Transit Station Areas* – area municipalities are required to designate Major Transit Station Areas in their OP and prepare station area plans for each station area located in their municipality. Redevelopment in station areas is encouraged. Station area plans are to include design guidelines and development standards to implement Transit Oriented Development (2.D.7b).
- d. *Reurbanization Corridors* – area municipalities are required to designate reurbanization corridors in their OP and establish policies to encourage additional population and employment growth in these areas that are served by high frequency transit.
- e. *Major Local Nodes* – Area municipalities are required to designate, where applicable, existing or planned clusters of development located along or at key intersections of Transit Corridors.
- f. *Urban Designated Greenfield Area* – primarily residential areas within the Greenfield area will be planned to meet a minimum density of 55 residents and jobs per hectare and primarily employment areas will be planned to meet a minimum density of 40 residents and jobs per hectare. The prime Industrial/Strategic Reserve lands will be planned to meet a minimum density of 25 jobs per hectare.  
  
Area municipalities are encouraged to prepare urban design guidelines to provide more detailed direction for development within Urban Designated Greenfield Areas (2.D.20).
- g. *Accessibility Policies and Guidelines* – area municipalities will, wherever appropriate, develop accessibility policies and guidelines 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 Ontarions with Disabilities Act (3.H.5).

### **3.3. Local Context**

#### **3.3.1 Growth Management Strategy Land Inventory and Capacity Analysis (Hemson Consulting)**

In 2009, Hemson Consulting was contracted to prepare a Land Inventory and Capacity Analysis for Cambridge. The Hemson study concluded that there is sufficient residential land supply to accommodate the projected population increase, meet the Region's minimum density requirements and meet the Region's minimum intensification target.

The Hemson report also provided recommendations for the Official Plan Review. The following summarizes the recommendations that are related to urban design:

- Urban design studies and guidelines should be prepared for the UGC and the Prime Intensification Areas (PIAs). These would provide guidance to new development regarding building form, height, density and streetscape to ensure that new development integrates well into surrounding neighbourhoods.
- For the UGC, the following specific policies should be applied:
  - The City should continue to treat the Galt Core Area as a single cohesive planning area and to treat the UGC as a statistical area for reporting purposes;
  - Urban design studies should be required for all development applications until overall urban design guidelines for the Galt Core are completed;
  - A minimum density of 0.75 FSI or 50 units per hectare should be established in the UGC in order to ensure that site capacity is utilized at medium density at a minimum. (Note: FSI or floor space index is a way to measure density. It is the ratio of floor area of a building to site area. For example, FSI of 1.0 is equivalent to a 1 storey building covering its entire site, or a 2 storey building covering half its site or a 4 storey building covering 25% of its site).
- Maximum densities should be established for the UGC and the PIAs in order to avoid developments with form, height and density characteristics that are incompatible with surrounding areas.

#### **3.3.2 Intensification Design Concepts (Planning Partnership)**

Planning Partnership is conducting a review of 3 potential intensification sites in the City of Cambridge. The review includes preparing a future development

scenario that is appropriate for the site and meets the intensification objectives of Places to Grow. Their final report will consist of images of various building typologies representing a range of densities and the development scenarios for each of the potential intensification sites. Their work will also include design principles for intensification.

### **3.3.3 Cambridge Urban Design Guidelines – University of Waterloo School of Architecture**

Students at the University of Waterloo School of Architecture prepared a design review report using Cambridge as their case study as part of their course work. The students' report was recommended by the Commissioner of Planning to be used as the basis for the review of development applications in the Core Areas. City Council approved that recommendation through Report P/09-60 to Council Oct. 5 2009.

The students covered the following topics in their report:

1. CREATING UNIQUE COMMUNITIES
  - 1.1 Views and Vistas
  - 1.2 Building Facade
  - 1.3 Public Art
  - 1.4 Themed Amenities
2. PROMOTE QUALITY DEVELOPMENT
  - 2.1 Inspired Architecture & Site Design
  - 2.2 Well Maintained/ Quality Details
  - 2.3 Reduce Negative Impacts
3. ENHANCE SAFETY & ACCESSIBILITY
  - 3.1 Connected and Convenient
  - 3.2 Natural Surveillance
  - 3.3 Strategic Lighting
  - 3.4 Way Finding
4. RESPECT ESTABLISHED CHARACTER
  - 4.1 Established Themes
  - 4.2 Community Landmarks
  - 4.3 Cultural Landscapes
  - 4.4 Unique Landforms
5. INCORPORATE ADAPTABILITY AND DIVERSITY.
  - 5.1 Mixed Use
  - 5.2 Anticipate Change
  - 5.3 Adaptive and Reusable Solutions/Innovation

6. PROTECT NATURAL SYSTEMS
  - 6.1 Compact Development
  - 6.2 Resource Protection
  - 6.3 Green Development
  - 6.4 Green Infrastructure
  - 6.5 Ecology vs. Ecological Aesthetics
  - 6.6 Raise Awareness

### **3.3.4 City of Cambridge Accessibility Plan**

Each year the City prepares an accessibility plan in accordance with the Ontarions with Disabilities Act (2001). The 2010 plan outlines the following achievements in accessibility planning which are related to Official Plan policies and/or the built environment:

- Barrier Identification Program created for outdoor spaces, parks and trails
- Facility Accessibility Audit completed in partnership with Joe Somfay Architects
- Accessibility upgrades made to both Moffat Creek and North View Heights Trails
- Accessible Playground Structure was designed and installed at Churchill Park
- The city adopted the use of a Facility Accessibility Design Standard in 2007 for all new buildings or major renovations
- A formal Site Plan review process was established in 2007 and launched in 2008

## **4. New Policy Directions and Required Updates**

1. New chapter for Urban Design policies in the Official Plan.
2. Development of vision statements for the core areas, residential areas and heritage character areas.
3. Introduction, revision or expansion of policies related to:
  - Public Art
  - Universal Design / Accessibility
  - Sustainable Design
  - Crime Prevention Through Environmental Design (CPTED)
  - Bonusing
  - LEED or other related standard
  - Streetscaping
  - Public and private realm

4. Review of height and density policies including setting minimum and maximum densities (appropriate by area).
5. Revisions/updates to compatibility policies to consider definition of compatibility and how to achieve it.
6. Review of Commercial policies related to design and layout of sites, parking.
7. Development of design policies for industrial and employment areas (e.g. LEED standards).
8. Protection of Views and Vistas and heritage character areas.
9. Consideration of policies for the treatment of principal intersections, gateways and nodes.
10. Introduction of Healthy Communities policies (re: OPPI/MAH Healthy Communities Guidebook)
11. Introduction of an enabling policy for adopting a Development Permit System. The actual implementation of a Development Permit System will require additional study and approval by City Council.
12. Inclusion of policies related to lighting and shadow studies. Could be a component of the proposed urban design guidelines rather than an OP policy.
13. The preparation of Urban Design Guidelines and development of a framework for urban design studies/guidelines is a future project. The OP Review will provide the general policies for the development of design guidelines.

## **5. Summary**

Urban Design policies and guidelines are becoming increasingly important due to the emphasis placed on intensification and infill development in the future development of communities. The Official Plan Review provides an opportunity to bring the plan into conformity with the Provincial Policy Statement, the Places to Grow Act and the new Region of Waterloo Official Plan. This conformity exercise includes a significant change in the settlement pattern policy framework which will impact the look and feel of our community in the future. The OP Review also allows us to consider policies for height, density, massing and appearance of new development. A policy framework to support the development of urban design guidelines is essential.

# ***APPENDICES***

# APPENDIX 1 – OFFICIAL PLAN EXTRACT

## Chapter 2: Land Use Objectives

### 2.2 Settlement Pattern

It is the policy of the *City*:

- i) To provide for the *development* of new communities which, through the use of sensitive urban design, are as safe as possible, attractive, pedestrian friendly, integrated with the *City*'s natural areas, existing built areas and supporting facilities and services; and are readily linked by nearby travel routes to other areas of the *City*;

### 2.4 Business Environment

It is the policy of the *City*:

- j) To promote urban design, including the use of guidelines, as a key factor in establishing attractive and well integrated business activities throughout the community;

### 2.5 Residential Environment

It is the policy of the *City*:

- c) To promote the use of sensitive urban design that reflects the physical and functional identity of Cambridge;
- d) To establish residential densities which are both appropriate to existing and new neighbourhoods and result in the compact *development* of the *City*'s residential lands;
- e) To promote *residential intensification* that is compatible with existing and permitted uses on adjacent properties, as well as any other key natural and built heritage features;
- f) To provide policies limiting residential densities where factors such as environmental protection may be compromised;

## Chapters 3, 4, and 5: Settlement Pattern

### Chapter 3: Overview

#### 3.3.1.2 Galt City Centre

- e) an area of concentrated and mixed land uses which requires the application of such key elements of urban design as *built heritage resource* and natural environment conservation, a well-linked multi-modal transportation network, and *development* that is designed to reflect the character of the area;

### **3.3.1.3 Preston Towne Centre**

- c) an area of concentrated and mixed land uses which requires the application of such key elements of urban design as *built heritage resource* and natural environment conservation, a well-linked multi-modal transportation network, and *development* that is designed to reflect the character of the area;

### **3.3.1.4 Hespeler Village**

- c) an area of concentrated and mixed land uses which requires the application of such key elements of urban design as *built heritage resource* and natural environment conservation, a well-linked multi-modal transportation network, and *development* that is designed to reflect the character of the area;

## ***Chapter 4: Settlement Pattern Supports***

### **4.4 Urban Design**

**4.4.1** The *City* recognizes the importance of urban design to the quality of its environment. In order to promote the practice of comprehensive urban design, the *City* shall establish guidelines or otherwise advance its interest in achieving key elements of desirable *development*, including:

- a) safety;
- b) accessibility;
- c) compact urban form in the interests of such matters as neighborhood identity and the efficient use of energy, land and *infrastructure*;
- d) integration of compatible land uses;
- e) conservation and integration of the natural environment and *built heritage resources*, including addressing potential natural hazards;
- f) linkages, including pedestrian, cycling, vehicular, rail, transit and those involving the natural environment, both within and outside of the *development*;
- g) architectural and landscape materials use and design which reflect the existing or intended character of the area, the community or the building use;
- h) aesthetics, such as stormwater management practices, public open spaces and streetscapes;
- i) longevity of public and private services and facilities; and
- j) flexible standards, such as road allowance widths and tree planting in boulevards.

**4.4.2** The *City* will also develop and adopt height allowance guidelines as a part of any urban design guidelines which are established as described in Policy 4.4.1.

## ***Chapter 9: Residential Environment***

### **9.1.4 Residential Compatibility**

The *City* will encourage *development* in the Community Core Areas, Nodes and in residential communities which is in harmony with the location, density and other characteristics of surrounding land uses. Factors to be taken into consideration in assessing the compatibility of *development* include:

- a) the density, scale, height, massing, visual impact, building materials and architectural character of surrounding buildings and the proposed *development*;
- b) the conservation, protection and potential enhancement of the natural environment and *built heritage resources*;
- c) the continued viability of adjacent land uses;
- d) pedestrian and vehicular movement and linkages, as well as parking requirements and design in both existing and proposed *developments*;
- e) landscaping, setbacks, sun and shadow effects, wind effects, signage, lighting and buffering of existing and proposed *developments*;
- f) noise attenuation;
- g) odour, dust, and emission impacts;
- h) traffic implications; and
- i) transitions between different land uses and between sites having varying permitted uses.

### **9.1.5 Location Criteria for Multi-Unit Residential Development**

The *City* will encourage the use of lands in residential communities and in Community Core Areas and Nodes to provide sufficient units in *multi-unit residential development* to meet the objectives established in Section 1 and to address Policy 9.1.2 of this plan. *Council* may pass by-laws or otherwise facilitate or encourage the *development* of lands for *multi-unit residential development* where, in the opinion of *Council*, a site proposed for such *development*:

- a) is located on an arterial or collector road, or is directly accessible to any such road through a local access road and is not likely to generate sufficient traffic to disturb the peaceful and quiet enjoyment of neighbouring residential properties located on such local access road;
- b) is conveniently located within reasonable distance of public transit, recreational open space and shopping facilities and, if the building is proposed to be designed for occupancy by households with children, is also located within convenient walking distance of an elementary school;
- c) has a suitable size and configuration to:

- i. permit the separation or appropriate integration of on-site vehicular and pedestrian traffic;
  - ii. provide for adequate access and circulation by emergency vehicles;
  - iii. provide adequate on-site landscaping to: establish suitable outdoor amenities and recreational facilities for the building’s occupants, screen parking areas, and provide effective buffering and screening to ensure the privacy of outdoor recreational areas on the site as well as on adjoining properties; and
  - iv. provide adequate grading and stormwater management features to ensure the drainage of surface waters to on-site stormwater management facilities or to public storm drainage facilities and not to adjoining properties.
- d) is proposed to be developed in such a manner and at such a scale that the site and building design, building height, setbacks, landscaping and vehicular circulation will ensure the compatibility of the proposed *development* with existing *development* on adjoining lands, as outlined in Policy 9.1.4 of this plan; and
- e) will include wherever possible the preservation and protection of the natural environment and *built heritage resources*.

**9.1.8 Urban Design**

The *City* will develop and adopt urban design guidelines which will ensure that *development* of land in Cambridge is appropriate and compatible with surrounding land uses, and meet the objectives of Part 1 of this plan. These guidelines will also reflect the key elements of urban design outlined in Policy 4.4 of this plan.

**9.1.9 Height Allowances**

The *City* will develop and adopt appropriate building height allowances in order to preserve vistas and views, and to particularly assist in making *development* compatible with the *built heritage resources* of Community Core Areas.

**9.2.2 Densities**

**9.2.2.1** The *City* will allow compatible higher density residential *development* in the Community Core Areas and Nodes, and in locations which meet the criteria for *multi-unit residential development* outlined in Policy 9.1.5 of this plan.

**9.2.2.2** The *City* encourages compatible higher density *development* on sites where such *development* will result in the preservation of significant natural, *cultural* or *built heritage resources*.

**9.2.2.3** The following are the *City’s* maximum permitted *net residential densities*:

AREA	MAXIMUM <i>NET RESIDENTIAL DENSITY</i> Dwelling Units per Net Residential Hectare
Galt City Centre	250

Preston Towne Centre and Hespeler Village	150
Nodes	100

**9.2.2.4** Notwithstanding Policy 9.2.2.3, the *City* may establish a lower maximum density where the lower density is warranted by:

- a) the nature of the soils, topography, geomorphology, vegetation or other environmental characteristics of the lands proposed for *development*;
- b) the established character of the neighbourhood in which the lands proposed for *development* are located;
- c) the unacceptably high cost of providing required *infrastructure* such as water supply, sewage disposal, stormwater drainage or access road facilities;
- d) the projected negative impact of the proposed *development* on adjoining environmentally sensitive lands; and/or
- e) the nature and scale of the proposed *development*.

**9.2.2.5** Notwithstanding Policy 9.2.2.3, the *City* may consider increasing the maximum densities where the proposed *development* meets the compatibility policies outlined in Policy 9.1.4 of this plan, the location criteria for *multi-unit residential development* outlined in Policy 9.1.5, and one or more of the following objectives:

- a) at least 30% of the residential units will be *affordable housing*;
- b) it provides for the preservation or enhancement of the *City's* natural environment or *built heritage resources*, above and beyond the existing requirements of this plan;
- c) it provides for the removal of land uses which are incompatible with both existing and permitted uses on *adjacent lands*; and/or
- d) it provides other facilities, on-site amenities or services (such as child day-care facilities, public open space or recreational facilities accessible to the public) which, in the opinion of *Council*, are beneficial to the community.

**9.2.2.6** The *City* may require the owner of the property on which the density bonus is being considered to enter into one or more agreements with the *City* (which may be registered against the title of the affected property) specifying the terms under which the density bonus will be granted.

## 9.3.2 Density

- 9.3.2.1** The *City* has established a minimum *net residential density* target of 22 units per hectare for the City Urban Area, to be implemented through such means as the approval of plans of subdivision as well as site specific *development* applications. This net density excludes roads, natural areas and other community resources, as the intent is to increase densities while preserving the natural environment and *built heritage resources*.
- 9.3.2.2** The minimum *net residential density* target established in Policy 9.3.2.1 shall be reviewed periodically to monitor residential *development* trends.
- 9.3.2.3** The maximum permitted *net residential density* in Residential Districts (as defined in Section 3 of this plan) is 75 dwelling units per hectare. Density provisions may be further defined in the *City's Zoning By-law*.
- 9.3.2.4** Notwithstanding the permitted maximum density established in Policy 9.3.2.3, the *City* may limit the density of *development* of land in any Residential District to a lower maximum where the lower density is warranted by:
- a) the nature of the soils, topography, geomorphology, vegetation or other environmental characteristics of the lands proposed for *development*;
  - b) the established character of the neighbourhood in which the lands proposed for *development* are located;
  - c) the unacceptably high cost of providing *infrastructure* such as required water supply, sewage disposal, stormwater drainage or access road facilities;
  - d) the negative impact of the proposed *development* at the density proposed on adjoining environmentally sensitive lands; and/or
  - e) the nature and scale of the proposed *development*.
- 9.3.2.5** Notwithstanding Policy 9.3.2.3, the *City* may consider increasing the maximum density in Residential Districts (providing density bonuses) where the proposed *development* meets the compatibility policies outlined in Policy 9.1.4 of this plan, the location criteria for *multi-unit residential development* outlined in Policy 9.1.5, and one or more of the following objectives:
- a) at least 30% of the residential units will be *affordable housing*;
  - b) it provides for the preservation or enhancement of the *City's* natural environment or *built heritage resources*, above and beyond the existing requirements of this plan;
  - c) it is located in an *Area in Transition*;

- d) it provides for the removal of land uses which are incompatible with both existing and permitted uses on *adjacent lands*; and/or
- e) it provides other facilities, on-site amenities or services (such as child day-care facilities, public open space or recreational activities accessible to the public) which, in the opinion of *Council*, are beneficial to the community.

**9.3.2.6** The *City* may require the owner of the property on which the density bonus is being considered to enter into one or more agreements with the *City* (which may be registered against the title of the affected property) specifying the terms under which the density bonus will be granted.

**9.3.2.7** The *City* will promote compatible higher density *development* in locations which meet the criteria for *multi-unit residential development* outlined in Policy 9.1.5 of this plan.

## ***Chapter 13: Business Environment Districts***

### **13.3.7 Unclassified Commercial Uses**

#### **13.3.7.1 Local Shopping Centres**

**13.3.7.1.2** For the purposes of Policy 13.3.7.1.1, it is the policy of the *City* that:

- c) every application for approval of the *development* of lands for the purposes of a local shopping centre in any District shall be accompanied by the following information:
  - i) a specific development scheme illustrating:
    - the location and setbacks from all property lines of all proposed buildings;
    - the proposed division of each building into leasable units and the proposed use (if known) and gross leasable retail commercial space of each leasable unit;
    - the layout of all parking areas and the total number and dimensions of parking spaces provided to be provided;
    - the location and dimensions of all proposed parking lot aisles, access driveways and the corner radii of their intersections with adjacent streets;
    - the locations, dimensions and areas of all lands proposed to be landscaped.
  - ii) drawings in plan and section showing the massing of the proposed shopping centre in relation to existing development within 100 m of the site;
  - iii) a traffic impact assessment demonstrating to the satisfaction of *Council*, and, where a *Regional* road is also affected, to the satisfaction of the Regional Municipality of Waterloo, that the capacity of the roads and intersections

required to accommodate the vehicular traffic likely to be generated by the proposed local shopping centre is adequate;

- iv) where the location of the proposed local shopping centre fails to meet either criterion specified in Policy 13.3.7.1.2 b), the proponent of the proposed shopping centre shall prepare and submit a market opportunities study demonstrating to the satisfaction of *Council* that there is an adequate market available within the proposed shopping center's trade area to support it as a reasonably economically viable commercial undertaking, taking into account the extent to which the available market may already be served by existing or approved commercial development within 1.0 km of the proposed site.

## ***Chapter 15: Institutional Districts***

### **15.4 Compatibility Guidelines**

It is the policy of the *City* that the following compatibility guidelines shall be applied to any proposed *development* which may result in the establishment of an expanded or new Class 1 Institutional District:

- a) density, scale, height, massing, visual impact, building materials and architectural character of surrounding buildings and the proposed *development*;
- b) preservation and protection of natural features, *built heritage resources*, *cultural heritage resources* and views;
- c) continued viability of adjacent land uses;
- d) pedestrian and vehicular movement/linkages as well as parking requirements and design in both existing and proposed *developments*;
- e) landscaping, setbacks, sun/shadow effects, wind effects, signage, lighting and buffering of existing and proposed *developments*;
- f) noise attenuation;
- g) odour, dust and emission impacts;
- h) traffic impacts; and
- i) existing and permitted uses on adjacent lands.

## ***Chapter 18: Implementation***

### **18.10 Site Plan Control**

**18.10.1** In this policy, “development” means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of substantially increasing the size or usability thereof, or the laying out and establishment of a commercial parking lot or of sites for the location of three or more trailers as defined in clause a) of paragraph 101 of Section 210 of the Municipal Act or of sites for the location of three or more mobile homes as defined in subsection 46 (1) of this Act of sites for the construction, erection or

location of three or more land lease community homes as defined in Subsection 46 (1) of the Planning Act.

**18.10.2** It is the policy of the *City* that the whole of the City of Cambridge is established as a proposed site plan control area. *Council* may by by-law, designate the whole or any part of the City of Cambridge as a site plan control area.

**18.10.3** The by-law establishing a site plan control area may also establish classes of development to which site plan control applies, requirements for plan review and conditions relating to site plan approval. These conditions may include entering into one or more agreements with the municipality, dedicating lands for the widenings of any highways abutting the land, obtaining entrance permits, and maintaining all of the facilities and works to which the site plan approval applies.

**18.10.4** The *City* may delegate its site plan approval authority to an officer or officers of the municipality.

**18.10.5** The provisions of site plan control pursuant to the Planning Act shall include eligible classes of development within a designated site plan control area that abut a highway under the jurisdiction of the Regional Municipality of Waterloo.

**18.10.6** Where possible, public transit facilities, as well as cycling and pedestrian features, will be incorporated into site plans.

# APPENDIX 2

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## Amendment No. 28 to the City of Cambridge Official Plan

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1. Section 18 of the Official Plan is amended by the addition of the following new Section 18.8:

### **Section 18.8          Preconsultation**

- 18.8.1          A preconsultation meeting with the City is required prior to the submission of an application for an Official Plan Amendment and Zoning By-law Amendment and is encouraged prior to the submission of an application for Site Plan Approval, Consent and Minor Variance.
- 18.8.2          Applications for Plan of Subdivision, Plan of Condominium and Condominium Conversions are subject to preconsultation in accordance with the provisions of the Regional Official Plan.
- 18.8.3          Individual applications will be evaluated in accordance with the provisions of the Regional Official Plan and Policy 18.9 during the preconsultation meeting to identify specific submission requirements.

2. Section 18 of the Official Plan is further amended through the addition of Section 18.9:

### **Section 18.9          Complete Application**

- 18.9.1          In accordance with the Planning Act, the City shall require information and material, in addition to that prescribed by Provincial authority, statutes and regulations, to assist in the review of applications for Official Plan Amendments, Zoning By-law Amendments and Consents. The following information may be required in order for an application to be deemed complete by the City:
  - a) A completed application form;
  - b) The prescribed application fee;

- c) Prescribed information and material as required under the Planning Act;
- d) A planning justification report outlining how the application is consistent with Council policy, the Official Plan, the Regional Official Plan, the Provincial Policy Statement and any other applicable City, Regional or provincial planning document or statute;
- e) Concept plans and/or plan of survey;
- f) Information, studies and reports as identified and described elsewhere through the Official Plan to address matters pertaining to:
  - i. compatibility and impact on existing land use and Official Plan objectives
  - ii. infrastructure and servicing
  - iii. stormwater management
  - iv. grading and drainage
  - v. transportation, traffic and parking
  - vi. cultural heritage
  - vii. archaeological resources
  - viii. natural environment
  - ix. contaminated or potentially contaminated sites
  - x. soil and groundwater quality
  - xi. nuisance, noise, hazard or safety issues
  - xii. urban design
  - xiii. market impact
  - xiv. financial impacts; and
- g) Any other matters identified through preconsultation.

18.9.2 Additional details for submission requirements are set out in the relevant sections of the Official Plan, the Regional Official Plan and/or listed on development application forms.

18.9.3 In accordance with the Planning Act and the provisions of the Regional Official Plan, the City shall require information and materials as described in the Regional Official Plan and in Policy 18.9 to assist in the review of applications for Plans of Subdivision, Plan of Condominium and Condominium Conversion.

3. Section 18.10.1 is amended by deleting the existing section and replacing it with the following to update the reference to the Municipal Act:

18.10.1 In this policy, “development” means the construction, erection or placing of one or more buildings or structures on the land or the making of an addition or alteration to a building or structure that has the effect of substantially increasing the size or usability thereof, or the laying out and establishment of a commercial parking lot or of sites for the location of three or more trailers as defined in subsection 164(4) of the Municipal Act, 2001 or of sites for the location of three or more mobile homes as defined in subsection 46(1) of the Planning Act or of sites for the construction, erection or location of three or more land lease community homes as defined in Subsection 46(1) of the Planning Act.

4. Section 18.10 of the Official Plan is further amended by the addition of the following new subsections 18.10.7 and 18.10.8

18.10.7 Site Plan approval includes the review of exterior design including sustainable exterior design of buildings, sustainable design elements on boulevards/municipal right-of-ways, and the design of facilities to have regard for accessibility for persons with disabilities.

18.10.8 Applications for site plan review shall include drawings showing plan, elevation and cross-section views for each building to be erected in accordance with Section 41 of the Planning Act. Exterior/architectural design control will be extended to residential buildings with less than 25 units within the area designated for site plan control.