To: PLANNING & DEVELOPMENT COMMITTEE  
Meeting Date: 01/29/2019  

Subject: Instruction Report  
0-112 Pinebush Road  
Zoning By-law Amendment, Official Plan Amendment and Plan of Subdivision  
Branthaven Belmont Pinebush Inc.  
Report No: 19-001(CD)  

From: Tracey Pillon-Abbs, Consultant, MCIP, RPP  
File No: OR02/16, 30T-17001  

RECOMMENDATIONS

THAT Cambridge Council directs staff and/or its planning consultant to advise the Local Planning Appeal Tribunal of its support for the Draft Official Plan map and policy amendments, Draft Plan of Subdivision and Draft Zoning By-law Amendment to rezone the lands with site specific amendments for 0 - 112 Pinebush Road as detailed in report No. 19-001(CD);

AND THAT Cambridge Council directs staff to advise the Local Planning Appeal Tribunal that the City of Cambridge recommends draft plan approval for the plan of subdivision 30T-17001, subject to the conditions in Attachment No. 13; and any necessary modifications thereto;

AND THAT Cambridge Council directs the City Solicitor or designate to request that the Local Planning Appeal Tribunal withhold its order on the approvals until the City forwards to the Local Planning Appeal Tribunal the final conditions of draft approval, the draft plan and changes necessary to the text or maps of the Official Plan Amendment and Zoning By-law Amendments necessitated by the additional or revised conditions;

AND THAT Cambridge Council is satisfied that a subsequent public meeting in accordance with subsection 34(17) of the Planning Act is not required;

AND THAT Cambridge Council directs the City Solicitor and appropriate staff and/or consultants to attend the Local Planning Appeal Tribunal Hearing in support of the
position set out in this Report;

AND THAT Cambridge Council endorse the proposed park plan shown on Attachment No. 9 and proposed trail within the buffer shown on Attachment No. 15;

AND FURTHER THAT Cambridge Council directs staff to continue discussions with the developer and obtain analysis on increasing the density to 250 units per hectare for Block 1 abutting Highway 401 and site specific regulation requests for Blocks 1 and 8.

## EXECUTIVE SUMMARY

### Purpose
- The purpose of this report is to obtain a position from Cambridge Council on the Planning applications for the development of 0-112 Pinebush Road.

### Key Findings
- A total of 475 residential dwelling units, down from 558 units, comprised of townhouse and apartment units are proposed in addition to 1.18 ha (2.91 ac) parkland, an increase from 0.556 ha (1.37 ac).
- Additional unit types have been included, in order to provide more affordable housing building types on the subject lands.
- This report recommends approval of the requested applications, subject to any required modifications to the plans and implementing policies and/or by-law amendments based on final review comments by staff and agencies.
- Staff requires additional discussions with the developer and obtain analysis on increasing the density of Block 1 abutting Highway 401 from 150 units per hectare to 250 units per hectare and site specific regulation requests for Blocks 1 and 8.
- The Planning applications are under appeal by the applicant to the Local Planning Appeal Tribunal. A pre-hearing is scheduled for February 21, 2019 to provide a status update, set a procedural order, provide issues list and confirm a hearing date.
- The following Planning applications subject to appeal:
  - Official Plan Amendment with site specific policies to designate 0 Pinebush Road for mixed high density residential and open space.
  - Draft Plan of Subdivision to subdivide the land into individual blocks.
  - Site Specific Zoning By-law Amendments to permit residential apartments, hotel, motel, seniors related housing and open space at 0 Pinebush Road and to permit a reduction in employment related uses at 112 Pinebush Road

### Financial Implications
- The costs related to this application are borne by the developer.
BACKGROUND

The proposed development is located within Ward 2 and on the north side of Pinebush Road, between Conestoga Boulevard and Franklin Boulevard and municipally addressed as 0-112 Pinebush Road.

The property abuts Highway 401 to the north along with light industrial, retail and office uses beyond the Highway. To the east and south are light industrial, office and retail uses (Struck Court and High Ridge Court). Finally, to the west is retail uses (Smart Centres and L.A. Fitness).

The property known as 0 Pinebush Road is currently vacant and has a total area of approximately 14.685 ha (36.29 ac) including a 3.71 ha (9.17) existing woodlot in the north easterly portion and a 0.39 ha (0.97 ac) existing car dealership, located at 112 Pinebush Road with two small buildings which are used for the sale of used automobiles.

The developer is requesting amendments to the City’s Official Plan and Zoning By-law
and draft plan approval for residential and open space development of the lands addressed as 0 Pinebush Road and existing employment uses for the property addressed as 112 Pinebush Road.

The developer is proposing to develop a mixed residential development, comprising of residential units on the subject lands along with parkland while preserving the existing woodlot area located at 0 Pinebush Road. The developer is also requesting that hotel, motel, or seniors related housing be made available as alternative options on portion of the subject lands (Blocks 1 and 8) located at 0 Pinebush Road. The developer is proposing to use the existing building located at 112 Pinebush as a temporary sales office for the proposed residential development.

The current concept plan, shown on Attachment No. 15, includes a total of 220 high density apartment units (Blocks 1 and 8) with heights ranging from two to fifteen storeys and 255 medium density townhouse dwelling units (Blocks 2, 3, 11, 12, 13 and 14) with heights ranging from two to three storey buildings, focused around two public parks (Blocks 4 and 5) with a total of 1.18 ha (2.92 ac), and the existing 3.721 ha (9.19 ac) woodlot (Block 10) with a new 10 m (32.80 ft) buffer area (Block 9) on the north easterly portion of the property. The high density residential units will be created by a total of eight blocks.

Initially, the concept plan for the area was to develop the property into a mixed use neighbourhood with a total of 558 units comprised of townhouse and apartment units in addition to 0.556 ha (1.37 ac) parkland and the existing woodlot. Important changes to the details of the concept plan have been explained in Attachment No. 1 - Detailed Planning Analysis.

The existing employment block fronting Pinebush Road (Block 6, 112 Pinebush Road) is part of the application. The property will continue to be used for existing employment uses with site specific amendments (lot area, lot frontage). The developer is proposing to use the existing building located at 112 Pinebush as a temporary sales office for the proposed residential development.

Two new internal municipal roads (Street A and B) will also be created in addition to a network of private streets with access to Pinebush Road to the south and Struck Court to the west. Pinebush Road is an Arterial Road (Regional Road) and Struck Court is a Local Road.

Parking will be provided for residents and visitors in designated parking areas, private driveways and garages are proposed for the townhouses.

The development will utilize existing municipal services. The site is not within the regulated Grand River Conservation Authority area. The lands are part of the Regional Municipality of Waterloo’s Planned Transit Network.
The proposed development will include sidewalks in addition to trails that will connect the commercial, woodlot and parkland to the residential areas.

Appeal:

On November 17, 2017 an appeal to the Local Planning Appeal Tribunal (LPAT) was received for the Planning applications. The appeals were filed on the basis that the City and Region has not made a decision on the applications within the time periods in the Planning Act.

A LPAT prehearing at City Hall occurred on July 5, 2018. The purpose of the prehearing was to determine which individuals and agencies want to participate in the hearing and next steps for the determination of a procedural order and issues list.

Parties to the appeal, who are fully involved in the proceedings, are the Developer (Branthaven Belmont Pinebush Inc), the City of Cambridge, Region of Waterloo, and Dr. Derek Coleman. Participants, who have a more limited role in the appeal, include the Waterloo Region District School Board and four private residents and business owners.

The prehearing determined party and participant status of individuals and corporations involved in the hearing and set a date for a second prehearing which is scheduled for February 21, 2019. The purpose of the second prehearing is to provide a status update to the LPAT and potentially set a procedural order and issues list and date for a full hearing.

ANALYSIS

Strategic Alignment:

PEOPLE To actively engage, inform and create opportunities for people to participate in community building – making Cambridge a better place to live, work, play and learn for all.

Goal #1 - Community Wellbeing

Objective 1.4 Promote, facilitate and participate in the development of affordable, welcoming and vibrant neighbourhoods.

The proposed residential development is considered to be a compatible and appropriate use of the subject lands.

Comments

Consideration for the review of this application include the following:
City’s Official Plan residential compatibility, location criteria for multi-unit residential and urban design policies

Zoning regulations, site design and layout

Draft Hespeler Road Secondary Plan

Engineering

Transportation

Land use compatibility with surrounding commercial and industrial uses and noise (Pinebush Road, Highway 401 and employment uses on Struck Court)

Employment conversion policies

Multiplex Site Evaluation Task Force

Source Water Protection

Parkland

Natural Environment

A detailed explanation of considerations is contained in Attachment No. 1 – Detailed Planning Analysis.

Existing Policy/By-Law:

City of Cambridge Official Plan (2012):

The 2012 City of Cambridge Official Plan (Cambridge OP) designates the subject land as “Regional Commercial”, “Employment Corridor” and “Natural Open Space System”.

The land is also part of the Regional Scale Node, which includes high or medium density residential, open space and additional employment uses. The proposed development has a density of approximately 0.63 FSI on the area of the lot on which the buildings are developed (i.e. the subject lands exclusive of the woodlot and buffer area), which is within the OP density range of 0.5 FSI to 2.0 FSI for sites within Nodes (Policy 2.8.3.3). The proposed building heights are within the range of two storeys to fifteen storeys that applies to lands within the Regional Scale Node.

The property at 112 Pinebush Road (existing car dealership) will continue to be used for employment.

In order to develop the lands for residential uses, an Official Plan Amendment with
site specific policies is required to be approved. The developer is proposing to redesignate the land with site specific policies to provide for high density residential and open space (0 Pinebush). The site specific policies include residential height provisions for lands which front onto Highway 401 and Pinebush Road at a minimum building height of 2 storeys and a maximum building height of 15 storeys. For lands which do not front onto Highway 401 and Pinebush Road at a minimum building height of 2 storeys. The remainder of the lands, which includes the preservation of the existing woodlot, is proposed to be left in the Natural Open Space System and the existing car dealership (112 Pinebush Road) to remain Employment Corridor.

A detailed explanation of existing policy and requested amendments is contained in Attachment No. 1 – Detailed Planning Analysis.

**Cambridge Zoning By-law No. 150-85, as amended:**

The lands are currently zoned Holding (H) Regional Power Centre (C6) and Industrial M1.s.4.1.194 in the City’s Zoning By-law.

The developer is requesting to rezone the property from Holding (H) Regional Power Centre (C6); Site C; s.4.1.72 (undeveloped portion of site) to RM3 s.4.1.361.1 (apartment buildings on Blocks 1 and 8) and RM3 s.4.1.361.2a (townhouses fronting public streets), RM3 s.4.1.361.2b (townhouses and rear lane townhouses fronting private streets) OS1(existing woodlot), and OS4 (proposed public parks) with the following site specific amendments:

- Removal of the Holding (H) for residential blocks (0 Pinebush Road), with the exception of a portion of land on the south side of Street B.
- Additional permitted uses in the RM3 Zone for apartment blocks which front Highway 401 and Pinebush Road.
- Site specific development specifications in the RM3 Zone for apartment blocks which front Highway 401 and Pinebush Road containing four or more dwelling units.
- Site specific development specifications in the RM3 Zone for townhouse blocks which front public streets.
- Site specific development specifications in the RM3 Zone for townhouses and rear lane townhouse blocks which front private streets.

The developer is proposing to use the existing building located at 112 Pinebush as a temporary sales office for the proposed residential development, which is permitted under s.2.1.12 (Temporary Buildings or Structures) in the City’s Zoning By-law.

A full explanation of the various amendments is contained in Attachment No. 1 – Detailed Planning Analysis.
**Public Input:**

The public consultation process has included one statutory public meeting held under the Planning Act on April 11, 2017.

Public submissions received are contained in Attachment No. 11 and responses to public submission received is contained in Attachment No. 12.

In summary, issues raised at the public meeting included the preservation of the existing woodlot, mitigation of noise, busing of school children, the location of nearby schools, increase in traffic and density. In response, supporting studies have been provided by the developer and modifications have been made as part of the concept plan resubmission.

The public process is further described in Attachment No. 1 – Detailed Planning Analysis.

**Internal/External Consultation:**

Final comments from staff and agencies will be required to be received prior to a decision from the Local Planning Appeal Tribunal. Comments received from staff and agencies are included in Attachment No. 10.

**Outstanding Items**

In January 2019, the developer requested that the density of Block 1 abutting Highway 401 be increased from 150 units per hectare (uph) to 250 uph. In order to assess this request, further discussions with the developer regarding the concept plan and implementing amendments are needed and will also include:

- Review of Addendum to the Environmental Impact Study and Planning Justification report from Dr. Coleman, dated January 2019;
- Meeting between Regional and City staff and Dr. Coleman regarding his concerns;
- Review of request for increased density on Block 1 from 150uph to 250uph;
- Request to include site specific requirements for Blocks 1 and 8; and
- Request updated supporting studies from the developer in order to assess this request.

**CONCLUSION**

This report recommends that Council endorse the proposed development for the following reasons:

- The development is consistent with Provincial Policy, conforms with Provincial Plans and the Region of Waterloo Official Plan regarding intensification of underutilized, vacant, serviceable land within the urban area;
• The proposed development conforms with the City of Cambridge Official Plan growth management objectives and compatibility requirements;
• The requested zoning amendments including site specific amendments are considered appropriate development of the land;
• Environmental features will be enhanced; and
• The transportation network can accommodate the development.

Modifications to the concept plan and implementing amendments through further discussion with the developer include:

• Modifications to the Official Plan Amendment and/or implementing Zoning By-law;
  and
• Final City and agency conditions of draft plan approval.

If the development applications are approved, the developer will need to satisfy all of the conditions of draft plan approval and enter into a Subdivision Agreement which is registered on the property title and provide any required financial securities to the City prior to development starting. The proposed development will also be subject to site plan review.

SIGNATURE

Prepared by:

[Signature]

Name: Tracey Pillon-Abbs, RPP
Title: Planning Consultant

Departmental Approval:

[Signature]

Name: Hardy Bromberg
Title: Deputy City Manager, Community Development
ATTACHMENTS

Attachment No. 1 – Detailed Planning Analysis

Attachment No. 2 – Map of Development Lands

Attachment No. 3 – Draft Official Plan Amendment

Attachment No. 4 – Draft Zoning By-law Amendment

Attachment No. 5 – Initial Draft Plan of Subdivision

Attachment No. 6 – Revised Draft Plan of Subdivision, November 20, 2018

Attachment No. 7 – Environmental Impact Study Enhancement Plan

Attachment No. 8 – Minutes of Planning and Development Committee Meeting,

April 11, 2017

Attachment No. 9 – Proposed Park Plan

Attachment No. 10 – Agency Circulation List and Comments

Attachment No. 11 – Public Submissions

Attachment No. 12 – Public Submission Response Table

Attachment No. 13 – Recommended Conditions of Draft Plan Approval

Attachment No. 14 – List of Supporting Studies

Attachment No. 15 – Conceptual Plans Including Trails

Attachment No. 16 – Jan 8, 2019 letter from Property Owner’s solicitor advising that owner is not willing host for the multiplex
Attachment No. 1 - Detailed Planning Analysis

Summary of Development and Planning Application:

The developer is proposing to develop a mixed residential development on the subject lands along with parkland while preserving the existing woodlot area for property located at 0 Pinebush Road. The developer is also requesting that hotel, motel, or seniors related housing be made available as alternative options on portion of the subject lands (Blocks 1 and 8) located at 0 Pinebush Road.

The existing employment uses are proposed for the property located at 112 Pinebush Road. The developer is proposing to use the existing building located at 112 Pinebush as a temporary sales office for the proposed residential development.

The proposed development is located at 0-112 Pinebush Road, on the north side of Pinebush Road, between Conestoga Boulevard and Franklin Boulevard.

The property abuts Highway 401 to the north along with light industrial, retail and office uses beyond the Highway. To the east are light industrial, retail and office uses. To the south are light industrial, office and retail uses. Finally, to the west is retail uses.

The property known as 0 Pinebush Road is currently vacant and has a total area of approximately 14.685 ha (36.29 ac) including a 3.71 ha (9.17) existing woodlot in the north easterly portion and a 0.39 ha (0.97 ac) existing car dealership, located at 112 Pinebush Road with two small buildings which are used for the sale of used automobiles.

The development will utilize existing municipal services. The site is not within the regulated Grand River Conservation Authority area. The Grand River Conservation Authority has reviewed the Environmental Impact Study, provided by the developer, and has accepted the findings.

The proposed development fronts Pinebush Road, which is identified as an Arterial Road (Regional Road), as well as being part of the Regional Municipality of Waterloo’s Planned Transit Network. The proposed development will include sidewalks in addition to trails that will connect the commercial, woodlot and parkland to the residential areas.

The Draft Hespeler Road Secondary Plan includes this area, which proposes a “Mixed Use Medium / High Density” designation for the subject lands which would permit townhouses, stacked townhouses and low-rise apartment buildings. The Plan will also permit a full range of smaller scale retail commercial uses. Cambridge Council has not made a decision regarding the Secondary Plan as of yet, however, the preliminary draft builds on the Regional Scale Node policies in the current City.
Official Plan, which encourages higher density mixed uses for this area.

The lands are currently designated “Regional Commercial”, “Employment Corridor” and “Natural Open Space System” in the City of Cambridge 2012 Official Plan (OP). Permitted uses include a Regional Power Centre to accommodate special commercial activities and uses such as, multi-use commercial development including recreational facilities, a hotel and trade centre.

The draft Official Plan Amendment application seeks site specific policies to permit the proposed mixed residential development on the subject lands (0 Pinebush Road) under the High Density Residential and Open Space designation. The site specific policies include residential height provisions for lands which front onto Highway 401 and Pinebush Road at a minimum building height of 2 storeys and a maximum building height of 15 storeys. For lands which do not front onto Highway 401 and Pinebush Road at a minimum building height of 2 storeys. The property at 112 Pinebush Road (existing car dealership) will continue to be used for employment. A summary of the site specific requested amendments is included in the Official Plan Amendment section of this report.

The lands are currently zoned (H) Regional Power Centre (C6); Site C; s.4.1.72 Zone and Industrial M1.s.4.1.194 in the City’s Zoning By-law. Residential uses are not listed as permitted uses in the Regional Power Centre (C6); Site C; s.4.1.72 Zone. Permitted uses include an extensive range of retail commercial, food services establishments, services commercial establishments, commercial recreation establishments. In the M1.s.4.1.194 Zone, permitted uses include an extensive range of industrial uses including, general and heavy industrial uses and industrial business park uses.

In order to permit the development a site specific amendment to rezone the lands is required. A summary of the specific requested amendments is included in the draft Zoning By-law Amendment section of this report.

Comparison of initial draft plan subdivision and the November 20, 2018 revised plan:

The fundamentals of the proposed development (Attachment No. 6 – Draft Plan of Subdivision) have remained the same since initial submission and the final plan (Attachment No. 5 – Initial Draft Plan of Subdivision) that is subject to this recommendation report.

The concept plan has always been for residential development for 0 Pinebush Road and Employment for 112 Pinebush Road.

Initially, the concept plan for the area was to develop the property into a mixed use
neighbourhood with a total of 558 units comprised of townhouse and apartment units in addition to 0.556 ha (1.37 ac) parkland and the existing woodlot.

In order to help provide more affordable housing building types, the latest concept plan increases unit types. The concept plan also reduces the mixed use neighbourhood with a total of 475 residential units comprised of townhouse and apartment units and increases the parkland to 1.18 ha (2.92 ac) in addition to the preservation of the existing woodlot.

The proposed concept plan includes a total of 220 high density apartment units (Blocks 1 and 8) heights ranging from two to fifteen storeys and 255 medium density townhouse dwelling units (Blocks 2, 3, 11, 12, 13 and 14) in heights ranging from two to three storey buildings, focused around two public parks (Blocks 4 and 5) with a total of 1.18 ha (2.92 ac), and the existing 0.417 ha (1.03 ac) woodlot (Block 10) with a new 10 m (32.80 ft) buffer area (Block 9) on the north easterly portion of the property. The high density residential units will be created by a total of eight blocks to be divided through future condominium applications.

Important changes to the details of the concept plan have been made, and the most significant are explained below:

Residential Block:

- Modest reconfiguration of the proposed residential block layouts has taken place.
- Apartment buildings were planned for Block 6; however, have since been removed.
- The total number of units for the proposed development has decreased.
- Additional unit types have been included, in order to provide more affordable housing building types on the subject lands.
- Townhouses were proposed to be included as options in the apartment Blocks 1 and 8. Based on density targets, the townhouses have been removed from the list of permitted uses.
- The 0.131 ha (0.32 ac) block (Block 7) will be used for future development and will be kept in the Holding (h) zone.
- Staff require additional discussions with the developer and obtain analysis on site specific requests for the residential blocks (Blocks 1 and 8).

Employment Block (112 Pinebush Road):

- The existing employment block fronting Pinebush Road (Block 6, 112 Pinebush Road) will be part of the application.
- Originally, the developer requested an enhanced range of employment uses.
The developer has now indicated that no additional employment uses are proposed. The original request for additional permitted uses for the lands at 112 Pinebush Road has been removed.

- The developer is proposing to use the existing building located at 112 Pinebush as a temporary sales office for the proposed residential development, which is permitted under s.2.1.12 (Temporary Buildings or Structures).
- It is recommended by the Region of Waterloo that a car wash, not be permitted in this area, based on source water protection provisions.

Woodlot and Buffer:

- An existing 0.417 ha (1.03 ac) woodlot (Block 10) with a new 10 m (32.80 ft) buffer area (Block 9) on the north easterly portion of the property is proposed.
- The buffer area is proposed to protect the existing woodlot and provide a pedestrian linkage to the proposed public parks.
- The zoning of the buffer area has changed from OS1 to OS4.
- A 14m (45.93 ft) setback from Highway 401 along with an area for future road widening (Block 16) of 0.281 ha (0.694 ac) has been included in the proposed development, at the request of the Ministry of Transportation.

Proposed Public Parks:

- Two public parks (Blocks 4 and 5) are proposed, as opposed to the original submission with one public park.
- Park location, size and shape have been revised in an attempt to address City comments.
- The final size of the park blocks is a total of 1.18 ha (2.92 ac) from the original total area of 0.556 ha (1.37 ac).
- A pedestrian linkage is proposed to connect the buffer (Block 9) to the one public park (Block 4).

Internal Municipal Roads:

- Reconfiguration of the proposed internal road has taken place.
- Two new internal municipal roads (Street A and B) will be created in addition to a network of private streets with access to Pinebush Road to the south and Struck Court to the west.
- Pinebush Road is an Arterial Road (Regional Road) and Struck Court is a Local Road.
- Street A has been extended, at the request of the City.
Parking:

- Reconfiguration of the parking areas for the proposed apartments (Blocks 1 and 8) has taken place.
- Parking will be provided for residents and visitors in designated parking areas, private driveways and garages are proposed for the townhouses.
- On street parking on one side of the road will be available on public streets (Streets A and B).

Density and Height:

- With the decrease in the number of residential units, the proposed development now has a density of approximately 0.63 FSI on the area of the lot on which the buildings are developed (i.e. the subject lands exclusive of the woodlot and buffer area)
- The proposed building heights are within the range of two to three storeys for the townhouses and two to fifteen storeys for the apartments.
- Staff requires additional discussions with the developer and obtain analysis on increasing the density of Block 1 from 150 uph to 250 uph.

Planning Analysis:

Provincial Policy Statement, 2014 (PPS)

Section 2(5) of the Planning Act requires that Council decisions on land use planning matters must be consistent with the PPS. The application is considered to be consistent with the PPS.

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<td>1.1.1</td>
<td>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</td>
<td>The proposed development is a large infill development within the built-up area of the City. The development will result in a mixed use development with a total of 475 residential units on 0 Pinebush Road (townhouses and apartments) and the existing employment uses on 112 Pinebush Road. The development utilizes planned</td>
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<td>roads (street A and B) in addition to private streets.</td>
<td>The proposed development is considered an efficient form of development for this site given the size of the subject property (14.685 ha/36.29 ac).</td>
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<td>b)</td>
<td>accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</td>
<td>The development proposes a range of different types of dwelling units including apartments (Blocks 1 and 8) and townhouses blocks. The developer is also requesting that hotel, motel, or seniors related housing be made available as alternative options on portion of the subject lands (Blocks 1 and 8) located at 0 Pinebush Road. The property at 112 Pinebush Road will continue to be used for employment. As condition of draft approval of the Plan of Subdivision, a financial affordable housing contribution to the City will be required. The proposed development regulations (buffer, setbacks, height) will result in a contextually appropriate infilling development. The area is already served by nearby commercial and open space.</td>
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<td>c)</td>
<td>avoiding development and land use patterns which may cause environmental or public health and safety concerns;</td>
<td>Environmental matters have been assessed through the developer’s Environmental Impact Study. A 10 m (32.80 ft) buffer area on</td>
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<td>the north easterly portion of the property is proposed to protect the existing woodlot. As condition of draft approval of the Plan of Subdivision, a tree compensation strategy, to the satisfaction of the Grand River Conservation Authority, the Region of Waterloo and the City of Cambridge, at a location agreed to by the City, will be required.</td>
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<td>e)</td>
<td>e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;</td>
<td>The proposed development will result in infilling and intensification with an existing built-up area of the City. The intent of the policy to direct development to built-up areas is in part to minimize land consumption and the unnecessary and costly extension of municipal services. The proposed development meets the intent of the policy.</td>
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<td>f)</td>
<td>f) improving accessibility for persons with disabilities and older persons by identifying, preening and removing land use barriers which restrict their full participation in society.</td>
<td>Accessibility requirements in the construction of the new homes and the parks will be required as per current Ontario Building Code standards. The proposed parkland will be constructed to the Accessibility for Ontarians with Disabilities Act.</td>
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<td>g)</td>
<td>g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or</td>
<td>The development will be serviced through the extension of existing City infrastructure (e.g. storm sewer, extension of existing watermains and sanitary sewer</td>
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<td>will be available to meet current and projected needs; and</td>
<td>mains). There is servicing capacity to accommodate the development. Public transit is available on Pinebush Road. Public service facilities include schools. Although there are some elementary and secondary schools in the area of the subject property, children residing in this development will need to be bused.</td>
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<td>h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.</td>
<td>The development has submitted the required Environmental Impact Study in support of the development. City Staff and the Grand River Conservation Authority have reviewed the Environmental Impact Study, provided by the developer, and has accepted the findings. The Core Environmental Feature is governed by the Region of Waterloo. No significant impacts on the remnant woodlot are expected. As condition of draft plan approval of the Plan of Subdivision, a tree compensation strategy, to the satisfaction of the Grand River Conservation Authority, the Region of Waterloo and the City of Cambridge, at a location agreed to by the City, will be required.</td>
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<td>1.1.3.1</td>
<td>Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be</td>
<td>The proposed development is located within a settlement area.</td>
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<td>1.1.3.2</td>
<td>Land use patterns within settlement areas shall be based on:</td>
<td>The proposed development is considered to be an efficient use of land as it is an infill development within the built up area of the City. The development will be serviced through the extension of existing City infrastructure (storm sewer, water mains and sanitary sewer).</td>
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<td>a) densities and a mix of land uses which:</td>
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<td>1. efficiently use land and resources;</td>
<td>Sidewalks and trails are proposed.</td>
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<td>2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</td>
<td>The area is close to public transit with bus stops on Pinebush Road.</td>
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<td>3. minimize negative impacts to air quality and climate change, and promote energy efficiency;</td>
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<td>4. support active transportation;</td>
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<td>5. are transit-supportive, where transit is planned, exists or may be developed;</td>
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<td>1.1.3.3</td>
<td>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.</td>
<td>The lands are considered to be an appropriate location and form of intensification. There is suitable existing and planned infrastructure. The site is also identified in the draft Hespeler Road Secondary Plan as an area for future residential. Cambridge Council has not made a decision regarding the Secondary Plan as of yet, however, the preliminary draft builds on the Regional Scale Node policies in the current City Official Plan, which encourages higher density mixed uses for this area.</td>
</tr>
<tr>
<td>1.1.3.4</td>
<td>Appropriate development standards</td>
<td>The lands are considered to be an appropriate location and form of intensification. There is suitable existing and planned infrastructure. The site is also identified in the draft Hespeler Road Secondary Plan as an area for future residential. Cambridge Council has not made a decision regarding the Secondary Plan as of yet, however, the preliminary draft builds on the Regional Scale Node policies in the current City Official Plan, which encourages higher density mixed uses for this area.</td>
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<td>should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</td>
<td>appropriate location and form of intensification. A variety of housing types are being proposed (apartments and townhouse dwelling units). The developer is also requesting that hotel, motel, or seniors related housing be made available as alternative options on portion of the subject lands (Blocks 1 and 8) located at 0 Pinebush Road.</td>
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<tr>
<td>1.1.3.5</td>
<td>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.</td>
<td>The Regional Official Plan contains minimum targets for intensification within the existing built-up areas. 45% of the new development should be directed to the existing built-up area. The proposed development will contribute toward the Region’s requirements.</td>
</tr>
<tr>
<td>1.1.3.6</td>
<td>New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.</td>
<td>The proposed development is considered to be an efficient use of the land since it is an infill development within the built-up area. Access to infrastructure, public transit and school busing is available.</td>
</tr>
<tr>
<td>1.3.1</td>
<td>c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities;</td>
<td>The proposed development is compact with affordable housing building types that incorporates community amenities and access to employment area, which contributes to a complete</td>
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<td>1.3.2.2</td>
<td>Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.</td>
<td>Region of Waterloo staff have worked with the developer and have agreed that these lands can remain in the Regional Official Plan as shown and that they will remain designated as employment lands until reviewed through a Municipal Comprehensive Review process.</td>
</tr>
<tr>
<td>1.4.1</td>
<td>To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</td>
<td>A variety of housing types is being proposed including apartment and townhouses. The developer is also requesting that hotel, motel, or seniors related housing be made available as alternative options on portion of the subject lands (Blocks 1 and 8) located at 0 Pinebush Road. The proposed building heights are within the range of two storeys to fifteen storeys that applies to lands within the Regional Scale Node which is set out in the City of Cambridge Official Plan (Policy 8.7.1.5). The proposed density will have a positive impact on the area as it is close to amenities, blends well with the surrounding lands and will be...</td>
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<td>land in draft approved and registered plans.</td>
<td>designed at an appropriate scale. There is suitable existing and planned infrastructure.</td>
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<td>1.4.3</td>
<td>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by: c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.</td>
<td>The City of Cambridge is a growing municipality and is forecasted to continue to grow. The development proposes a range of dwelling types and is in a location where infrastructure and public services are available. The proposed density is compatible with the surrounding neighbourhood and will provide intensification and filling through the efficient use of land that has been deemed to be underutilized.</td>
</tr>
<tr>
<td>1.5.1</td>
<td>Healthy, active communities should be promoted by: a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.</td>
<td>Public and private streets within the development will have sidewalks. Trail connections and pedestrian walkways are proposed to connect the existing woodlot to the parkland which will provide for local passive recreational space. Parkland (Block 4 and 5) is proposed in the development.</td>
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<td>1.6.1</td>
<td>Infrastructure, electricity generation facilities and transmission and distribution</td>
<td>The development can proceed on full municipal services through the</td>
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<td>systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.</td>
<td>extension of water and sanitary sewer services. Stormwater management is accommodated on site. Electrical distribution will be determined through detailed design. Access to public transit and school busing is available. Climate change is considered in that the development proposed stormwater management measures to accommodate peak storm events.</td>
</tr>
<tr>
<td>1.6.3</td>
<td>Before consideration is given to developing new infrastructure and public service facilities: a) the use of existing infrastructure and public service facilities should be optimized.</td>
<td>The concept plan optimizes existing public facilities since the land can be serviced by existing municipal infrastructure. The existing transportation network can accommodate the development, as set out in the developer’s Transportation Impact Study (TIS).</td>
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<td>1.6.6.2</td>
<td>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.</td>
<td>The development will proceed on full municipal services, as set out the developer’s Functional Servicing Report.</td>
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<td>1.6.6.7</td>
<td>Planning for stormwater management shall: a) minimize, or, where possible, prevent increases in contaminant loads; b) minimize changes in water balance and erosion;</td>
<td>The proposed stormwater management strategy will enhance water quality treatment from the proposed development using two Oil &amp; Grit Separators, one to be located at each of the two</td>
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<td>c)</td>
<td>not increase risks to human health and safety and property damage;</td>
<td>stormwater discharge points from the proposed development.</td>
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<td>d)</td>
<td>maximize the extent and function of vegetative and pervious surfaces;</td>
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<td>and</td>
<td>e) promote stormwater management best practices, including stormwater</td>
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<td>attenuation and re-use, and low impact development.</td>
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<tr>
<td>1.6.7.2</td>
<td>Efficient use shall be made of existing and planned infrastructure,</td>
<td>The proposed development contributes to the City’s requirements for development within a Built-Up Area.</td>
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<td>including through the use of transportation demand management strategies,</td>
<td>The area is serviced by transit.</td>
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<td>where feasible.</td>
<td>Sidewalks, walkways and trails supports the policy of active transportation.</td>
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<tr>
<td>1.6.7.4</td>
<td>A land use pattern, density and mix of uses should be promoted that</td>
<td>The proposed development contributes to the City’s requirement for redevelopment within a built-up area.</td>
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<td>minimize the length and number of vehicle trips and support current and</td>
<td>The proposed development has a density of approximately 0.63 FSI on the area of the lot on which the buildings are developed (i.e. the subject lands exclusive of the woodlot and buffer area), which is within the OP density range of 0.5 FSI to 2.0 FSI for sites within Nodes (Policy 2.8.3.3).</td>
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<td>future use of transit and active transportation.</td>
<td>The proposed building heights are within the range of two storeys to fifteen storeys that applies to lands within the Regional Scale Node.</td>
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<td>which is set out in the City of Cambridge Official Plan (Policy 8.7.1.5).</td>
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<tr>
<td>1.6.7.5</td>
<td>Transportation and land use considerations shall be integrated at all stages of the planning process.</td>
<td>The developer has submitted a TIS which contains the functioning of the existing transportation network and the impact of the proposed development. The TIS concluded that the surrounding transportation network can accommodate the proposed development, subject to certain remedial measures.</td>
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</table>
| 1.7 | Long-term economic prosperity should be supported by:  
  a) promoting opportunities for economic development and community investment-readiness;  
  b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;  
  d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes. | The proposed development optimizes land within the “Built-Up Area” that is now vacant and underutilized, except for the 0.39 ha (0.97 ac) existing car dealership, located at 112 Pinebush Road, which will form part of the subject site. The developer is also requesting that hotel, motel, or seniors related housing be made available as alternative options on portion of the subject lands (Blocks 1 and 8) located at 0 Pinebush Road to respond more quickly to changing market conditions. The proposed development will be designed to address the density of the proposed uses. A 10 m (32.80 ft) buffer area on the north easterly portion of the property is proposed along the perimeter of the existing woodlot to... |
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<td>2.1.1</td>
<td>Natural features and areas shall be protected for the long term.</td>
<td>The existing woodlot will be buffered, as set out in the developer’s Environmental Impact Study. As condition of draft approval of the Plan of Subdivision, a tree compensation strategy, to the satisfaction of the Grand River Conservation Authority, the Region of Waterloo and the City of Cambridge, at a location agreed to by the City, will be required.</td>
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<td>2.1.2</td>
<td>The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.</td>
<td>Trail connections and pedestrian walkways are proposed to connect the existing woodlot to the parkland which will provide for local passive recreational space.</td>
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<tr>
<td>2.1.7</td>
<td>Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.</td>
<td>Based on the Environmental Impact Study, no endangered or threatened species were recorded in the study area.</td>
</tr>
<tr>
<td>2.1.8</td>
<td>Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</td>
<td>The Environmental Impact Study indicated that no significant impact on the existing woodlot is expected as a result of the development. The Grand River Conservation Authority has reviewed the Environmental Impact Study, provided by the</td>
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Note: The table is not fully filled in due to space limitations.
### Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe (GGH) took effect July 1, 2017 and is a Provincial document that provides policy guidance about growth management, transportation, intensification, greenfield development, protection of employment lands, etc.

The subject lands are indicated as a “Built-Up Area”.

The following is an assessment of relevant policy sections of the Growth Plan as it relates to this proposal.

<table>
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| 1.2.1    | The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:  
- Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.  
- Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit | A draft Hespeler Road Secondary Plan directs residential uses to this area. The Plan has not been considered by City Council as of yet, however, the preliminary draft builds on the Regional Scale Node policies in the current City Official Plan, which encourages higher density mixed uses for this area. The Plan encourages mixed use development with the intent of creating a complete community with convenient access to |
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<td>viability.</td>
<td>commercial, public transit, and employment. The above noted uses are all within working distance of this site.</td>
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<tr>
<td>2.1</td>
<td>This Plan is about building complete communities. These are communities that are well designed to meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes.</td>
<td>The proposed development has been designed to use underutilized/undeveloped land to provide a mix and range of housing types, a network of public and private streets, and public open spaces with the intent of a complete community.</td>
</tr>
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<td>2.2.1.2</td>
<td>Forecasted growth to the horizon of this Plan will be allocated based on the following: a) the vast majority of growth will be directed to settlement areas that: i. have a delineated built boundary; ii. have existing or planned municipal water and wastewater systems; and iii. can support the achievement of complete communities;</td>
<td>The proposed development supports the policy of growth being directed to the Built-Up Area of the community through intensification.</td>
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<tr>
<td>2.2.1.4</td>
<td>Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities; b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes; c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to</td>
<td>A variety of housing types is being proposed including apartment and townhouses. The total number of units have been reduced since the original application in order to provide more affordable housing building types on the subject lands. The proposed development has a density of approximately 0.63 FSI on the area of the lot on which the buildings are developed (i.e. the subject lands exclusive of the woodlot and buffer area), which is within the density range of 0.5 FSI to 2.0 FSI for sites within Nodes</td>
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A variety of housing types is being proposed including apartment and townhouses. The total number of units have been reduced since the original application in order to provide more affordable housing building types on the subject lands. The proposed development has a density of approximately 0.63 FSI on the area of the lot on which the buildings are developed (i.e. the subject lands exclusive of the woodlot and buffer area), which is within the density range of 0.5 FSI to 2.0 FSI for sites within Nodes.
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<td>accommodate the needs of all household sizes and incomes; d) expand convenient access to: i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation; ii. public service facilities, co-located and integrated in community hubs; iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and iv. healthy, local, and affordable food options, including through urban agriculture; e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards; f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and g) integrate green infrastructure and low impact development.</td>
<td>(OP Policy 2.8.3.3). The proposed building heights are within the range of two storeys to fifteen storeys that applies to lands within the Regional Scale Node (OP Policy 8.7.1.5). The proposed density will have a positive impact on the area as it is close to amenities, blends well with the surrounding lands and will be designed at an appropriate scale. There is suitable existing and planned infrastructure, including transportation options, trails and sidewalks. The property is in close proximity to shopping and other community amenities. As condition of draft approval of the Plan of Subdivision, a financial affordable housing contribution to the City will be required.</td>
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<td>2.2.2.3</td>
<td>Delineated Built-Up Areas, until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.</td>
<td>The intensification target contained in the Region’s OP that is in effect is 45% annually. The proposed development will contribute to this target since it is considered an infill/intensification development within the existing “Built-Up Area” of the City.</td>
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<td>2.2.2.4</td>
<td>All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout</td>
<td>The City’s OP policy encourages intensification throughout the existing built-up area.</td>
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<td>delineated built-up area, which will</td>
<td>The intensification target contained in the Region’s OP that is in effect is 45% annually. The proposed development will contribute to this target since it is considered an infill/intensification development within the existing “Built-Up Area” of the City.</td>
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<td>a) encourage intensification generally to achieve the desired urban</td>
<td>The proposed development is compact, with affordable housing building types that incorporates community amenities and access to employment areas, which contributes to a complete community.</td>
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<td>structure;</td>
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<td>b) identify strategic growth areas to support achievement of the</td>
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<td>intensification target and recognize them as a key focus for</td>
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<td>development;</td>
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<td>c) ensure lands are zoned and development is designed in a manner</td>
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<td>that supports the achievement of complete communities;</td>
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<td>2.2.5.9</td>
<td>Economic development and competitiveness in the GGH will be</td>
<td>Region of Waterloo staff have worked with the developer and have agreed that these lands can remain in the Regional Official Plan as shown and that they will remain designated as employment lands until reviewed through a Municipal Comprehensive Review process.</td>
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<td>promoted by:</td>
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<td>The conversion of lands within employment areas or prime employment</td>
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<td>areas to non-employment uses may be permitted only through a</td>
<td>The existing employment block fronting Pinebush Road (112 Pinebush Road) will be retained for employment uses. Hospital and motel are proposed to be added to the permitted uses for the residential blocks fronting Highway 401 and Pinebush Road (0 Pinebush Road).</td>
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<td>municipal comprehensive review where it is demonstrated that:</td>
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<td>a) there is a need for the conversion;</td>
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<td>b) the lands are not required over the horizon of this Plan for the</td>
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<td>employment purposes for which they are designated;</td>
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<td>c) the municipality will maintain sufficient employment lands to</td>
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<td>accommodate forecasted employment growth to the horizon of this Plan;</td>
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<td>d) the proposed uses would not adversely affect the overall viability</td>
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<td>of the employment area or prime employment area or the achievement</td>
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<td>of the minimum intensification and density targets in this Plan,</td>
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<td>as well as the other policies of this Plan; and</td>
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<td>e)</td>
<td>there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.</td>
<td>The proposed development fronts Pinebush Road, which is identified as an Arterial Road (Regional Road), as well as being part of the Regional Municipality of Waterloo's Planned Transit Network.</td>
</tr>
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</table>
| 2.2.4.10 | Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities. | The conversion of lands within employment areas or prime employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:  
   a) there is a need for the conversion;  
   b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;  
   c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;  
   d) the proposed uses would not adversely affect the overall viability of the employment area or prime employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and  
   e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.  
Employment lands will remain designated as employment lands until reviewed through a Municipal Comprehensive Review process by the Region of Waterloo as part of the Regional Official Plan review.  
The existing employment block fronting Pinebush Road (112 Pinebush Road) will be retained for employment uses.  
Hotel and motel are proposed to be added to the permitted uses for the residential blocks fronting Highway 401 and Pinebush Road (0 Pinebush Road). |
| 2.2.5.9  | The conversion of lands within employment areas or prime employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:  
   a) there is a need for the conversion;  
   b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;  
   c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;  
   d) the proposed uses would not adversely affect the overall viability of the employment area or prime employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and  
   e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.  
For greater certainty, the redesignation of an employment area to a designation that permits non-employment uses is considered a conversion and may occur only through a municipal comprehensive review undertaken in accordance with policy 2.2.5.9. | A Municipal Comprehensive Review process will be undertaken by the Region of Waterloo as part of the Regional Official Plan review. |
<p>| 2.2.5.10 | For greater certainty, the redesignation of an employment area to a designation that permits non-employment uses is considered a conversion and may occur only through a municipal comprehensive review undertaken in accordance with policy 2.2.5.9. |                                                                                                                                                                                                                                                                                                                                                   |</p>
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<td>2.2.6.2</td>
<td>… in preparing a housing strategy in accordance ….., municipalities will support the achievement of complete communities by: a) planning to accommodate forecasted growth to the horizon of this Plan; b) planning to achieve the minimum intensification and density targets in this Plan; c) considering the range and mix of housing options and densities of the existing housing stock; and d) planning to diversify their overall housing stock across the municipality.</td>
<td>The proposed development conforms with the Regional Official Plan minimum targets for intensification within the existing built-up areas and the City of Cambridge Official Plan growth management objectives.</td>
</tr>
<tr>
<td>2.2.6.3</td>
<td>To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes</td>
<td>The proposed development is compact with affordable housing building types that incorporates community amenities and access to employment areas, which contributes to a complete community.</td>
</tr>
<tr>
<td>3.2.7.2</td>
<td>Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that: a) is informed by a subwatershed plan or equivalent; b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure; c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces.</td>
<td>The stormwater management strategy considered the surrounding commercial area (Smart Centres) to the west and Struck Court employment lands to the east as well as all commercial properties fronting on Pinebush Road. Minor storm runoff from the southern portion of the site can be discharged to the existing Smart Centres storm sewer to the west of the subject lands. The existing storm sewer has capacity to accept uncontrolled runoff resulting from the 5-year storm event from the southern catchments of the subject lands.</td>
</tr>
<tr>
<td>3.2.8.4</td>
<td>Existing public service facilities that are</td>
<td>Public service facilities include</td>
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Policy # | Policy | Response
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located in or near strategic growth areas and are easily accessible by active transportation and transit, where that service is available, should be the preferred location for community hubs. | located in or near strategic growth areas and are easily accessible by active transportation and transit, where that service is available, should be the preferred location for community hubs. | located in or near strategic growth areas and are easily accessible by active transportation and transit, where that service is available, should be the preferred location for community hubs. |

Planning Act Section 51 (24)

The Planning Act contains criteria which all subdivisions must adhere to.

The following is an assessment of each criteria and a brief response on how the proposed plan of subdivision meets the objective of the Act.

| Planning Act Section 51(24) | Response |
--- | --- |
a) The effect of the development of the proposed subdivision on matters of provincial interest referred to in section 2; | Matters of provincial interest referred to in section 2 of the Planning Act include (but are not limited to): the protection of the environment; orderly development; adequate provision of a range of housing options and the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

The development is considered to meet these overarching provincial considerations.

The natural environment is protected and enhanced through buffering and the improvements to the treatment of stormwater.

A range of dwelling units is proposed which is considered to be compatible with the surrounding commercial and employment area.

The area is serviced with public transit and will be oriented towards pedestrians. |
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<td>through the provision of sidewalks, walkway blocks and trails.</td>
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<td>b) Whether the proposed subdivision is premature or in the public interest;</td>
<td>The development is not considered premature since it has been reviewed thoroughly by the City and applicable review agencies. The development conforms to existing land use policies set by the Province, Region and City and is in the public interest. Revisions have been made to the concept plan to respond to comments and concerns.</td>
</tr>
<tr>
<td>c) Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;</td>
<td>The concept plan conforms to the general intent of the Region and City Official Plans. Residential is considered to be an appropriate land use designation for the subject property. The development is an infill development within existing built-up area and is compatible with the adjacent area.</td>
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<td>d) The suitability of the land for the purposes for which it is to be subdivided;</td>
<td>The land is considered to be suitable for residential purposes. The land is currently underutilized. The land can be serviced with the extension of municipal water and sewer services and roads. Environmental features (existing woodlot) will be preserved.</td>
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<td>e) The number, width, location and proposed grades and elevations of the highways, and the adequacy of them, and the highways linking the highways in the proposed</td>
<td>The submitted Traffic Impact Study demonstrates that overall the existing transportation network can accommodate the proposed development.</td>
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<td>subdivision with the established highway system in the vicinity and the adequacy of them;</td>
<td>There will be no road linkages through the Smart Centres, as requested by the Ministry of Transportation.</td>
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<td>f) The dimensions and shapes of the proposed lots;</td>
<td>The proposed blocks will conform to the amending Zoning By-law and are of adequate size and shape to accommodate the development.</td>
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<td>g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;</td>
<td>Environmental lands are being appropriately buffered and enhanced through the use of a buffer area.</td>
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<td>h) Conservation of natural resources and flood control;</td>
<td>Sensitive natural resources are being preserved and enhanced.</td>
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<td>i) The adequacy of utilities and municipal services;</td>
<td>The development will proceed on full municipal water and sanitary sewer services. Hydro and communication utilities will be provided through detailed design and as conditions of draft plan approval.</td>
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<td>j) The adequacy of school sites</td>
<td>Although not a preferred approach, according to the Waterloo Region District School Board, elementary students of the proposed development would be bused directed to Centennial Public School and Hespeler Public School, which are located on the north side of Highway 401. Walking to schools is a preferred option; however, there are no new schools proposed in the area of the</td>
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<td>proposed development. In order to mitigate, warning clauses and on site signage advising that there are no schools in the immediate area of the development will be included in conditions of draft plan approval. The developer further conducted a study which confirmed that students from this development are eligible for busing to nearby schools, which have projected capacity available. The current improvements to Franklin Boulevard Bridge include a separated pedestrian walkway, which would provide pedestrian and/or cycling options to schools and would significantly reduce the estimated walking distances to/from the subject lands.</td>
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<tr>
<td>k) The area of land, if any, within the proposed subdivision, that, exclusive of highways, is to be conveyed or dedicated for public purposes;</td>
<td>Parkland is proposed to be dedicated to the City. The Parks, Recreation and Culture Division is satisfied with the proposed parks.</td>
</tr>
<tr>
<td>l) The extent to which the plan’s design optimizes the available supply, means of supply, efficient use and conservation of energy; and</td>
<td>The submitted Functional Servicing Report demonstrates that there is available supply for water, sanitary sewer and storm services. Sanitary sewer flows will gravity drain and no pumping station is required for the development. Utilities such as hydro will be supplied and determined through detailed design.</td>
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### Planning Act Section 51(24)

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| m) The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under section 41(2) of this Act. | Site plan review will be required for the residential Blocks, if the applications are approved.  
The developer has provided conceptual plans for the proposed development which demonstrates that the site can appropriate accommodate apartment and townhouse residential (Attachment No. 15). |

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**Region of Waterloo Official Plan (ROP)**

The Region of Waterloo Regional Official Plan (ROP) came into effect on June 18, 2015.

The purpose of the ROP is to set out the Region’s land use planning strategy to 2031. An overall goal of the ROP is to “promote balanced growth by directing a greater share of urban development towards the existing Built-Up Area and by contributing to a creation of complete communities…”.

The property is located within the “Built-Up Area” as identified in the ROP, which is intended to accommodate the majority of the Region’s growth over the time horizon of the Plan.

The north easterly portion of the subject lands contains a “Core Environmental Feature” (Significant Woodland). The subject lands are also within a Central Transit Corridor Environmental Assessment Study Area which identifies the study area within which an alignment for the proposed rapid transit system will be selected, and the area that may be directly and/or indirectly affected by the system.
The following is an assessment of relevant policy sections of the ROP as it relates to this proposal.

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<td>2.C.2</td>
<td>..... to ensure that by 2015 and each year thereafter a minimum of 45 per cent of all new residential development occurring annually within the region as a whole will be constructed within the Built-Up Area.</td>
<td>The subject property is within the Built-Up Area and the development of these lands will contribute to meeting the Regional objective.</td>
</tr>
<tr>
<td>2.D.1</td>
<td>a) Supports the Planned Community Structure as described in this Plan;</td>
<td>The subject property is within the Urban Area of the Region and meets the objectives of the Region.</td>
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<td>b) Is serviced by a municipal drinking water supply system and a municipal wastewater system;</td>
<td>The proposed development is on full municipal services.</td>
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| | c) Contributes to the creation of complete communities with the development patterns, densities and an appropriate mix of land uses that support walking, cycling and the use of transit; | The proposed development contributes to a complete community by the development of a mix of housing types (apartments and townhouses) in addition to parks and trails.  
   The area is close to public transit and public amenities. |
| | d) Protects the natural environment, and surface water and groundwater resources; | The Environmental Impact Study indicated that no significant impact on the existing woodlot is expected as a result of the development.  
   City Staff and the Grand River Conservation Authority have reviewed the Environmental Impact Study, provided by the developer, and has accepted the findings. The Core Environmental Feature is governed by the Region of Waterloo. |
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<td>The 10 m (32.80 ft) buffer will be used to help protect access to the existing woodlot. As condition of draft approval of the Plan of Subdivision, a tree compensation strategy, to the satisfaction of the Grand River Conservation Authority, the Region of Waterloo and the City of Cambridge, at a location agreed to by the City, will be required.</td>
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<td>e)</td>
<td>conserves cultural heritage resources and supports the adaptive reuse of historic building;</td>
<td>There are no cultural heritage resources on the subject property, based on the Heritage Register for the City.</td>
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<td>f)</td>
<td>Respects the scale, physical character and context of established neighbourhoods in areas where reurbanization is planned to occur;</td>
<td>The proposed development is appropriate and respects the scale and physical character of the surrounding area. Density has been addressed by the design of the development and the accessibility to community amenities, parking and transit.</td>
</tr>
<tr>
<td>h)</td>
<td>Promotes building designs and orientations that incorporate energy conservation features and use of alternative and/or renewable energy systems.</td>
<td>The proposed units will be required to meet Ontario Building Code requirement regarding energy efficiency. The residential blocks are subject to site plan approval which will be an opportunity to pursue potential energy conservation features.</td>
</tr>
<tr>
<td>2.G.10</td>
<td>Area Municipalities will establish policies in their official plans to prevent or minimize potential adverse effects due to the encroachment of sensitive land uses</td>
<td>An Environmental Noise Feasibility Study was completed, and mitigation measures have been included to ensure compatibility</td>
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<td>2.G.13</td>
<td>Where a development application for a sensitive land use is submitted in the vicinity of an Existing Regional Road, Provincial Highway, Planned Regional Road or Provincial Highway, the rapid transit system, transit terminals, railways or Area Municipal roads, a noise study may be required in accordance with the provisions of the Regional Implementation Guideline for Noise Policies. The noise criteria shown on Table 2 will be used in determining appropriate noise mitigation measures for the proposed development. Any required noise mitigation measures will be implemented through the development application review process.</td>
<td>An Environmental Noise Feasibility Study was completed, and mitigation measures have been recommended in the Study. The Province’s minimum separation distance guideline of 20m (65.51 ft), with/without the inclusion of setbacks, is achieved for the existing properties on the easterly side of Struck Court, but not for the property to the west (Northbridge Consultants, 100 Pinebush Road) or the property to the north east (Kane Veterinary Supplies Ltd., 30 Struck Court), which are separated by approximately 12.0 m (39.3 ft) and 8.0 m (26.45 ft), respectively. Given the small-scale and/or self-contained nature of these uses, and the findings/recommendations of the Study, no significant adverse impacts are anticipated from the proposed setbacks. Furthermore, additional mitigation measures can be introduced at the site plan/development stage to further reduce any possible</td>
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<td>impacts, if this application is approved.</td>
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<td>3.A.2</td>
<td>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.</td>
<td>The proposed development will have a range of housing types and high density (apartment and townhouses). The developer is also requesting that hotel, motel, or seniors related housing be made available as alternative options on portion of the subject lands (Blocks 1 and 8) located at 0 Pinebush Road to respond more quickly to changing market conditions.</td>
</tr>
<tr>
<td>4.A.5</td>
<td>Area Municipalities may permit redesignation of lands within existing employment areas to non-employment uses only through a municipal comprehensive review where it has been demonstrated that:</td>
<td>Region of Waterloo staff have worked with the developer and have agreed that these lands can remain in the Regional Official Plan as shown and that they will remain designated as employment lands until reviewed through a Municipal Comprehensive Review process.</td>
</tr>
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<td>(a) there is a need for the redesignation;</td>
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<td>(b) the Area Municipality will meet the employment forecast allocated to it pursuant to this Plan;</td>
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<td>(c) the redesignation will not adversely affect the viability of the subject employment area, and achievement of the reurbanization target, density targets and other policies in this Plan;</td>
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<td>(d) there is existing or planned infrastructure to accommodate the proposed redesignation;</td>
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<td>(e) the lands are not required over the</td>
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<td>long-term for the employment purposes for which they are currently designated; and (f) cross-jurisdictional issues have been considered.</td>
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<tr>
<td>8.A.5</td>
<td>Development applications within all Source Water Protection Area designations will comply with the following: (a) employment uses that would direct infiltration of stormwater run-off without pre-treatment through the use of drywells or artificial/enhanced recharge will not be permitted; and (b) employment uses that would require new water taking for industrial/commercial purposes and/or for irrigation purposes, except for water taking associated with mineral aggregate operations will not be permitted.</td>
<td>The subject lands are within a Wellhead Protection Sensitivity Area. It is noted that a car wash would not be permitted in this area, based on source water protection provisions.</td>
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**City of Cambridge Official Plan (OP)**

The subject lands are designated Regional Commercial, Employment Corridor and Natural Open Space System in the City of Cambridge 2012 Official Plan (OP).

The land is also part of the Regional Scale Node, which includes high (Policy 2.6.4.3) or medium (Policy 8.6.2.5) density residential, open space and additional employment uses. The proposed development has a density of approximately 0.63 FSI on the area of the lot on which the buildings are developed (i.e. the subject lands exclusive of the woodlot and buffer area), which is within the OP density range of 0.5 FSI to 2.0 FSI for sites within Nodes (Policy 2.8.3.3). The proposed building heights are within the range of two storeys to fifteen storeys that applies to lands within the Regional Scale Node.

**Regional Commercial:**

The Regional Commercial designation permits a range of retail and service uses that service the needs of residents in the Cambridge market area and beyond. The
subject property and lands immediately east towards Hespeler were subject to an Ontario Municipal Board decision which allocated a maximum gross retail commercial floor area of 66,749 m², which has been established on land to the west. Through the Ontario Municipal Board decision, the subject property was not allocated any retail commercial floor area.

The City amended the Commercial policies in 2018. This amendment introduced residential permissions throughout the City’s commercial area. Policy 8.6.2.5 states that:

“Subject to the approval of a Zoning By-law Amendment, consideration may be given to permitting medium or high-density residential development as appropriate on lands designated Regional Commercial…It must be demonstrated that the proposed residential uses(s) will not compromise the planned function of the lands or result in a reduction in the existing gross leasable area of commercial uses on the lands. The proposed development must also conform to the residential compatibility policies and multi-unit residential development locational criteria contained in Policy 8.4.2 and 8.4.3 respectively”.

Since the subject property was never allocated any retail-commercial floor area the proposed residential development on these lands will not compromise the commercial function of the Regional Commercial area. The proposed development also meets the policy intent of section 8.4.2 and 8.4.3 regarding compatibility and locational criteria for multi-unit development (as further described below in this section of the report).

The following is an assessment of relevant policy sections of the City’s Official Plan as it relates to this proposal.

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<td>2.1.1</td>
<td>The policies of this Plan implement the Growth Plan for the Greater Golden Horseshoe (Provincial Growth Plan) and are intended to plan and manage growth in accordance with the complete community concept. Cambridge, as a complete community, will be a well-designed, compact vibrant city that provides: b) a range of housing options;</td>
<td>The proposed development has been designed to use underutilized/undeveloped land to provide a mix and range of housing types, a network of public and private streets, and public open spaces with the intent of a complete community. There are some elementary and secondary schools in the area of the subject property. The Waterloo</td>
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<tr>
<td>c)</td>
<td>convenient access to local services and community infrastructure including affordable housing, schools, recreation and open space; d) access to a range of transportation options including public transit.</td>
<td>Region District School Board has indicated that the proposal is premature and not in the interest of the public as the elementary school children residing in this development will need to be bused. Although not a preferred option, one approach to help mitigate this is to include on site signage and a warning clause in the development agreement advising future residents that there are no schools planned for the area and that students may be bused to schools outside the neighbourhood. The developer agrees to this request. The developer further conducted a study which confirmed that there is projected capacity available in five of the eight local elementary schools. The current improvements to Franklin Boulevard Bridge include a separated pedestrian walkway, which would provide pedestrian and/or cycling options to schools and would significantly reduce the estimated walking distances to/from the subject lands.</td>
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<td>2.2</td>
<td>The following objectives provide a foundation for the growth management policies of this Plan: a) to plan for a moderate and environmentally sustainable level of growth in the City of Cambridge to a forecast population of 173,000 and</td>
<td>The proposed 475 residential units will result in population growth with the existing “Built-Up Area” of the City. The proposed development is considered a form of intensification within an existing built up area of</td>
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<td>employment of 100,000 jobs by the year 2029;</td>
<td>commercial and employment lands.</td>
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<td>c) to direct and encourage new development within the built-up area of the city where appropriate to accommodate projected population….growth;</td>
<td>This will be a new neighbourhood with a high density including apartments and townhomes.</td>
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<td>e) to support a balanced approach to growth in which the focus for new development will increasingly be shifted from greenfield areas to intensification within the built-up area;</td>
<td>Density will be address through urban design to ensure a safe, attractive and pedestrian friendly community development.</td>
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<td>f) to plan for compact urban development that maintains a balanced land supply, including residential, employment and commercial uses, and promotes mixed-use, transit oriented development;</td>
<td>The proposed development is compact with affordable housing building types that incorporates community amenities and access to employment areas, which contributes to a complete community.</td>
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<td>h) to identify and promote areas for intensified, mixed use activities generally serving more localized functions;</td>
<td>The existing woodlot offers a unique opportunity to be integrated into the proposed development.</td>
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<td>j) to provide for the development of new neighbourhoods which, through the use of sensitive urban design, are safe, attractive, pedestrian friendly, integrated with the natural heritage system, existing built areas and supporting facilities and services; and are readily linked by nearby travel routes to other areas of the city;</td>
<td>The development will be located close to community amenities and will have access to nearby transit.</td>
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<td>l) to promote the principles of conservation and sustainability, including; the efficient use of energy and water; the intensification of development in the built-up area, and the protection, enhancement or, wherever feasible and appropriate, restoration of the natural environment.</td>
<td>A draft Hespeler Road Secondary Plan directs residential uses to this area. Cambridge Council has not made a decision regarding the Secondary Plan as of yet, however, the preliminary draft builds on the Regional Scale Node policies in the current City Official Plan, which encourages higher density mixed uses for this area.</td>
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2.6.1.2 Intensification is encouraged throughout | The proposed development is |
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<td>the built-up area of Cambridge, particularly within the following areas:</td>
<td>considered a Regional Scale Node and supports intensification. The proposed 475 residential units will result in population growth with the existing “Built-Up Area” of the City.</td>
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<td>a) The Urban Growth Centre</td>
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<td>c) Nodes.</td>
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<td>2.6.1.4 The appropriate type and scale of development within the areas identified for intensification in Policy 2.6.1.2 may be determined through Community Plans, Secondary Plans and/or other supporting studies.</td>
<td>A draft Hespeler Road Secondary Plan directs residential uses to this area. Cambridge Council has not made a decision regarding the Secondary Plan as of yet, however, the preliminary draft builds on the Regional Scale Node policies in the current City Official Plan, which encourages higher density mixed uses for this area.</td>
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<td>2.6.1.6</td>
<td><em>Intensification</em> within the <em>built-up area</em> will be planned and designed to:</td>
<td>The proposed development, which is close to transit, has been designed to include a mix and range of housing (apartments and townhouses) types and built forms and a network of public and private streets that are focused around public open spaces such as new public parkland and the existing woodlot.</td>
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<td>a) support vibrant neighbourhoods through the inclusion of a diverse and <em>compatible</em> mix of land uses, including residential and employment uses;</td>
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<td>b) provide for a range and mix of housing that takes into account <em>affordable</em> housing needs;</td>
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<td>c) incorporate high quality public open spaces;</td>
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<td>d) support walking, cycling and transit;</td>
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<td>e) support the cultural heritage of the area;</td>
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<td>f) generally achieve higher densities than surrounding areas; and</td>
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<td>g) ensure an appropriate transition of built form to adjacent areas;</td>
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<td>h)</td>
<td>h) maintain, enhance or wherever feasible and appropriate, restore the natural environment.</td>
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<td>2.6.1.7</td>
<td>The development of land or existing buildings in the Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas, Reurbanization Corridors and Major Transit Station Areas is encouraged for mixed uses such as residential with office, commercial, and business uses. The City may provide support for mixed use development by: a) providing incentives such as reductions in the parking requirements for the residential component of mixed use projects; and b) requiring and assisting where appropriate with the remediation of contaminated sites.</td>
<td>Mixed uses including residential and employment area is supported in this Node.</td>
</tr>
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<td>2.6.1.8</td>
<td>Infill, intensification and redevelopment within existing neighbourhoods will be minor in nature and will be designed to respect existing character and provide connections and linkages where possible.</td>
<td>The proposed development is considered an infill/intensification opportunity.</td>
</tr>
<tr>
<td>2.6.4.3</td>
<td>Nodes are those areas which contain or will be planned to contain the following features and functions: a) mixed uses, including residential, employment, recreational and institutional activities; b) concentrated uses, including higher density residential forms; c) internal and external linkages (e.g. pedestrian, vehicular, cycling);</td>
<td>Existing employment lands will continue (car dealership) at 112 Pinebush Road (Block 6). The underutilized area of the development will be used for mixed use residential with high and medium density. Pedestrian movements are accommodated by sidewalks, trails and connections on all public and private streets.</td>
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<td>d) public transit availability;</td>
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<td>Public transit is available on Pinebush Road.</td>
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<td>e) transit oriented development;</td>
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<td>The proposed development is in close proximity to nearby community amenities, such as shopping.</td>
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<td>f) pedestrian scale development and pedestrian linkages;</td>
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<td>g) employment activities, including office, retail and service commercial uses;</td>
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<td>h) recreational and cultural activities; and</td>
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<td>i) a variety of services and facilities oriented to particular areas of Cambridge (e.g. neighbourhoods and communities), and generally serving more localized functions than the city’s three Community Core Areas.</td>
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<td>2.7.2.1</td>
<td>The conversion of employment lands within employment areas to nonemployment uses may only be permitted through a municipal comprehensive review where it has been demonstrated that:</td>
<td>Region of Waterloo staff have worked with the developer and have agreed that these lands can remain in the Regional Official Plan as shown and that they will remain designated as employment lands until reviewed through a Municipal Comprehensive Review process.</td>
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<td>a) there is a need for the conversion;</td>
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<td>The existing employment block fronting Pinebush Road (112 Pinebush Road) will be retained for employment uses.</td>
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<td>b) the employment forecasts pursuant to this Plan will be met;</td>
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<td>Hotel and motel are proposed to be added to the permitted uses for the residential blocks fronting Highway 401 and Pinebush Road (0 Pinebush Road).</td>
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<td>c) the conversion will not adversely affect the viability of the employment area, and achievement of the intensification target, density targets and any other policies of this Plan;</td>
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<td>d) there is existing or planned infrastructure to accommodate the proposed conversion;</td>
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<td>e) the lands are not required over the long-term for the employment purposes for which they are designated; and</td>
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<td>f) cross-jurisdictional issues have been</td>
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<td>2.8</td>
<td>The City will:</td>
<td>The proposed development is a form of residential infilling with affordable housing building types that incorporates community amenities and access to employment areas, which contributes to a complete community. Density has been addressed by the design of the development to ensure the proposed development is compatible with the surrounding area.</td>
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<td>a) encourage the development of a wide range of housing unit types to accommodate the needs, preferences and economic resources of the city’s households;</td>
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<td>d) establish residential densities which are both appropriate to existing and new neighbourhoods and result in the compact development of the city’s residential lands;</td>
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<td>e) promote balanced residential intensification including individual lot intensification that is compatible with existing and permitted uses on neighbouring properties, as well as any other key natural and cultural heritage resources;</td>
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<td>i) provide opportunities for affordable housing.</td>
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<td>2.8.2.1</td>
<td>…The City will plan for a range and mix of housing……</td>
<td>The proposed development includes residential apartments and townhouses. The developer is also requesting that hotel, motel, or seniors related housing be made available as alternative options on portion of the subject lands (Blocks 1 and 8) located at 0 Pinebush Road to respond more quickly to changing market conditions.</td>
</tr>
<tr>
<td>2.8.3.1</td>
<td>The City will allow compatible higher density residential development in the Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas,</td>
<td>The proposed development has a density of approximately 0.63 FSI on the area of the lot on which the buildings are developed (i.e. the</td>
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<td>Reurbanization Corridors, Major Transit Station Areas and high density residential designations to support and ensure viability of existing and planned transit service levels.</td>
<td>subject lands exclusive of the woodlot and buffer area), which is within the OP density range of 0.5 FSI to 2.0 FSI for sites within Nodes (Policy 2.8.3.3). The proposed two to three storey building heights are within the range of two storeys to fifteen storeys that applies to lands within the Regional Scale Node (Policy 8.7.1.5).</td>
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<td>3.A.3.1</td>
<td>Core Environmental Features are those natural features identified or approved as being provincially or regionally significant. These features are the most significant elements of the regional landscape in terms of maintaining, protecting and enhancing biodiversity and important ecological functions.</td>
<td>The Environmental Impact Study provided by the developer indicated that no significant impact on the existing woodlot is expected as a result of the development. Any trees removed within the defined Core Environmental Feature, prior to submission of the application, would be subject to the Regional Tree By-law. The 10 m (32.80 ft) buffer will be used to help protect access to the existing woodlot. As condition of draft plan approval of the Plan of Subdivision, a tree compensation strategy, to the satisfaction of the Grand River Conservation Authority, the Region of Waterloo and the City of Cambridge, at a location agreed to by the City, will be required.</td>
</tr>
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<td>3.A.4.1</td>
<td>Locally Significant Natural Areas (LSNAs) (unmapped) are those natural features not meeting the criteria for recognition as being provincially or regionally significant.</td>
<td>The woodlot is a Core Environmental Feature and not a Locally Significant Natural Areas.</td>
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<td>LSNAs play an important role in maintaining the ecological functions provided by the Natural Heritage System.</td>
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<td>3.B.5.1</td>
<td>Source Water Protection Areas are identified by the Region and policies that are applied to them are prescribed in Regional Official Plan Chapter 8. They are identified to protect the current and future municipal drinking-water supply system. These protection areas are significant in that they contribute water, or are in close proximity, to municipal drinking-water supply wells and surface water intakes that are vulnerable to contamination and/or depletion from incompatible land uses.</td>
<td>Source Water Protection Areas in Cambridge consist of: Wellhead Protection Sensitivity Areas. The subject lands are within a Wellhead Protection Sensitivity Area. It is noted that a car wash would not be permitted in this area, based on source water protection provisions.</td>
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<td>6.4.2</td>
<td>The Province shall be consulted where development is proposed adjacent to a Provincial highway and required permits, such as road entrance permits, shall be obtained prior to construction being undertaken. To assist in this process, any major development, which may generate a significant amount of traffic, or have a specific impact on traffic movements and safety, must submit as part of the development review process, a comprehensive transportation impact study.</td>
<td>The Ministry of Transportation has been consulted. Comments were received since the proposal abuts the Highway 401 corridor. There will be no road linkages through the Smart Centres, as requested by the Ministry of Transportation. A 14m (45.93 ft) setback from Highway 401 along with an area for future road widening (Block 16) of 0.281 ha (0.694 ac) has been included in the proposed development. The Ministry of Transportation is moving forward with an expropriation of a strip of land along Highway 401 to support widening of the roadway along with</td>
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| 7.1     | The open space system within Cambridge is a network of parks, open space, active and passive recreational facilities, trails, and cemeteries. The open space system includes the following key elements:  
  a) natural heritage system;  
  b) Core Environmental Features;  
  e) publicly-owned parks and open space;  
  f) privately-owned parks and open space; | Natural features and areas shall be protected for the long term.  
The 10 m (32.80 ft) buffer will be used to help protect access to the existing woodlot.  
As condition of draft approval of the Plan of Subdivision, a tree compensation strategy, to the satisfaction of the Grand River Conservation Authority, the Region of Waterloo and the City of Cambridge, at a location agreed to by the City, will be required. |
| 7.10    | The City will plan neighbourhood parks as areas of open space that provide active or passive recreational opportunities and are intended to be centrally located within a neighbourhood, provide safe and convenient pedestrian access, and where feasible will be located adjacent to schools in order to maximize multiple and shared use. | Two public parks are proposed as part of the development. The parks will be in two blocks (Blocks 4 and 5) and will be dedicated to the City.  
The developer has submitted a Park Plan. The proposed development will include sidewalks in addition to trails that will connect the commercial, woodlot and parkland to the residential areas.  
The Parks, Recreation and Culture Division is satisfied with the proposed parks. |
| 8.4.1.2 | 1. The City recognizes the importance of affordable housing and will encourage the development of affordable housing and provide opportunities for the development of affordable housing through:  
  a) permitting mixed-use development in the Urban Growth Centre, Community Core Areas, Nodes, Regeneration Areas, | The developer is proposing to develop a mixed residential development, including more affordable housing building types, comprising a total of 475 residential units on the subject lands.  
As condition of draft approval of |
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<td>Reurbanization Corridors and Major Transit Station Areas;</td>
<td>the Plan of Subdivision, a financial affordable housing contribution to the City will be required.</td>
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<td>b) promoting the inclusion of a residential component in commercial development; and</td>
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<td>c) encouraging the development of community housing and affordable private sector housing that is aimed at meeting the needs of lower income residents.</td>
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<td>2. Where a development application proposing residential uses is submitted for a site containing two hectares or more of developable land, the City will require, wherever appropriate, a minimum of 30% of new residential units to be planned in forms other than single-detached and semi-detached units, such as town homes and multi-unit residential buildings.</td>
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<td>8.4.2.1</td>
<td>Factors to be taken into consideration in assessing the compatibility of development include:</td>
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<td>a) the density, scale, height, massing, visual impact, building materials, orientation and architectural character of neighbouring buildings and the proposed development;</td>
<td>The proposed development will meet the height restrictions, site specific regulations and will be subject to site plan review, if the applications are approved. Density, when designed correctly, will contribute to a complete community.</td>
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<td>b) the conservation, protection, maintenance and potential enhancement of the natural environment and cultural heritage resources;</td>
<td>The developer’s stormwater management and environmental approach will provide enhancements to the property.</td>
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<td>c) the continued viability of neighbouring land uses;</td>
<td>The proposed development is residential and is a new neighbourhood. It will blend well with the surrounding commercial and employment lands.</td>
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<td>An Environmental Noise Feasibility Study was completed, and mitigation measures have been included to ensure compatibility with abutting land uses.</td>
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<td>d)</td>
<td>pedestrian and vehicular movement and linkages, as well as parking</td>
<td>Pedestrian movements are accommodated by sidewalks, trails and connections on all public and private streets. Vehicle movement has been analyzed through the approved Traffic Impact Study. The proposed development is anticipated to have a very minimal impact on traffic operations within area.</td>
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<td>requirements and design in both existing development and proposed</td>
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<td>development;</td>
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<td>e)</td>
<td>landscaping, setbacks, sun and shadow effects, wind effects, signage,</td>
<td>The residential blocks will be subject to site plan review, if the applications are approved.</td>
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<td>lighting and buffering of existing development and proposed</td>
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<td>developments;</td>
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<td>f)</td>
<td>noise attenuation;</td>
<td>An Environmental Noise Feasibility Study was completed, and mitigation measures have been recommended in the Study. The minimum separation distance guideline of 20m (65.51 ft), with/without the inclusion of setbacks, is achieved for the existing properties on the easterly side of Struck Court, but not for the property to the west (Northbridge Consultants, 100 Pinebush Road) or the property to the north east (Kane Veterinary Supplies Ltd., 30 Struck Court), which are separated by approximately 12.0 m (39.3 ft)</td>
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<td>and 8.0 m (26.45 ft), respectively. Given the small-scale and/or self-contained nature of these uses, and the findings/recommendations of the Study, no significant adverse impacts are anticipated from the proposed setbacks. Furthermore, additional mitigation measures can be introduced at the site plan/development stage to further reduce any possible impacts, if this application is approved.</td>
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<td>g) odour, dust, and emission impacts; Ministry Guidelines for Land Use Compatibility and Distance Separation was analyzed as part of the developer’s Planning Justification Report and recommended mitigation measures, which can be met. The surrounding light industrial/commercial uses (to the west, at 100 Pinebush Road and to east, across Struck Court) are Class (I-A) Industrial Facilities, which means “a place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has infrequent outputs and movement of products/trucks”.</td>
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<td>h) transportation implications; and A Traffic Impact Study was completed, and mitigation measures have been included in the recommendations of the Study. The proposed development is</td>
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<td>i) transitions between different land uses and between sites having varying permitted uses.</td>
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<td>8.4.2.2</td>
<td>Infill, intensification and redevelopment within existing neighbourhoods will be minor in nature and will be compatible with the surrounding neighbourhood character.</td>
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<td>a) Comparable building height, generally within two storeys of neighbouring buildings;</td>
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<td>c)</td>
<td>Similar lot coverage and side yard setbacks to neighbouring houses;</td>
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<td>d)</td>
<td>maintaining the predominant or average front yard setback;</td>
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<td>e)</td>
<td>built form that respects the façade details and materials of neighbouring housing, including garage width, porches, screening and architectural details;</td>
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<td>f)</td>
<td>transportation implications; and</td>
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<td>g)</td>
<td>appropriate parking arrangements and traffic movement.</td>
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<td>8.4.3</td>
<td>The City will encourage the use of lands in residential designations… to provide sufficient units in multi-unit residential development to meet the policies in Section 2.8.2 of this Plan. In these circumstances, multi-unit residential development may occur without amendment to this Plan, provide the compatibility criteria in Section 8.4.2 are addressed. The City may facilitate or encourage the development of lands for multi-unit residential development where a site proposed for such development meets the following criteria:</td>
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<td>a) Is located on an arterial or collector road, or is directly accessible to any such road through a local road network where it is not likely to generate sufficient traffic to disturb the peaceful and quiet enjoyment of neighbouring residential properties located on such local access roads;</td>
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<td>b) Is conveniently located within a reasonable distance of public transit, recreational open space and shopping facilities, and if the building is proposed to be design for occupancy by households with children, is also located within convenient walking distance to an elementary school;</td>
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<td>nearby schools.</td>
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<td>c) has a suitable size and configuration to: i. Permit the separation or appropriate integration of on-site vehicular and pedestrian traffic;</td>
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<td>ii. Provide for adequate access and circulation by emergency vehicles; iii. Provide for adequate on-site landscaping to; establish suitable outdoor amenities and recreational facilities for the buildings occupants; screen parking areas; and provide effective buffer and screening to ensure privacy of outdoor recreational areas on the site as well as adjoining properties. 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.</td>
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<td>d)</td>
<td>Is proposed to be development in such a manner and at such a scale that the site and building design, building height, setbacks, landscaping and vehicular circulation will ensure that the proposed development is compatible with existing development on adjoining lands; and</td>
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<td>e)</td>
<td>Will include wherever possible the preservation and protection of the natural environmental and cultural heritage resources.</td>
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| 8.4.6   | The City recognizes three residential designations;  
a) Low/Medium Density Residential;  
b) High Density Residential; and  
c) Rural Residential.  
The following residential density targets for new development in residential designations will be implemented through such means as the approval of plans of subdivision as well as site specific development applications.  
The City will promote compatible higher density development in locations which meet the criteria for multi-unit residential development outlined in Section 8.4.3 of this Plan and the compatibility criteria in Section 8.4.2 of this Plan. | The developer is proposing high density residential along with open space.  
The proposed development has a density of approximately 0.63 FSI on the area of the lot on which the buildings are developed (i.e. the subject lands exclusive of the woodlot and buffer area), which is within the OP density range of 0.5 FSI to 2.0 FSI for sites within Nodes (Policy 2.8.3.3).  
The proposed building heights are within the range of two storey townhouses and two to fifteen storey apartments that applies to lands within the Regional Scale Node. |
| 8.5.2.5.1 | Industry and *major facilities* will be protected, where practical, from *sensitive land uses*. This may include restricting *sensitive land uses* in or near industrial uses and near *major facilities*. *Compatible uses* may be located between *sensitive land uses* and industrial uses or *major facilities*, where the intervening use is *compatible* with both the industry or *major facilities* and the *sensitive land use*. | For Class (I-A) Facilities, the D-6’s recommended minimum separation distance is 20m (65.51 ft).  
The proposed townhouses located along the Struck Court frontage, have either been designed or orientated to mitigate any potential noise impacts. |
| 8.7.1.1 | The Regional Scale Node is located at the intersection of Hespeler Road and Eagle Street/Pinebush Road. This node benefits from its location along the Highway 401 corridor and is a service | Existing employment lands will continue (car dealership) at 112 Pinebush Road (Block 6).  
The underutilized area of the development (0 Pinebush Road) will be used for mixed use. |
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<td>centre for the travelling public offering a range of retail and service uses that serves the broader region. The node is intended to evolve over the horizon of this Plan to include high density residential and additional employment uses in support of a major transit station rapid transit station.</td>
<td>residential including townhouses, apartments, hotel, motel and residential long term care facility.</td>
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| 8.8.3   | The following are permitted uses on lands designated Natural Open Space System:  
a) a conservation area of the GRCA;  
b) a flood or erosion hazard control facility approved by the GRCA;  
c) a wildlife, wetland or fishery management project or other ecological rehabilitation program approved by the Province and in conformity with policies and regulations of other government agencies;  
d) the management and harvesting of timber in accordance with good forestry practice. Landowners are encouraged to protect and maintain significant woodlands or natural features containing old growth and forest interior conditions;  
e) a wildlife sanctuary;  
f) passive recreational activities, trails and outdoor education or research which do not threaten the natural features and their ecological functions;  
g) any existing agricultural activity described in Chapter 8 of this Plan where such activity is compatible with the | The existing woodlot will continue to be designated as Natural Open Space System and will be publicly accessible.  
The 10 m (32.80 ft) buffer will be used to help protect access to the existing woodlot. |
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|         | existing natural environment of the area and where no building or structure is constructed without the approval of the GRCA; and  
|         | h) an arboretum.                                                      |          |
| 8.10.33 | Notwithstanding the permitted uses in this Plan, the lands designated as  
|         | Employment Corridor on Map 2 of this Plan, and more particularly shown as the  
|         | subject lands on Figure 37, may also be used for the following purposes:  
|         | 112 Pinebush Road  
|         | a) an establishment for the display and sale of motor vehicles but does not include a motor vehicle repair shop, an auto body repair shop, a vehicle painting facility or the bulk storage of oil, gasoline or petroleum products;  
|         | b) an office building having a gross floor area of less than 1,860 m²;  
|         | c) a free-standing bank or trust company;  
|         | d) a wholesale showroom;  
|         | e) the fabrication & sale of cemetery monuments;  
|         | f) a car wash; and  
|         | subject to the policies of this Plan,  
|         | *Council* may pass by-laws or otherwise facilitate or encourage the development of these lands for such additional purposes without amending this Plan.  
|         | No changes to the permitted uses are proposed for 0 Pinebush Road.  
|         | The existing car dealership will be part of the subject site.  
|         | It is noted, by the Region of Waterloo, that although a permitted use, a car wash would not be allowed, based on source water protection provisions. |
| 5.4     | Urban Design policies note the importance of views and vistas.        | The proposed development meets the City’s Urban Design policies.  
<p>|         | The proposed parks and trails                                      |          |</p>
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<td>Transportation and Infrastructure policies note that the development will be required to be served by local road that connect to other roads.</td>
<td>Two new internal municipal roads (Street A and B) will also be created in addition to a network of private streets with access to Pinebush Road to the south and Struck Court to the west. Pinebush Road is an Arterial Road (Regional Road) and Struck Court is a Local Road.</td>
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This report recommends approval of the Official Plan Amendment to redesignate the land with site specific policies to provide for high density residential and open space for 0 Pinebush Road.

The site specific policies include residential height provisions for lands which front onto Highway 401 and Pinebush Road at a minimum building height of 2 storeys and a maximum building height of 15 storeys. For lands which do not front onto Highway 401 and Pinebush Road at a minimum building height of 2 storeys.

The remainder of the lands, which includes the preservation of the existing woodlot, is proposed to be left in the Natural Open Space System. The existing car dealership located at 112 Pinebush Road, will be left in the Employment Corridor.

**Draft Zoning By-law Amendment**

The lands are currently zoned Holding (H) Regional Power Centre (C6); Site C; s.4.1.72 Zone and Industrial M1.s.4.1.194 in the City’s Zoning By-law.

Residential uses are not listed as permitted uses in the Regional Power Centre (C6); Site C; s.4.1.72 Zone. Permitted uses include an extensive range of retail commercial, food services establishments, services commercial establishments and commercial recreation establishments. In order to permit the development an amendment to rezone the lands is required.

Residential uses are not listed as a permitted use in the M1.s.4.1.194 Zone. Permitted uses include an extensive range employment uses including, general and heavy industrial uses and industrial business park uses.
The developer is requesting to rezone the property (0 Pinebush Road) from Holding (H) Regional Power Centre (C6); Site C; s.4.1.72 (undeveloped portion of site) to RM3 s.4.1.361.1 (apartment buildings on Blocks 1 and 8) and RM3 s.4.1.361.2a (townhouse blocks which front public streets), s.4.1.361.2b (townhouse blocks which front private streets), OS1 (existing woodlot), and OS4 (proposed public park).

Lands municipally known as 112 Pinebush Road shall remain M1 zoned Industrial Type 1 with the existing s.4.1.194 site specific provisions.

The following is a summary of the site specific amendments:

<table>
<thead>
<tr>
<th>Current Regulation</th>
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<tbody>
<tr>
<td>Holding (H) for residential blocks (0 Pinebush Road).</td>
<td>(H) applied to 0 Pinebush Road.</td>
<td>The Holding (H) Provision on the subject lands has been in place since 1985 and is related to a number of factors, including: the current lack of services; and there was limited information regarding the developable area of the site once the existing grade and the environmental features are considered.</td>
</tr>
<tr>
<td>(RM3) s.4.1.361.1 - permitted uses in the RM3 Zone for the apartment blocks which front Highway 401 and Pinebush Road.</td>
<td>All uses permitted in 3.1.2.1 for RM3.</td>
<td>The uses will provide more flexibility to the developer to respond more quickly to changing market conditions.</td>
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<tr>
<td>Current Regulation</td>
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<td>domiciliary hostel, special care facility, a licenced or unlicenced nursing home; a rest home; a convalescent home; an establishment providing nursing care for the chronically ill or elderly persons; a class 4 group home; administrative offices accessory to the above uses; an ancillary retail and service commercial uses within the same building of use above such as a pharmacy, physician office and physiotherapy office or health provider office related to seniors, provided such uses be located on the ground floor only.</td>
<td>The uses are generally compatible with the residential uses, as well as being compatible with the surrounding land uses.</td>
<td>Townhouses will not be permitted.</td>
</tr>
</tbody>
</table>

(RM3) s.4.1.361.1 - site specific development specifications for apartment blocks which front Highway 401 and Pinebush Road

<p>| Maximum building height of 14 storeys; | Minimum building height of 2 storeys and a maximum building height of 15 storeys; | The proposed height for the apartments, hotel, motel and residential long term care facility is to provide flexibility to the |</p>
<table>
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<td>containing four or more dwelling units.</td>
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<td>developer to respond to changing market conditions while limiting the impact on the surrounding area.</td>
</tr>
<tr>
<td>Maximum density (dwelling units per net residential hectare) shall be 75;</td>
<td>Maximum density (dwelling units per net residential hectare) shall be 150;</td>
<td>The requested relief from the maximum density supports the possible land division of the northern parcel containing three apartment buildings, which would result in the future parcels having frontage onto the small cul-de-sac at the end of Street A. The proposed development has a density of approximately 0.63 FSI on the area of the lot on which the buildings are developed.</td>
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<tr>
<td>(RM3) s.4.1.361.2a - permitted uses for townhouse blocks which front public streets.</td>
<td>All uses permitted in 3.1.2.1 for RM3.</td>
<td>Townhouses; and Back to Back Townhouses. The uses are generally compatible with the residential uses, as well as being compatible</td>
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<tr>
<td><strong>(RM3) s.4.1.361.2a - site specific development specifications for townhouse blocks which front public streets.</strong></td>
<td>a) Minimum lot frontage shall be: i. 5.5 m (18.04 ft) per dwelling unit</td>
<td>with the surrounding land uses.</td>
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<td></td>
<td>a) Minimum lot frontage shall be: i. 4.5 m (14.76 ft) for 2 and 3-storey Townhouses; and ii. 6.0 m (19.68 ft) for Back to Back Townhouses.</td>
<td>To accommodate the residential blocks (Blocks 3, 11, 12 and 13) which abuts the proposed public street.</td>
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<td>b) Minimum lot area shall be 165 m² (1,776.04 ft²) per dwelling unit;</td>
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<td>b) Minimum lot area shall be 80 m² (861.11 ft²) per dwelling unit;</td>
<td>Based on the creation of the new residential block.</td>
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<td>c) Minimum front yard to garage shall be 6 m (19.68 ft);</td>
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<td>c) Minimum front yard to garage shall be 4.5 m (14.7 ft);</td>
<td>To promote varied building setbacks as part of building design.</td>
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<td>d) Minimum front yard to house shall be 6 m (19.68 ft);</td>
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<td></td>
<td>d) Minimum front yard to house shall be: i. 4.5 m (14.76 ft) for 2 and 3-storey Townhouses; and ii. 3.5 m (11.48 ft) for Back to Back Townhouses.</td>
<td>The reduced yards assist in creating a more affordable, compact form.</td>
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<td></td>
<td>e) Minimum rear yard shall be 7.5 m (24.60 ft);</td>
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<td></td>
<td>e) Minimum rear yard shall be 7.0 m (22.96 ft);</td>
<td>The width is adequate to accommodate drainage and landscaping.</td>
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<td>f) Minimum interior side yard shall be 1.5 m</td>
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<td>f) Minimum interior side yard shall be 1.2 m (3.93</td>
<td>The width is adequate to accommodate</td>
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<td>(4.92 ft) and 3 m (9.84 ft) if yard abuts R-class or RS-class zone;</td>
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<td>drainage and landscaping.</td>
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<tr>
<td>g) Minimum exterior side yard shall be 6 m (19.68 ft);</td>
<td>g) Minimum exterior side yard shall be 2.4 m (7.87 ft) except abutting Pinebush Road shall be 6 m (19.68 ft);</td>
<td>The width is adequate to accommodate drainage and landscaping.</td>
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<tr>
<td>h) Maximum building height shall be 2 storeys;</td>
<td>h) Minimum building height shall be 2 storeys and a maximum building height shall be 3 storeys;</td>
<td>The proposed height is to provide flexibility to the developer to respond to changing market conditions while limiting the impact on the surrounding area.</td>
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<tr>
<td>i) Maximum lot coverage shall be 40%</td>
<td>i) Maximum lot coverage shall be: i. 55% for 2 and 3-storey Townhouses; and ii. 65% for Back to Back Townhouses.</td>
<td>The reduced lot coverage assists in creating a more affordable, compact form.</td>
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</tr>
<tr>
<td>j) Minimum landscaped open space (% of lot area) shall be 30%</td>
<td>j) Minimum landscaped open space (% of lot area) shall be: i. 40% for 2 and 3-storey Townhouses; and ii. 15% for Back to Back Townhouses.</td>
<td>Relief is sought from the minimum requirements as sufficient areas are provided through the new centralized public park, the retained and enhanced woodlot area with</td>
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<td>public trail, and areas surrounding the buildings.</td>
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<tr>
<td>k)</td>
<td>Maximum number of attached dwelling units in one row shall be 6;</td>
<td>k) Maximum number of attached dwelling units in one row shall be 8;</td>
<td>The reduced yards assist in creating a more affordable, compact form.</td>
</tr>
<tr>
<td>l)</td>
<td>Permitted encroachments for steps above or below grade, sills, cornices, eaves, gutters, chimneys or pilasters shall be 2.5 m (8.20 ft); and</td>
<td>l) Permitted encroachments for steps above or below grade, sills, cornices, eaves, gutters, chimneys or pilasters shall be 1.5 m (4.92 ft); and</td>
<td>Required due to grading conditions and walkout conditions, decks will be higher than 3m (9.84 ft) definition of building height.</td>
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<td>m)</td>
<td>Maximum projection of unenclosed stairs within an interior yard only shall be 0.2 m (0.65 ft).</td>
<td>m) No maximum projection of unenclosed stairs within a required yard.</td>
<td>Required due to grading and walkout conditions. Decks will be higher than the 3m (9.84 ft) definition of building height.</td>
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<td>(RM3) s.4.1.361.2b - permitted uses for townhouse blocks which front private streets.</td>
<td>All uses permitted in 3.1.2.1 for RM3.</td>
<td>Townhouses; Back to Back Townhouses; and Rear Lane Townhouses. The uses are generally compatible with the residential uses, as well as being compatible with the surrounding land uses.</td>
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<tr>
<td>(RM3) s.4.1.361.2b - site specific development</td>
<td>a) Minimum lot frontage shall be 20 m (65.61 ft);</td>
<td>a) Minimum lot frontage shall be: i. 4.5 m (14.76 ft) for 2 and 3- To accommodate the residential blocks (Blocks 2 and 14) which</td>
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<td>Specifications for townhouse blocks which front <strong>private</strong> streets.</td>
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<td>storey Townhouses and Rear Lane Townhouses; and ii. 6.0 m (19.68 ft) for Back to Back Townhouses;</td>
<td>abuts the proposed private street.</td>
</tr>
<tr>
<td>b) <strong>Maximum density (dwelling units per net residential hectare)</strong> shall be 40;</td>
<td>b) <strong>Maximum density (dwelling units per net residential hectare)</strong> shall be 60;</td>
<td>The reduced yards assist in creating a more affordable, compact form.</td>
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<td>The proposed development has a density of approximately 0.63 FSI on the area of the lot on which the buildings are developed.</td>
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<td>c) <strong>Minimum front yard to garage</strong> shall be 6.0 m (19.68 ft);</td>
<td>c) <strong>Minimum front yard to garage</strong> shall be 4.5 m (14.76 ft);</td>
<td>To accommodate the residential lot which abuts the proposed private street.</td>
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<td>Units that are on a private road will be similar distance to the travelled paved lane on the public street.</td>
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<td>d) <strong>Minimum front yard to house</strong> shall be 6.0 m (19.68 ft).</td>
<td>d) <strong>Minimum front yard to house</strong> shall be: i. 4.5 m (14.76 ft) for 2 and 3-storey</td>
<td>The reduced yards assist in creating a more affordable, compact form.</td>
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<td></td>
<td>Townhouses; ii. 3.5 m (11.48 ft) for Back 2 Back Townhouses; and iii. 2.0 m (6.56 ft) for Rear Lane Townhouses.</td>
<td>Units that are on a private road will be similar distance to the travelled paved lane on the public street.</td>
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</tr>
<tr>
<td>e) Minimum rear yard shall be 7.5 m (24.60 ft), however that the yard may be reduced to 3.0 m (9.84 ft) if the wall of a unit faces a zone other than an R-class or RS-class zone and subject to section 3.1.2.6(h).</td>
<td>e) Minimum rear yard shall be: i. 7.0 m (22.96 ft) for 2 and 3-storey Townhouses; and ii. 5.0 m (16.40 ft) for Rear Lane Townhouses.</td>
<td>The width is adequate to accommodate drainage and landscaping.</td>
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<td>f) Minimum interior side yard shall be 7.5 m (24.60 ft), however that the yard may be reduced to 3.0 m (9.84 ft) if the wall of a unit faces a zone other than an R-class or RS-class zone and subject to section 3.1.2.6(h).</td>
<td>f) Minimum interior side yard shall be 1.2 m (3.93 ft);</td>
<td>The width is adequate to accommodate drainage and landscaping.</td>
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<td>g) Minimum exterior side yard shall be 6 m (19.68 ft);</td>
<td>g) Minimum exterior side yard shall be 2.4 m (7.87 ft);</td>
<td>The width is adequate to accommodate drainage and landscaping.</td>
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<td><strong>h)</strong> Maximum building height shall be 2 storeys;</td>
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<td>The proposed height is to provide flexibility to the developer to respond to changing market conditions while limiting the impact on the surrounding area.</td>
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</table>
| **i)** Maximum lot coverage shall be 40%. | **i)** Maximum lot coverage shall be:  
ii. 60% for 2 and 3-storey Townhouses;  
ii. 65% for Back 2 Back Townhouses; and  
iii. 65% for the Rear Lane Townhouses. | The reduced lot coverage assists in creating a more affordable, compact form. |
| **j)** The minimum private amenity area (m² per dwelling unit) shall be:  
Attached one-family dwellings (row housing) shall provide 40 m² (430 ft²) located adjacent to the rear or side wall of the unit, provided, however, that such private amenity area may | **j)** The minimum private amenity area (m² per dwelling unit) shall be:  
i. 15 m² (161.15 ft²) for Rear Lane Townhouses; and  
ii. 5 m² (65.81 ft²) for Back to Back Townhouses. | Relief is sought from the minimum requirements as sufficient areas are provided through the new centralized public park, the retained and enhanced woodlot area with public trail, and areas surrounding the buildings. |
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<tr>
<td>be reduced to a minimum of 30 m² (322.91 ft²) if a common amenity area is provided at a ratio of 3 m² (32.29 ft²).</td>
<td></td>
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</tr>
<tr>
<td>k) Maximum number of attached dwelling units in one row shall be 6;</td>
<td>k) Maximum number of attached dwelling units in one row shall be 8;</td>
<td>The reduced yards assist in creating a more affordable, compact form.</td>
</tr>
<tr>
<td>l) Minimum landscaped open space (% of lot area) shall be 30%.</td>
<td>l) Minimum landscaped open space (% of lot area) shall be: i. 40% for 2 and 3-storey Townhouses; ii. 15% for Back to Back Townhouses; and iii. 20% for the Rear Lane Townhouses.</td>
<td>Relief is sought from the minimum requirements as sufficient areas are provided through the new centralized public park, the retained and enhanced woodlot area with public trail, and areas surrounding the buildings.</td>
</tr>
<tr>
<td>m) Minimum distance between buildings on the same lot between side walls shall be 3 m (9.84 ft);</td>
<td>m) Minimum distance between buildings on the same lot between side walls shall be 2.4 m (7.87 ft);</td>
<td>To provide a consistent look to the development.</td>
</tr>
<tr>
<td>n) Permitted encroachments for steps above or below grade, sills, cornices, eaves, gutters, chimneys or pilasters shall be</td>
<td>n) Permitted encroachments for steps above or below grade, sills, cornices, eaves, gutters, chimneys or pilasters shall be 1.5 m (4.92 ft);</td>
<td>Required due to grading conditions and walkout conditions, decks will be higher than 3m (9.83 ft) definition of building height.</td>
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Inclusiveness • Respect • Integrity • Service
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<td>2.5 m (8.2 ft); o) Maximum projection of unenclosed stairs within an interior yard only shall be 0.2 m (0.65 ft); and</td>
<td>o) No maximum projection of unenclosed stairs within a required yard; and</td>
<td>Required due to grading conditions and walkout conditions, decks will be higher than 3m (9.83 ft) definition of building height.</td>
</tr>
<tr>
<td>p) 1 space for the first 4 bedrooms per dwelling unit; plus 1 space for each additional 2 bedrooms; plus 1 space for each 2 dwelling units for visitors only Visitor parking does not have to be provided if located within the areas shown outlined by heavy black line on Special Area Zoning Maps Z4, Z5 and Z6 attached to forming part of this by-law.</td>
<td>p) The minimum required number of visitor parking spaces shall be 1 space for each 4 dwelling units to be located in common parking areas and identified for use by visitors.</td>
<td>Visitor parking will be located in common parking areas.</td>
</tr>
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</table>

**Draft Hespeler Road Secondary Plan**

The City of Cambridge is currently studying and preparing draft Secondary Plan Policies for Hespeler Road, including this site.

On a preliminary basis the Secondary Plan proposes a “Mixed Use Medium / High
Density” designation for the subject lands which would permit townhouses, stacked townhouses and low-rise apartment buildings. Cambridge Council has not made a decision regarding the Secondary Plan as of yet, however, the preliminary draft builds on the Regional Scale Node policies in the current City Official Plan, which encourages higher density mixed uses for this area.

The Secondary Plan encourages mixed use development with the intent of creating a complete community with convenient access to commercial, public transit, and employment which is in line with the current policies for the Regional Scale Node in the City’s Official Plan.

Building height proposed for the area is a minimum of two storeys for townhouses and a minimum of two and a maximum of fifteen storeys for apartments.

In its current form, the proposed development would be consistent with these draft policies.

**Engineering**

A Functional Servicing Report and Preliminary Stormwater Management report was completed in support of the detailed development. The purpose of the Functional Servicing Report and Stormwater Management Report is to outline the servicing strategy for development of the lands.

**Water Servicing:**

Water servicing is proposed through connections to the existing 400 mm diameter watermain on Pinebush Road at Street A and to the existing 300 mm diameter watermain on Struck Court at Street B.

The Functional Servicing Report confirms that there is water service capacity including firefighting flows for the proposed development.

**Sanitary Sewer Servicing:**

Sanitary services will be extended within the proposed new roads to service the development of the lands.

There are two existing sanitary sewers adjacent to the subject lands which will be utilized to service the development: one within the Pinebush Road road allowance south of the site; and one at the north end of the Smart Centres property to the west of the site.

Domestic wastewater generated from the site will be collected by two separate networks of 200 mm diameter sanitary sewers within development blocks and
municipal roadways throughout the subject lands.

The southern network will connect to the Pinebush Road sanitary sewer at Street A; the northern network will connect to the existing Smart Centres stub immediately west of the property line, at the north limit of Street A.

Although the Pinebush Road sanitary sewer has ample reserve capacity to service the entire development, the area of the development site from which wastewater can be conveyed to Pinebush Road is limited due to the topography of the site and the elevation of the existing sewer.

Stormwater Management and Drainage:

Runoff from major and minor storm events (up to the 100-year storm event) will be collected in catchbasins within the Subject Lands and conveyed to the existing 1050 mm diameter storm sewer stub on the Smart Centres property.

**Transportation**

Site access will be accommodated by two full movement driveways, where the first driveway will be located off Pinebush Road and the second on Struck Court.

Municipal roads for the development are proposed to be between 18.5 m (60.69 ft) and 20.0 m (65.62 ft).

All other roads will be private streets and be 6.0 m (19.68 ft) in width.

Sidewalks are proposed on one side in accordance with the City’s Engineering standards.

There are currently dedicated on-street bike lanes and sidewalks on each side of Pinebush Road from Franklin Boulevard in the east to Hespeler Road. A multi-use trail is also planned as part of the development and will be located on the west side of the proposed development which will extend from the northern limit of the development to Pinebush Road.

Transportation Impact Study:

The developer has submitted a Transportation Impact Study in support of the proposed development.

This has been reviewed by City and Regional staff and has been accepted. The Traffic Impact Study looks at the immediate and surrounding transportation network and assesses the existing conditions, traffic impact from the proposed development, future transportation impact (which is inclusive of background growth and the proposed development) and recommends any mitigation measures.
The minor relief sought from the minimum parking requirements are not anticipated to result in significant traffic impacts, given that the proposed development is conveniently located for access to public transit. Visitor parking will be located in common areas in designated parking areas for the apartment blocks. Townhouse blocks will have private driveways, garages and designated visitor parking areas.

The initial Traffic Impact Study was submitted in 2016 and further revised in 2018. The study concluded that the Pinebush Road corridor bounded by Conestoga Boulevard and Struck Court does not raise a major safety concern.

Public Transit:

The proposed development will be served by Grand River Transit (GRT).

There are currently numerous local and express transit services provided by the GRT as well as GO transit buses and operating in the immediate area of the development.

**Land Use Compatibility and Noise**

The developer has provided justification under the Ministry’s D-6 Land Use Compatibility Assessment.

The developer has considered the surrounding light industrial uses to be Class (I-A) Industrial Facilities, which means “a place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.”

A 14m (45.93 ft) setback from Highway 401 along with an area for future road widening (Block 16) of 0.281 ha (0.694 ac) has been included in the proposed development.
For Class (I-A) Facilities, the D-6’s recommended minimum separation distance is 20m (65.51 ft), as generally measured from the area designated for industrial use to the area designated for sensitive land use. As shown on the Figure above the lands to the east (across Struck Court) are designated Employment Corridor under the OP, which permits light industrial uses, and the lands to the south (across Pinebush Road) are designated Business Industrial under the OP.

It is expected that through future site plan application processes, if this application is approved, the impact of future industrial land uses/activities be further mitigated for their impact on surrounding sensitive land uses in accordance with Ministry standards. For example, units will be oriented toward Struck Court where there will be no amenity areas that require protection.

The developer’s Planning Justification Report also notes that “mitigation measures for
stationary noise associated with the commercial/industrial facilities are not required for the development of the site. Noise warning clauses are recommended to inform future residents of the presence of the nearby roadways, commercial uses and light industrial facilities in the area.

Mitigation measures are proposed, such as acoustic barriers for rear yards associated with townhouse blocks with exposure to Highway 401 and Pinebush Road, amenity areas of apartments located at shielding side of building, requiring air conditioning units for all units, warning clauses and minimum setback requirements, as it pertains to roadway noise.

**Employment Conversion Policies**

The property at 112 Pinebush Road will continue to be employment.

Region of Waterloo staff have worked with the developer and have agreed that these lands can remain in the Regional Official Plan as shown and that they will remain designated as employment lands until reviewed through a Municipal Comprehensive Review process.

**Multiplex Site Evaluation Task Force**

This property was shortlisted for sites considered by the Multiplex Site Evaluation Task Force; however, was not selected as a preferred location for the multiplex. Further, the property owner has formally stated that they are not a willing host for the multiplex on this property.

**Source Water Protection**

The subject lands are within a Wellhead Protection Sensitivity Area.

The Wellhead Protection Sensitivity Areas prevent certain land uses that are potentially harmful to the Municipal drinking-water supply wells.

Studies submitted by the developer demonstrate that the proposed use will not negatively impact the quantity and/or quality of drinking-water resources.

It is recommended by the Region of Waterloo that a car wash, not be permitted in this area, based on source water protection provisions.

**Parkland**

The developer has submitted a proposed Park Plan (see Attachment No. 9).

Initially, the concept plan for the area was to develop 0.556 ha (1.37 ac) parkland.
The latest development concept plan increases the parkland to 1.18 ha (2.92 ac).

The public parks are proposed to be two blocks located to the west of the development.

The space will be publicly accessible, with a developer commitment to provide a full range of programming options in the early phasing of the development.

The most recent Park Plan is acceptable, and Parks, Recreation and Culture Division has provided conditions of draft plan approval.

**Natural Environment**

Core Environmental Features have been identified on the property (woodlot).

The developer submitted an Environmental Impact Study in 2016 and was further refined in 2018 based on what was on the site at the time of the application.

The Environmental Impact Study has been reviewed and accepted by the City, Region and Grand River Conservation Authority. The woodlot is a Core Environmental Feature and not a Locally Significant Natural Area (LSNA).

Analyses and conclusions noted that with the proper implementation of recommended protection and mitigation measures identified, residual impacts to the existing woodland are anticipated to be minor or negligible, and ecological functions of the woodland will persist.

Natural heritage feature enhancement will also occur through establishment of restored buffers and enhanced woodland edge areas. Any trees removed within the defined Core Environmental Feature, prior to submission of the application, would be subject to the Regional Tree By-law.

A 10 m (32.80 ft) buffer area is proposed along the perimeter of the existing woodlot to enhance and naturalize native planting.

**Public Submissions**

The statutory public meeting required under the Planning Act was held on April 11, 2017.

Notice of this application was provided in the Cambridge Times on March 16, 2017 and circulated by mail to the property owners within a 120 m (393.7 ft) of the subject property.

Staff responses to all public submissions are provided in Attachment No. 12.
Conclusion

This report recommends approval of the draft Plan of Subdivision, draft Official Plan Amendment and draft Zoning By-law Amendment.

The development is consistent with the Provincial Policy Statement, 2014, conforms to provincial plans, the Region of Waterloo Official Plan and the City of Cambridge Official Plan.

The proposed applications represent good planning. If the applications are approved, the proposed townhouse and apartment blocks will be subject to site plan review.
Attachment No. 2 - Map of Development Lands
WHEREAS Council of the City of Cambridge has the authority pursuant to Sections 17 and 22 of the Planning Act R.S.O. 1990 c. P.13, as amended to adopt an Official Plan and make amendments thereto:

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. That Amendment No. XX to the City of Cambridge Official Plan (2012) applies to land legally described as Part of Lot 4, Registrar’s Compiled Plan 1365 Cambridge and Part 59 to 69 & 73 to 75, 67R3638; Save & Except Part 1 58R9460; S/T 1397626; T/W 1397626; S/T 1390207, WS741455; all of Lot 7, Plan 1365, City of Cambridge, Regional Municipality of Waterloo and municipally addressed as 0-112 Pinebush Road.

2. That Amendment No. XX to the City of Cambridge Official Plan (2012) as amended, consisting of the text and attached map, is hereby adopted.

3. That the Clerk is hereby authorized and directed to make application to the Regional Municipality of Waterloo for approval of the aforementioned Amendment No. XX to the City of Cambridge Official Plan (2012), as amended.

4. That this By-law shall come into full force and effect upon the final passing thereof.
PASSED AND ENACTED this ___________ day of __________, 2019.

__________________________________
Mayor

__________________________________
Clerk
The Purpose and Effect of Official Plan Amendment No. XX to the City of Cambridge Official Plan (2012), as amended, is to redesignate the lands municipally known as 0 Pinebush Road from Regional Commercial and Natural Open Space System to High Density Residential, Recreation, Cemetery and Open Space, and Natural Open Space, as well as to add a site specific policy applying to the portions of the lands designated High Density. Lands municipally known as 112 Pinebush Road will remain designated Employment Corridor. This amendment will permit the development of the subject lands for a range of residential uses, open space (0 Pinebush Road) and existing employment uses (112 Pinebush Road).
Amendment No. XX to the City of Cambridge Official Plan

BASIS OF THE AMENDMENT

An Official Plan Amendment application was submitted together with Draft Plan of Subdivision and Zoning By-law Amendment applications in December 2016. The applications were deemed complete by the City of Cambridge and Regional Municipality of Waterloo on January 27, 2017 and March 2, 2017, respectively. The applications were supported by a number of reports that were requested at the pre-submission consultation meetings. The applications were processed in a comprehensive manner and were the subject of a statutory public meeting. Consultation also occurred with review agencies. In consideration of input that was received, the original applications were revised and formally resubmitted on February 21, 2018, August 1, 2018 and December 21, 2018.

The mixed use development of the subject lands is proposed within the Urban Area, Built-Up Area and Regional Scale Node of the City of Cambridge, an area where residential and employment intensification is encouraged, and increased development and redevelopment is anticipated. The existing woodlot in the northwesterly portion of the subject lands is to be maintained and enhanced. The redevelopment is supported by available and adequate infrastructure including municipal roads, water, sanitary sewer and stormwater services. The pattern of development fits within the existing land use fabric and complies with the intent of the City of Cambridge Official Plan.
THE AMENDMENT

1. Chapter 14, Map 2 of the City of Cambridge Official Plan is hereby amended by changing the land use designations applicable to the subject lands from Regional Commercial and Natural Open Space System to High Density Residential, Recreation, Cemetery and Open Space, and Natural Open Space as shown on Schedule ‘A’ to this Amendment.

2. Chapter 14, Map 2A of the City of Cambridge Official Plan is hereby amended by adding Site Specific Figure Number XX to apply to the subject lands as shown on Schedule ‘B’ to this Amendment.

3. Chapter 16, Figure 5 of the City of Cambridge Official Plan is hereby amended by removing the subject lands (shown as Site C) from the Regional Power Centre (0 Pinebush Road).

4. Section 8.10 of the City of Cambridge Official Plan is hereby modified by adding the following section thereto:

8.10.xx Notwithstanding the uses permitted by this Plan, the lands designated on Map 2 as High Density Residential proximate to Highway 401 and fronting onto Pinebush Road (0 Pinebush Road), and which are more particularly shown as Part A on Figure XX, may be used for the following additional purposes:

   a) A hotel or motel;
   b) A residential apartment building;
   c) A private hospital, nursing home, convalescent home or establishment providing care for chronic illness;
   d) Residential special care (Group Home).

8.10.___ Notwithstanding the residential height provisions of Policy 2.8.3.3, the lands
designated on Map 2 as High Density Residential, and which are more particularly shown as Part A on Figure XX, which do front onto Highway 401 or do front on Pinebush Road (0 Pinebush Road) will be subject to the following provision:

   a) A minimum building height of 2 storeys,
   b) A maximum building height of 15 storeys.

8.10.____ Notwithstanding the residential height provisions of Policy 2.8.3.3, the lands designated on Map 2 as High Density Residential, and which are more particularly shown as Part B on Figure XX (0 Pinebush Road) will be subject to the following provision:

   c) A minimum building height of 2 storeys.
Schedule ‘A’ to By-law No. XX-19
Schedule ‘B’ to By-law No. XX-19
Attachment No. 4 – Draft Zoning By-law Amendment

Purpose and Effect of By-law No. XX-19

The Purpose of this By-law is to rezone the subject lands municipally known as 0 Pinebush Road from (H) (C6); Site C to RM3, OS1 and OS4 to permit two to three storey townhouses and portion of the lands, apartments, a hotel, motel, residential long term care facility and open space uses with site specific provisions.

Lands municipally known as 112 Pinebush Road shall remain M1 zoned Industrial Type 1 with the existing s.4.1.194 site specific provisions.

The Effect of this By-law is to facilitate the development of the subject property with a plan of subdivision and Official Plan Amendment.
BY-LAW NO. XX-19

CORPORATION OF THE CITY OF CAMBRIDGE

Being a by-law of the City of Cambridge to amend City of Cambridge Zoning By-law No. 150-85, as amended, for the lands municipally known as 0 - 112 Pinebush Road, City of Cambridge, Regional Municipality of Waterloo.

WHEREAS Council of the City of Cambridge has the authority pursuant to Section 34 and 36 of the Planning Act, R.S.O. 1990, c. P. 13, as amended to pass this By-law;

AND WHEREAS Council deems that adequate public notice of the public meeting was provided and adequate information regarding this Amendment was presented at the public meeting held April 11, 2017, and that a further public meeting is not considered necessary in order to proceed with this Amendment;

AND NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT This By-law shall apply to the lands described as Part of Lot 4, Registrar’s Compiled Plan 1365 Cambridge and Part 59 to 69 & 73 to 75, 67R3638; Save & Except Part 1 58R9460; S/T 1397626; T/W 1397626; S/T 1390207, WS741455; all of Lot 7, Plan 1365, City of Cambridge and as shown on Schedule ‘A’ attached to and forming part of this By-law.

2. THAT the City of Cambridge Zoning By-law No. 150-85 is hereby amended by amending Schedule ‘A’ to change the zone symbols of the lands shown outlined by a heavy black line on Schedule ‘A’ attached to and forming part of this By-law from (H) (C6); Site C to RM3, OS1 and OS4 on Zoning Maps E11 and F11.
3. THAT the City of Cambridge Zoning By-law, being Schedule ‘A’ to By-law 150-85, be hereby further amended by adding the notation s.4.1.361 to the RM3 zone as shown on Schedule ‘A’ hereto attached;

4. THAT the By-law, be hereby further amended by adding the following subsection to Section 4.1 thereof:

(RM3) s.4.1.361.1

1. Notwithstanding the provisions of Section 3.1.2.1, the following permitted uses shall apply to the lands in the RM3 zone shown as s.4.1.361.1 on Zoning Maps E11 and F11 attached to and forming part of this By-law:

   a) Permitted:
      
      i) An apartment house containing 4 or more dwelling units;
      ii) A hotel or motel; and
      iii) A long term care facility, retirement lodge, retirement home, nursing home a domiciliary hostel, special care facility, a licenced or unlicenced nursing home; a rest home; a convalescent home; an establishment providing nursing care for the chronically ill or elderly persons; a class 4 group home; administrative offices accessory to the above uses; and ancillary retail and service commercial uses within the same building of use above such as a pharmacy, physician office and physiotherapy office or health provider office related to seniors, provided such uses be located on the ground floor only.

2. In addition to the provisions of Section 3.1.2.4, the following regulation shall apply to the lands in the RM3 zone shown as s.4.1.361.1 on Zoning Maps E11 and F11 attached to and forming part of this By-law:

   i) Minimum building height of 2 storeys and a maximum building height of 15 storeys.
3. Notwithstanding the provisions of Section 3.1.2.4, the following regulation shall apply to the lands in the RM3 zone shown as s.4.1.361.1 on Zoning Maps E11 and F11 attached to and forming part of this By-law:
   i) Maximum density (dwelling units per net residential hectare) shall be 150.

(RM3) s.4.1.361.2a

1. Notwithstanding the provisions of Section 3.1.2.1, the following permitted use shall apply to the lands in the RM3 zone shown as s.4.1.361.2a on Zoning Maps E11 and F11 attached to and forming part of this By-law:
   i) Townhouses; and
   ii) Back to Back Townhouses.

2. Notwithstanding the provisions of section 3.1.2.5 and 2.1.15 of this By-law, the following regulations shall apply to the lands in the RM3 zone shown as s.4.1.361.2a on Zoning Maps E11 and F11 attached to and forming part of this By-law:
   a) Minimum lot frontage shall be:
      i. 4.5 m for 2 and 3-storey Townhouses; and
      ii. 6.0 m for Back to Back Townhouses.
   b) Minimum lot area shall be 80 m² per dwelling unit;
   c) Minimum front yard to garage shall be 4.5 m;
   d) Minimum front yard to house shall be:
      i. 4.5 m for 2 and 3-storey Townhouses; and
      ii. 3.5 m for Back to Back Townhouses.
   e) Minimum rear yard shall be 7.0 m;
   f) Minimum interior side yard shall be 1.2 m;
   g) Minimum exterior side yard shall be 2.4 m except abutting Pinebush Road shall be 6 m;
   h) Minimum building height shall be 2 storeys and a maximum building height shall be 3 storeys;
i) Maximum lot coverage shall be:
   i. 55% for 2 and 3-storey Townhouses; and
   ii. 65% for Back to Back Townhouses.

j) Minimum landscaped open space (% of lot area) shall be:
   i. 40% for 2 and 3-storey Townhouses; and
   ii. 15% for Back to Back Townhouses.

k) Maximum number of attached dwelling units in one row shall be 8;

l) Permitted encroachments for steps above or below grade, sills, cornices, eaves, gutters, chimneys or pilasters shall be 1.5 m; and

m) No maximum projection of unenclosed stairs within a required yard.

(RM3) s.4.1.361.2b

1. Notwithstanding the provisions of Section 3.1.2.1, the following permitted use shall apply to the lands in the RM3 zone shown as s.4.1.361.2b on Zoning Maps E11 and F11 attached to and forming part of this By-law:
   i) Townhouses;
   ii) Back to Back Townhouses; and
   iii) Rear Lane Townhouses.

2. Notwithstanding the provisions of section 3.1.2.6 and 2.1.15 of this By-law, the following regulations shall apply to the lands in the RM3 zone shown as s.4.1.361.2b on Zoning Maps E11 and F11 attached to and forming part of this By-law:
   a) Minimum lot frontage shall be:
      i. 4.5 m for 2 and 3-storey Townhouses and Rear Lane Townhouses; and
      ii. 6.0 m for Back to Back Townhouses.
   b) Maximum density (dwelling units per net residential hectare) shall be 60;
   c) Minimum front yard to garage shall be 4.5 m;
d) Minimum front yard to house shall be:
   i. 4.5 m for 2 and 3-storey Townhouses;
   ii. 3.5 m for Back 2 Back Townhouses; and
   iii. 2.0 m for Rear Lane Townhouses.

e) Minimum rear yard shall be:
   i. 7.0 m for 2 and 3-storey Townhouses; and
   ii. 5.0 m for Rear Lane Townhouses.

f) Minimum interior side yard shall be 1.2 m;

g) Minimum exterior side yard shall be 2.4 m;

h) Minimum building height shall be 2 storeys and a maximum building height
   shall be 3 storeys;

i) Maximum lot coverage shall be:
   i. 60% for 2 and 3-storey Townhouses;
   ii. 65% for Back 2 Back Townhouses; and
   iii. 65% for the Rear Lane Townhouses.

j) The minimum private amenity area (m² per dwelling unit) shall be:
   i. 15 m² for Rear Lane Townhouses; and
   ii. 5 m² for Back to Back Townhouses.

k) Maximum number of attached dwelling units in one row shall be 8;

l) Minimum landscaped open space (% of lot area) shall be:
   i. 40% for 2 and 3-storey Townhouses;
   ii. 15% for Back to Back Townhouses; and
   iii. 20% for the Rear Lane Townhouses.

m) Minimum distance between buildings on the same lot between side walls
   shall be 2.4 m;

n) Permitted encroachments for steps above or below grade, sills, cornices,
   eaves, gutters, chimneys or pilasters shall be 1.5 m;

o) There shall be no maximum projection of unenclosed stairs within a
   required yard; and
p) The minimum required number of visitor parking spaces shall be 1 space for each 4 dwelling units to be located in common parking areas and identified for use by visitors.

4. The By-law shall come into effect only upon approval of Official Plan Amendment No. XX, but upon such approval the provisions hereby affecting such lands shall be deemed to have come into force on the date of the approval hereof.

WHEREAS this By-law conforms to the City of Cambridge Official Plan, as amended, once Official Plan Amendment No. XX comes into full force and effect.
Schedule 'A' to By-law No. XX-19
Attachment No. 5 – Initial Draft Plan of Subdivision
Attachment No. 7 – Environmental Impact Study Enhancement Plan
Attachment No. 8 – Minutes of Planning and Development Committee Meeting, April 11, 2017

Public Meeting A – 0 & 112 Pinebush Road, Proposed Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision (Ward 2)

Presentation

1. James Horan, Senior Planner, re: Public Meeting A - 0 & 112 Pinebush Road, Proposed Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision (Ward 2).

Using a Power-Point presentation, Mr. Horan provided an overview of the planning application. A copy of the presentation is available in the Clerk’s Division.

Delegations

1. Dave Hannam, Zelinka Priamo Ltd., re: Public Meeting A - 0 & 112 Pinebush Road, Proposed Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision (Ward 8).

Mr. Hannam is present as the representative on behalf of the applicant to provide a general presentation about the planning application. A copy of the presentation is available in the Clerk’s Division.

2. Derek Coleman, re: Public Meeting A - 0 & 112 Pinebush Road, Proposed Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision (Ward 8).

Mr. Coleman is present to speak to the planning application. A copy of the presentation is available in the Clerk’s Office.

Mr. Lee is present to speak to the planning application.

The Chair asked if there was anyone present that would like to speak to the Public Meeting "A".

No one came forward.

Moved By: Councillor Ermeta  
Seconded By: Councillor Monteiro

THAT applications OR02/16 and 30T-17001 for 0 & 112 Pinebush Road be referred back to staff for a subsequent report and recommendation.

CARRIED

Direction: THAT staff review and report back on the clearing of a portion of the woodlot on the subject lands.

The Chair declared Public Meeting "A" closed at 8:08 p.m.
Attachment No. 10 – Agency Circulation List and Comments

This application has been circulated to the departments and agencies listed below.

- Regional Municipality of Waterloo
- Grand River Conservation Authority
- Energy + (Hydro)
- Waterloo Region District School Board
- Waterloo Catholic District School Board
- Conseil scolaire catholique MonAvenir
- Conseil scolaire Viamonde
- Ministry of Transportation Ontario (MTO)
- Bell Canada
- City of Cambridge Departments, Divisions and Sections:
  - Planning
  - Transportation
  - Development Engineering
  - Fire Department
  - Economic Development
  - Community Services
City and Agency Comments

**Engineering and Transportation:**

The development will be connected to existing municipal water and sewage services along Pinebush Road.

The Site will be graded to properly match the existing topography around the site; stormwater will be properly controlled and treated.

A Transportation Impact Study was required and accepted

The Engineering and Transportation division has provided recommended conditions of draft plan approval.

**Waterloo Region District School Board:**

See attached and conditions of approval

**Energy+**

See attached and conditions of approval.

**Fire:**

See attached and conditions of approval.

**Ministry of Transportation:**

See attached and conditions of approval.

**Parks, Recreation and Culture:**

The site is not within the regulated subject to the Grand River Conservation Authority (GRCA) area.

The developer has submitted a scoped Environmental Impact Study which has been reviewed and accepted by the City and Grand River Conservation Authority.

The Environmental Impact Study notes how the woodlot should be maintained and protected through the development of the subject property. The woodlot is a Core Environmental Feature and not a Locally Significant Natural Areas.

A Vegetation Management Plan was prepared to provide an inventory and analysis of existing vegetation. The Vegetation Management Plan further identified opportunities for retaining vegetation through the proposed development.

The Vegetation Management Plant identified trees to be removed as part of the proposed development as well as those to be protected and set out various recommendations with regard to the future grading and development of the subject property.
The most recent Park Plan is acceptable, and Parks, Recreation and Culture Division has provided conditions of draft plan approval.

**Environmental Planning:**
See attached
Attachment No. 11 – Public Submissions
Hi Dennis,
I know you are not the person to send this to, but I was wondering if you could forward it to the correct person for me.

I was reading the Cambridge Times the other day and saw a public meeting notice regarding a subdivision application on Pinebush Rd. by Greentec. The appeal was indicating the developer wanted to decrease the landscaping allowance and such. When I read this I was so upset that developers put buildings before healthy lifestyle choices and green space and then the fact that GTA people come and buy said properties so the developers profit and the health of our people decreases. Then it is my job along with colleagues from Public Health having to deal with the issues.

Perhaps the attached invitation could be extended to City Planners so they can see the impact the built environment has on the health and well being of our community and perhaps enforce the policies and bylaws more strictly when developers come asking to decrease landscaping and green space in order to put up row housing, apartment buildings, and more commercial space.

I really don’t want the place I call home to start looking like Toronto. Cambridge needs more mature trees and proper green space where people can recreate. Which leads to the new Sportsplex discussion. The two location idea sounds fantastic and will be easier to maintain in the long run. RIM Park is huge and costs $10K just to open the doors daily and WMRC has HVAC problems galore. Pools and arenas don’t work well together.

Food for thought anyway.
Hope all is well,

Nancy Hall-Jupp
-----Original Message-----
From: Derek Coleman
Sent: Wednesday, February 15, 2017 4:25 PM
To: James Horan
Cc: Council
Subject: 0 and 112 Pinebush Road (File ORO2/16) and the Multiplex

Mr. Horan,

I have had an interest in the future this property for the last 18 months through the siting considerations for the Multiplex facility. In fact, I talked with the Belmont people in late 2015, but they had no interest in a possible use of part of the property for that facility and have submitted their own applications.

Since then, the Multiplex Task Force has identified this site as very desirable for the facility. There have also been various submissions suggesting that the City/Multiplex consider a joint public/private mixed use building that would bring substantial benefits to both a development partner and Cambridge. The City will have a small recreation/open space block in the development that could provide a start.

None of that thinking appears in the recent submissions by the developer. This is disappointing.

Thus, it appears to me premature for the City to consider the applications for the property until the Multiplex site is finally selected.

Additionally, when I undertook my own review of this property, I noted that a part of the site has an Employment Lands designation on it. Section 2.7.2 of the Cambridge Official Plan requires certain studies to be completed to justify the conversion of such employment lands to High Density Residential. The Planning Justification Report (Zelinka Priamo Ltd.) does not note or address this requirement so that the applications are not complete as suggested in the Notice that was published in the Times on February 9, 2017.

Please keep me advised of progress on this file.

--
Derek J. Coleman, PhD., R.P.P.
From: Jack Sims
Sent: Friday, April 07, 2017 4:53 PM
To: James Horan
Cc: Mayor; Donna Reid; Mike Devine; Mike Mann; Jan Liggett; Pam Wolf; Shannon Adshade; Frank Monteiro; Nicholas Ermeta
Subject: Plan of subdivision 112 Pinebush Rd. File OR02/16 & 30T-17001

Attention: James Horan

I am writing to yourself and Council to express some concerns related to the proposed Official Plan and Zoning Amendment.

We are long term tenants at the north-east corner of Pinebush Rd and Struck Ct. The property was actually developed for us by a client Art Lee. The area was promoted to us by the Municipality as a high end commercial industrial subdivision. We have relied on these representations and will be disappointed if the area is developed in a significantly different manner.

I have reviewed all of the online reports related to this proposed development and have the following comments.

There are a number of Industrial businesses on Struck Ct that throughout the day generate regular transport truck traffic. The Struck Ct intersection is not wide enough to accommodate this traffic. In light of this proposal and to have a better understanding of the current traffic issues there needs to be a study of existing truck traffic flow in and out of Struck Ct. Unless Struck Ct is widened to accommodate the existing transport truck traffic at the intersection with Pinebush increased car traffic will compound the current traffic flow problems.

From the outset we were not permitted to have an entrance on Pinebush Rd and were required to enter off Struck Ct at the rear of the property. The Developer is currently proposing an entrance onto Struck Ct located very close to our existing entrance on the opposite side of the road. This will cause traffic right of way confusion and further congestion when leaving our property or when new residents enter from the new road onto Struck Crt. If the development is to proceed the proposed roadway entrance should either be directly across from our existing entrance with four way stops or moved a safe distance away from our entrance.

The development proposal has Employment and Commercial lands being replaced with a small isolated residential area. The development will be restricted to medium density housing. Schools and other residential areas are far removed from this location. While I acknowledge infilling is often desirable this type of development by its nature may always lack a sense of community. High rise high density housing owners may have lower overall community expectations and be better suited to this location. There may be a better multiple use mix if the zoning is to be changed.

Thank you for the opportunity to comment and for your consideration of my concerns. I have tried to keep my comments brief should you require further support for my comments please contact me.
Jack Sims
RE: File No: OR02/16 & 30T-17001 – Plan of Subdivision for 0 and 112 Pinebush Rd.

Dear Mr. James Horan, and members of Cambridge City Council,

I am writing today to outline our questions and concerns about the application for Official Plan Amendment and Zoning Amendment on Pinebush Rd. We are the property owner and manager at 150 Pinebush Rd., which is situated at the northeast corner of Struck Ct. and Pinebush Rd.

We have reviewed all the reports available online. Our major concerns are in regards to the following:

- **Traffic Impact:**
  1. The traffic study identified the intersection at Struck Ct. and Pinebush Rd. as having level of service F. How will the additional traffic of 558+ new residential units with access to Struck Ct. be addressed to fix the already problematic intersection? Has a traffic light or roundabout at this location been considered?

- **Land Use Compatibility:**
  1. Removal of Employment Land – no study prepared to address the removal of employment lands.
  2. Application does not appear to offer even a mixed use type development for the site and offers no transition between commercial uses, employment land uses, business industrial, or highway 401. Have any studies been prepared to show the compatibility between the land uses?
  3. This land is identified as part of a Regional Node – this node benefits from the location along the HWY 401 corridor and is a service centre for the travelling public offering a range of retail and service uses that serve the broader region. The node is intended to evolve over the horizon of this plan to include high density residential and additional employment uses in support of a rapid transit station. The design of this node should be completed through a Secondary Plan.

- **OPA 17 (if approved)** will permit **high density, mixed use** development. The proposed development is not high density or mixed use. It is offering a medium density use with no offer of commercial or employment land. It does not meet the intent of the proposed OPA 17 and the residential use is still not compatible with the surrounding uses.
4. Concern of the impact from any surrounding industrial buildings on proposed residential use.

5. Our land at 150 Pinebush was purchased at a premium and developed after careful due diligence that this area be designated for employment uses and the additional area for the Regional Commercial Facility, not for the area to be significantly converted to a low/medium rise residential pocket in the middle of a business industrial and commercial area.

In closing, I would like to add that we are not at all against development of this location, as long as it fits within official plans and flows properly from a planning perspective. We feel this proposal misses the mark here. Traffic impact mitigation remains our #1 concern, as the intersection of Struck Ct. and Pinebush Rd. is already problematic without this development.

I thank you for taking the time to hear our concerns and look forward to any feedback you may have. I wish to be kept informed of any developments moving forward.

Best Regards,

[Signature]

Eric Lee
VP + Director
Buildcraft Leasing Inc.
0 & 112 Pinebush Road
and the
Cambridge Multiplex

April 11, 2017

Derek J. Coleman, PhD.

TOPICS

1. Site History/Issues
   - neighbourhood, environmental, Multiplex

2. Multiplex Fit

3. Development Implications
### Comment

The site alteration/destruction of environmental features on the land is not consistent with the Provincial Policy Statement 2015 as it relates to the protection of natural features and areas for the long term.

An Environmental Impact Study provided by the developer indicated that no significant impact on the existing woodlot is expected as a result of the development.

Any trees removed within the defined Core Environmental Feature, prior to submission of the application, would be subject to the Regional Tree By-law.

The City of Cambridge Tree Cutting By-law is effective for any tree removals after July 2018.

The 10 m (32.80 ft) buffer will be used to help protect access to the existing woodlot.

As condition of draft plan approval of the Plan of Subdivision, a tree compensation strategy, to the satisfaction of the Grand River Conservation Authority, the Region of Waterloo and the City of Cambridge, at a location agreed to by the City, will be required.

Proposed development does not conform to the Regional Official Plan since Map 4 identifies a portion of removed Core Environmental Feature.

The existing woodlot will continue to be designated as Natural Open Space System and will be publicly accessible.

Where the Environmental Impact Study identified, no land with trees will be rezoned and redesignated.

An Environmental Impact Study is required for site alteration in the original core and supporting feature.

An Environmental Impact Study was completed, and mitigation measures have been included as part of the application submission.

The smaller woodland feature identified by the Ministry of Natural Resources and Forestry (MNRF) is a Locally Significant Natural Area (LSNA) and the removal is prohibited.

An Environmental Impact Study was completed. Natural features and areas shall be protected for the long term.

The Cambridge Official Plan identifies the major environmental feature in its original shape. This requires an amendment and

A Planning Justification Report and an Environmental Impact Study have been completed which identified the boundary of

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**Attachment No. 12 – Public Submissions Response Table**
<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
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<tbody>
<tr>
<td>justification.</td>
<td>the existing woodlot and a proposed buffer area to provide protection with a 10 m wide buffer area around the environmental feature.</td>
</tr>
<tr>
<td>The developer did not obtain a Land Clearing Permit from the Region of Waterloo.</td>
<td>The Region of Waterloo was not made aware of any clearing until after the Planning application was submitted.</td>
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<td>An Environmental Impact Study was completed for the proposed development which has been reviewed and accepted by the City, Region and Grand River Conservation Authority.</td>
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<tr>
<td>The developer did not obtain a grading permit from the City of Cambridge.</td>
<td>Lot Grading was included for the proposed development as part of the Preliminary Stormwater Management Plan.</td>
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<td>As condition of draft approval of the Plan of Subdivision, a detailed lot grading plan will be required, if the applications are approved.</td>
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<tr>
<td>The 2.13 ha swamp on the property was partly destroyed and without a permit from the Grand River Conservation Authority.</td>
<td>The Grand River Conservation Authority (GRCA) confirmed that the proposed development is outside of their regulated area.</td>
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<td></td>
<td>An Environmental Impact Study was conducted and reviewed and accepted by GRCA.</td>
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<tr>
<td>Reduction in landscaping and green space in not appropriate.</td>
<td>A 10 m (32.80 ft) buffer area is proposed along the perimeter of the existing woodlot to enhance and naturalize native planting.</td>
</tr>
<tr>
<td></td>
<td>Trail connections and pedestrian walkways are proposed to connect the existing woodlot to the parkland which will provide for local passive recreational space.</td>
</tr>
<tr>
<td>The development application is premature until the Multiplex site has been selected. The site should be located for the multiplex.</td>
<td>The proposed development supports residential intensification.</td>
</tr>
<tr>
<td></td>
<td>This site was not selected as a preferred location for the multiplex and the property owner has formally advised that they are not a willing host for the multiplex on this property.</td>
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<tr>
<td>Traffic assessment of Struck Court and Pinebush Road is required.</td>
<td>A Traffic Impact Study was completed, and mitigation measures have been included, such as traffic operations improvements. The proposed development is anticipated to have a minimal impact on traffic operations within area. As condition of draft approval of the Plan of Subdivision, the developer will be required to implement and design all transportation improvement as required and outlined in the Study.</td>
</tr>
<tr>
<td>Industrial business on Struck Court has regular transport truck and the intersection is not wide enough.</td>
<td>A Traffic Impact Study was completed. The proposed development is anticipated to have a minimal impact on traffic operations within area.</td>
</tr>
<tr>
<td>Where would children go to school?</td>
<td>No new Waterloo Region District School Board facilities are planned for this area and students will be bused to schools outside of the proposed neighbourhoods. As a condition of draft approval of the Plan of Subdivision, onsite signage regarding required busing of school children will be required, if the applications are approved. The developer further conducted a study which confirmed that students from this development are eligible for busing to nearby schools, which have projected capacity available. The current improvements to Franklin Boulevard Bridge include a separated pedestrian walkway, which would provide pedestrian and/or cycling options to schools and would significantly reduce the estimated walking distances to/from the subject lands.</td>
</tr>
<tr>
<td>Mixed use development.</td>
<td>Proposed residential uses are complementary to the existing employment uses.</td>
</tr>
<tr>
<td>Entrance to the development off Struck Court should either be directly across from</td>
<td>The submitted Traffic Impact Study demonstrates that the existing property.</td>
</tr>
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Inclusiveness • Respect • Integrity • Service
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<tr>
<td>existing entrance on opposite side of Struck Court with four way stop signs or moved to another location.</td>
<td>transportation network can accommodate the proposed development. Street B is proposed to intersect with Struck Court.</td>
</tr>
<tr>
<td>High density housing may be better suited to this location.</td>
<td>The proposed development is intended to be a new neighbourhood with high density including apartments and townhomes.</td>
</tr>
<tr>
<td>There are no playgrounds proposed.</td>
<td>Amenity space will be provided through new parkland, the existing woodlot area with public trail, and areas surrounding the buildings.</td>
</tr>
<tr>
<td>Request for decrease in landscaping allowance.</td>
<td>Landscaping will be provided along public and private streets and around buildings. Open space will be provided through new parkland, the existing woodlot area with public trail, and areas surrounding the buildings.</td>
</tr>
<tr>
<td>Intersection of Struck Court and Pinebush Road has a Level Of Service F. How will additional traffic from the development be addressed?</td>
<td>The submitted Traffic Impact Study demonstrates that the existing transportation network can accommodate the proposed development. At Pinebush Road and Struck Court, the northbound left turn and right turn movements leading to future development are expected to operate at Level of Service F, during PM peak only. The approach has sufficient capacity to accommodate additional traffic. The site will have two new public roads and residents will have access to Pinebush Road from Struck Court or the new Street A.</td>
</tr>
<tr>
<td>No study has been done for the removal of employment land.</td>
<td>A study was not required. The property at 112 Pinebush Road will continue to be employment.</td>
</tr>
<tr>
<td>No transition of land uses is provided between industrial. Has a compatibility study been completed?</td>
<td>The developer has provided justification under the Ministry’s D-6 Land Use Compatibility Assessment.</td>
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<tr>
<td>New units are proposed to be located adjacent to Struck Court and further mitigation measures will be considered through site plan review, if the applications are approved.</td>
<td></td>
</tr>
<tr>
<td>Has a noise study been completed due to the close proximity of Highway 401 and the industrial area to the east?</td>
<td>The developer has provided justification under the Ministry’s D-6 Land Use Compatibility Assessment. Mitigation measures are proposed, such as acoustic barriers for rear yards associated with townhouse blocks with exposure to Highway 401 and Pinebush Road and minimum setback requirements, if the applications are approved.</td>
</tr>
<tr>
<td>The design of this node should be completed through a secondary plan.</td>
<td>A draft Hespeler Road Secondary Plan directs residential uses to this area. Cambridge Council has not made a decision regarding the Secondary Plan as of yet, however, the preliminary draft builds on the Regional Scale Node policies in the current City Official Plan, which encourages higher density mixed uses for this area. The proposed development, which is close to transit, has been designed to include a mix and range of housing (apartments and townhouses) types and built forms and a network of public and private streets that are focused around public open spaces such as new public parkland and the existing woodlot. The City of Cambridge Official Plan (Policy 8.7.1.5) permits a minimum building height of two storeys and a maximum building height of fifteen storeys in the Regional Scale Node.</td>
</tr>
<tr>
<td>The development does not meet the intent of proposed Official Plan Amendment No. 17 since the development is not high density or mixed use.</td>
<td>The proposed development meets the City of Cambridge Official Plan Policy intent of section 8.4.2 and 8.4.3 regarding compatibility and locational criteria for multi-unit development. Policy 8.7.1.5 permits a minimum building height of two storeys and a maximum building height of fifteen storeys in the Regional Scale Node.</td>
</tr>
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<td>building height of 15 storeys in the Regional Scale Node, which was amended through Official Plan Amendment No. 17.</td>
<td>The submitted Planning Justification Report by the developer provides justification on how the subject lands are considered to be an appropriate location, density and mix of uses for residential intensification.</td>
</tr>
<tr>
<td>Land at 150 Pinebush Road was purchased at a premium with the understanding that the subject land would be developed for employment uses and a commercial facility not a low/medium density residential development.</td>
<td>The proposed residential units are a result of population growth within the existing “Built-Up Area” of the City.</td>
</tr>
<tr>
<td>The area was promoted as high end commercial and/or industrial.</td>
<td>The City Official Plan allows for residential uses in this area.</td>
</tr>
<tr>
<td></td>
<td>Commercial is not permitted for 0 Pinebush Road due to the required floor area limitations.</td>
</tr>
<tr>
<td></td>
<td>The proposed development meets the City of Cambridge Official Plan Policy intent of section 8.4.2 and 8.4.3 regarding compatibility and locational criteria for multi-unit development.</td>
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Attachment No. 13 – Recommended Conditions of Draft Plan Approval

Planning:
1. This approval applies to the proposed draft plan of subdivision 30T-17101 prepared by Van Harten Surveying Inc, dated October 17, 2016.

2. That prior to registration of the plan, the City of Cambridge Zoning By-law be amended to change the zoning classification on the site from (H) (C6); Site C; to RM3, OS1 and OS4 on Maps E11 and F11.

3. That prior to registration of the plan, the developer’s surveyor confirm that all lots and blocks conform to the implementing Zoning By-law.

4. That prior to any site plan approvals, the Owner, at its expense, prepare and submit architectural and urban design guidelines to the satisfaction of the City Planner.

5. That prior to site plan approval, the Owner provide written certification of Compliance with the architectural and urban design guidelines by a qualified architect to the satisfaction of the City Planner.

6. That this plan of subdivision proceeds to registration only until such time as municipal service are available to the satisfaction of the City Engineer.

7. That prior to servicing, the Owner provide a record of site condition and letter of acknowledgement from the Ministry of Environment, Conservation and Parks to the satisfaction of the City Planner for all pedestrian walkway blocks, park blocks and open space blocks.

8. THAT prior to registration of the first stage of the plan, the Owner enter into agreements with all willing landowners who derive their domestic water supply from private wells within a 75 m (246.03 ft) radius of the plan to monitor both quality and volume of water supply in the landowner’s well for a period of two years from the issuance of the final building permit on lots or blocks entirely or partially within 75 m (246.03 ft) of the landowner’s well indicating that the Owner be responsible for any corrective action deemed necessary where monitoring indicates the proposed plan of subdivision is causing unacceptable quality and/or volume of water supply impacts, to the satisfaction of the Community Development Department.

Parks, Recreation and Culture Division:

5. THAT prior to registration of each stage of the plan, the Owner submit in respect of such stage draft transfers for all necessary blocks and easements/right of ways to be
conveyed to the City of Cambridge to the satisfaction of Cambridge Legal Services. The Owner agrees to convey all required blocks and easements/right of ways to the City immediately following registration.

6. THAT the Owner agrees to undertake tree removals between October and April so as not to impact migratory birds, nesting birds, and/or bats.

7. THAT parkland dedication be provided as per the Official Plan and Section 51.1 of the Planning Act to the satisfaction of the Parks, Recreation & Culture Division for the proposed plan of subdivision consisting of the following:

- Block 4 Park (0.471 ha/1.16 ac);
- Block 5 Park (0.714 ha/1.76 ac);
- At the owner’s expense, the design and construction of Block 4 and 5 parks.
- A letter of credit based on the park cost estimate will be included in the Subdivision Agreement Schedule. Any costs over and above the final cost estimate, including materials escalations, will be the sole responsibility of the developer;

8. Cash-in-lieu of parkland for the balance of land otherwise to be conveyed of 0.218 ha (0.54 acres). An appraisal will be submitted by the developer to the satisfaction of City of Cambridge Realty and Property Services to determine the parkland dedication cash-in-lieu amount based on the Official Plan formula of 1/500. Payment of cash-in-lieu of parkland will be required prior to registration.

9. Grading plans, and engineering works, will be to the satisfaction of Parks, Recreation, and Culture Division within the Park Blocks. Engineering works should only be associated with the parks function and not for other purposes especially if they impact on the user experience of the park. Grades will not exceed 5% slopes and lands will be “developable” for future programming. Excessive grades calling into question the viability of the park will require the Owner to remediate the situation to Accessibility standards and may involve re-grading, retaining walls, or other means at the proponent’s expense. Grades as approved by Parks, Recreation and Culture Division within grading plans, Landscape Plans, or some periphery property grades which exceed guidelines, are acceptable and not subject to remediation.

10. THAT “Street A” incorporate pedestrian refuge(s) or other methods of safely conveying pedestrians between Park Blocks 4 and 5 within the Engineering Detailed Designs and Landscape Drawing for the parks. A similar pedestrian treatment should be provided for the internal condominium road in Block 15 which leads to the Block 9 trail.

11. THAT a

- fence plan;
- cost estimate and letter of credit within the Schedule of the Subdivision Agreement;
• decorative metal fence to be installed in the front yards adjacent to the Block 4 units; and,
• a 1.5m high black vinyl chain link fence to the City standard be provided on Open Space, Park, and Walkways/Easements, for new residential boundaries to these blocks

be provided to the satisfaction of the Parks, Recreation, and Culture Division.

12. THAT the fence plan and trail concept plan (within Block 9 but also where it abuts particular lots through the 2 easements and walkway block) be communicated through the following means to purchasers. The developer will be required to forward to Parks, Recreation and Culture Division evidence of each of the communication methods noted below for clearance of this condition:

• dashed line within Block 9 representing a trail, easements, and a walkway block on the draft plan

• trail plan on a sign within the subdivision and/or on the large subdivision sign which depicts and identifies the future trail alignment and lots adjacent to it

• three u-channel signs with "Future Trail" to be installed at easement/walkway block entrances and additional signs installed along Block 9 approximately every 75m (246.06ft) facing backyards;

within the sales and presentation centre, website, and other methods of communicating to purchasers, especially those purchasers which will abut future walkways and trail.

13. THAT easements and one walkway block in City ownership be provided for access to Block 10 Open Space Wooded lands:

• an easement across all condominium roads be provided in favour of the City;

• that specific easements be provided in the vicinity of Block 1/Block 15 and Block 2 for sidewalk easements from the Block 9 buffer/trail block; and,

• that a walkway block be provided in Block 15 in City ownership connecting the Block 4 park with the Block 9 buffer/trail.

• Developer will build connections (through easements/sidewalks and the walkway block) to City Standards up to Block 9 Trail Block and a letter of credit will be included in the Subdivision Agreement for this requirement.

14. THAT prior to registration of each stage of the plan, site preparation, topsoil removal, grading, tree cutting or construction on the lands, that the Owner submit a Detailed Tree and Vegetation Inventory and Management Plan be prepared in accordance with the City of Cambridge Tree Management Policy & Guidelines, including if applicable tree replacement/landscaping plans and vegetation compensation plans. The Subdivision
Agreement shall contain a letter of credit for the required execution of Tree Protection Zone (TPZ) fencing installation and removal. In the event where irreparable tree damage is done to a tree that was to be retained, liability is questionable, and/or the tree is judged to be high risk in the opinion of the recognized tree professional or City, each such tree shall be removed. The total cmdbh of the removed tree (originally to be retained) shall be replaced by new plantings on a cm for cm basis at a location to the satisfaction of the City. Letters of credit will not be released until the maintenance period has expired for the new plantings in respect of such stage.

15. THAT prior to registration of each stage of the plan, a calculation of street frontage divided by 12 multiplied by the Subdivision Agreement Schedule tree cost ($700/tree) be provided as a letter of credit. Prior to registration of each stage of the plan a detailed street tree planting plan should then be submitted concurrent with the Composite Utility Plan (i.e. street servicing (hydro boxes, light standards, narrow boulevards, etc.) and driveway plans. Conflicts should be identified and alternatives proposed to achieve a treed streetscape. Street trees in higher density boulevard subdivision areas, park blocks, mixed use areas, or areas with low infiltration may require structural soils, vaulting, silva cells, or other methods of providing enough soil volume and room for trees to achieve maturity. The street tree plan should also include a watering component Detail for the period prior to City assumption. The calculation (tree every 12m of frontage) will produce a total amount of trees required. Should the later Detailed Street Tree Plan/Composite Utility Plan indicate conflicts, the Applicant may pursue other means to achieve a treed streetscape and/or canopy tree cover including those noted in the Engineering Manual or cash-in-lieu of trees for the number of trees unable to be established.

16. THAT all lands to be conveyed to the City (including Park, Walkway, Open Space Blocks) are to be free of any dead or hazardous trees (in locations where there is a safety issue), dump sites, litter, debris, remnant fences, barbed wire, wells, tree forts and any unnatural material/disturbances that are considered dangerous to the public or would be an inherited liability prior to conveyance.

17. THAT developer design and construct a trail within Block 9 to appropriate AODA and City standards and that a letter of credit secure this obligation within the Subdivision Agreement and to inform a cost-sharing agreement. The City will enter into a cost-sharing agreement with the developer to finance the construction of the trail within the woodlot/trail block 9 through development charges. The planning of the trail (products are Concept Plan, Engineering sheets, Landscape sheets and process involves consultation with two Committees of Council) will be at the sole expense of the developer. The connections to the trail (sidewalk, and walkway blocks) will be at the sole expense of the developer.

The agreement will note the following key aspects:

THAT a trail and open space plan be submitted prior to registration to the satisfaction of Parks, Recreation & Culture Division and includes the following considerations and elements:
a) Products: Concept Plan, Construction drawings for trails upon the Engineering Sheets (grading plan base), and if applicable elements may be featured on Landscape Plan drawings as appropriate (e.g. screening vegetation for privacy, bench or other Detail elements). A cost estimate for trail will be submitted and inform the letter of credit within the Schedule of the Subdivision Agreement and the cost-sharing agreement;

b) slopes and grades will be consistent with City Accessibility Standards. Trails in excess of 8% grades be kept to a minimum and designed with accessibility features; and that trails with grades over 5% slope are to be paved or provided with a non-erodable surface treatment;

c) a solution to steep grades consistent with AODA standards will be developed. Should the solution involve tree removals or incursion into the Open Space from Block 9 (e.g. to accommodate a switchback at accessible slopes) the City considers an accessible trail as the priority in this situation;

d) Process: mandatory consultation with the Accessibility Advisory Committee (AAC) and the Cambridge Trails Advisory Committee (CTAC) is required on the Concept Plan. Major material changes at later stages (e.g. detailed design in Engineering Sheets/grading plan following the Concept Plan) should they arise will be brought back for consultation to the AAC and CTAC but minor changes to alignments, field corrections, etc. will not require further consultation;

e) purchasers will be notified of the trail alignment through the large onsite subdivision sign, signage within the alignment and entrances to the trail, in the sales centre, on purchase agreements, and other means as described in a separate condition of approval on this specific issue;

f) connections to trails from the subdivision and parks will be depicted on the trail plan (physical in the case of walkway blocks with notes for aspects like easements) and construction of the three connections (sidewalk, walkway blocks) will be at the sole expense of the developer as described in a separate condition of approval on this specific issue;

g) the plan will demonstrate connections to on-road active transportation corridors (sidewalks, bike lanes) and incorporate safety features for pedestrians as applicable at interfaces (at cross walks at trail/walkway block interfaces there should be elements such as texture strips, ramp/curb cuts, gates, absence of obstacles such as drainage grates in the road, concrete drop curbs and concrete aprons in the boulevard between the street and sidewalk where all trails meet streets, and with no on-street parking in the vicinity where trails meet streets, etc.);

h) the plan should provide Details for any applicable earthworks, stonedust, paved, and other surfaces and associated trail features such as gates, signage, retaining walls, lighting, and fencing, and associated infrastructure such as swales, drainage, culverts, retaining walls, railings should be depicted as Details as applicable;
i) the developer will obtain all approvals from applicable agencies and authorities for trail construction;

j) the trail will be constructed concurrently with abutting lots/blocks;

k) the plan and construction Details will include the appropriate wayfinding signage that will be consistent with Accessibility standards;

l) Trails will generally be placed 5m off of private property lines with the intent to be as far as possible from property lines within Block 9. It is also desirable for trails to be below the grades of adjacent private property. In limited situations where trails unavoidably must be above private property grades the developer will provide screening vegetation and/or other methods of providing privacy which may include the provision of wooden fencing (instead of the City standard chain link fencing).

Engineering:
Stormwater Management

18. THAT prior to any grading or construction on the site and prior to registration of the plan, the owners or their agents submit the following plans and reports to the satisfaction of the City of Cambridge:


b) A detailed lot grading, servicing and storm drainage plan.

c) An Erosion and Sediment Control Plan in accordance with the Grand River Conservation Authority’s Guidelines for sediment and erosion control, indicating the means whereby erosion will be minimized and silt maintained on-site throughout all phases of grading and construction.

19. THAT the Stormwater Management Criteria, including target peak flow rates and stormwater storage volumes, for each block shall be finalized in the detailed final Stormwater Management Report and included in the Schedule ‘F’ of the Subdivision Agreement to the satisfaction of the City Engineer.

20. THAT the detailed final Stormwater Management Report shall confirm that the 5 year storm event peak flow from the Development to the existing Pinebush Road storm sewer will be controlled to 0.713 cms, to the satisfaction of the City Engineer.

21. THAT the detailed final Stormwater Management Report shall confirm that the 100 year storm event peak flow from the Development to the existing Pinebush Road storm sewer will be controlled to 1.424 cms, to the satisfaction of the City Engineer.

22. THAT the subdivision/servicing agreement require that the owner/developer be responsible for maintenance of all stormwater management equipment, such as oil-grit-separator treatment units, until assumption of maintenance by the City of the required
stormwater management equipment and that the subdivision/servicing agreement require a letter of credit to secure such work, to the satisfaction of the City Engineer.

23. THAT the subdivision/servicing agreement require that the owner/developer be responsible for cleaning any oil-grid-separators and underground stormwater storage tanks and of any accumulated sediment immediately prior to assumption of the stormwater management facilities by the City, to the satisfaction of the City Engineer.

24. THAT the subdivision/servicing agreement require that an appropriate warning clause explicitly detailing the requirement to provide a Salt Management Plan prior to Site Plan approval, be included in all offers of purchase and sale of all applicable lots, to the satisfaction of Region of Waterloo and City of Cambridge staff.

25. THAT prior to the registration of the plan, the Owner/Developer agrees to provide soil tests by certified geotechnical engineer that confirm the soil is suitable for water infiltration where infiltration galleries are proposed, to the satisfaction of the City Engineer.

26. THAT the subdivision/servicing agreement require that an appropriate warning clause, explicitly indicating the existence of infiltration galleries, be included in all offers of purchase and sale of all applicable units, to the satisfaction of the City of Cambridge.

Grading and Servicing

27. THAT prior to the registration of the plan, the Owner/Developer shall arrange for the required servicing and drainage easement(s) on the adjacent ‘Smart Centres’ Lands in favour of the City of Cambridge, to the satisfaction of the City Engineer.

28. THAT prior to the registration of the plan, the Owner/Developer shall arrange for the transfer of ownership to the City of Cambridge any existing sanitary or storm sewers on the ‘Smart Centres’ Lands which are required to service the Development, to the satisfaction of the City Engineer.

29. THAT prior to the registration of the plan, the Owner/Developer shall arrange for CCTV inspection any existing sanitary or storm sewers on the ‘Smart Centres’ Lands which are to be transferred to the City of Cambridge, which confirms that existing sewers are in acceptable condition, to the satisfaction of the City Engineer.

30. THAT should the City Engineer deem any of the existing sanitary or storm sewers on the ‘Smart Centres’ Lands, which are to be transferred to the City of Cambridge, to be in an unacceptable condition, then Owner/Developer shall be solely responsible for repairing and/or replacing the existing sanitary or storm sewers, to the satisfaction of the City Engineer.

31. THAT the owner/developer submit a plan of construction routes to the satisfaction of the Commissioner of Transportation and Public Works and receive approval prior to site grading or registration of the plan, whichever comes first.

32. THAT the provision is made in the subdivision servicing agreement requiring all trucks and heavy equipment to comply with all the regulations of the Highway Traffic Act in
respect of the covering and securing of loads, and requiring the owner/developer to advise all contractors, sub-contractors and builders of this condition of approval;

33. THAT the owner/developer be advised that a recommendation for draft approval in no way permits any site preparation, top soil removal, tree cutting, re-grading, grading or construction on site prior to issuance of a site alteration permit by the City and/or without the express written permission of the City Engineer.

34. THAT the subdivision/servicing agreement include a clause requiring the owner/developer to appropriately grade, top-soil, seed and maintain all lots and blocks within six months of initial site grading, whether or not they are constructed upon, to a condition acceptable to the Cambridge Planning Services Department, either directly by the Owner/Developer or through conditions of purchase and sale, or by other means.

35. THAT prior to site grading or registration of the plan, whichever comes first, a lot grading and drainage plan be submitted, to the satisfaction of the City of Cambridge.

36. THAT the minimum watermain size within the City right-of-way shall be 200 mm as required by Section 2.11 of the City of Cambridge Engineering Standards and Development Manual 2013, to the satisfaction of the City Engineer.

37. THAT prior to the registration of the Subdivision, a final Water Distribution Analysis (through detailed design process) shall be provided to confirm that water supply pressure and volumes are adequate enough under the final arrangements/configuration to meet the requirements of the subdivision as a whole.

Sediment and Erosion Control

38. THAT prior to any grading or construction on the site, the owner/developer submit methods of drainage and sediment and erosion controls methods, to be employed both during and after construction, including inspection and maintenance requirements, to the satisfaction of the Development and Infrastructure Department.

39. THAT the owner/developer maintain the site in a safe and satisfactory condition free of debris, weeds and other such materials until the plan is registered and developed.

40. THAT the subdivision/servicing agreement include the requirement that satisfactory dust preventative measures be applied during all grading work, in such a manner as to prevent dust and haulage being a concern to neighbouring properties and road users. The City may, at its sole discretion, stop the work and rectify any damage caused as aforementioned, and abate any nuisance created by the Owner/Developer. The cost of any such work performed by, or at the instructions of, the City shall be paid by the Owner/Developer.

Transportation:

41. THAT the subdivision/servicing agreement require the implementation (including associated costs) and design of all transportation improvements as required and outlined in the Applicant’s Traffic Impact Study Report by (Traffic+ Engineering Ltd., May 2018) to the satisfaction of the City Engineer.
42. THAT the subdivision/servicing agreement require the implementation (including associated costs) and design of all transportation improvements as required and outlined in the Applicant’s Traffic Impact Study Report by (Traffic+ Engineering Ltd., May 2018) to the satisfaction of the City Engineer.

43. THAT the subdivision/servicing agreement require the implementation of a municipal sidewalk along the west side of Struck Court from Pinebush Road to the point where the road turns eastward.

44. THAT the owner/developer work with Transportation Engineering through the detailed design to incorporate traffic calming and improved pedestrian crossing features on Street ‘A’ in the vicinity of the parks.

45. THAT prior to registration of any Phase of the plan, the owner/developer must submit a Composite Utility Plan and Traffic Control/Parking Plan in accordance with the City of Cambridge Engineering Standards and Development Manual and to the satisfaction of the City Engineer. The owner/developer is responsible for ensuring that, prior to the start of the maintenance period; all signs must be installed including parking restriction signs.

46. THAT prior to registration of any Phase of the plan, the owner/developer must submit a Composite Utility Plan and Traffic Control/Parking Plan in accordance with the City of Cambridge Engineering Standards and Development Manual and to the satisfaction of the City Engineer. The owner/developer is responsible for ensuring that, prior to the start of the maintenance period; all signs must be installed including parking restriction signs.

47. THAT Street ‘A’ be constructed as a local road with sidewalks on both sides and a minimum right-of-way width of 20.0m as per City Standard No. C106. The cul-de-sac at the north end of Street ‘A’ shall be designed as per City Standard No. C112.

48. THAT Street ‘B’ be constructed as a local road with sidewalks on both sides and a minimum right-of-way width of 18.5m. The City will provide the required cross-section standard.

49. THAT the owner/developer shall be responsible for the installation and maintenance of all traffic control devices including signs and pavement markings until assumption, to the satisfaction of the City Engineer.

**Street Lighting**

50. THAT prior to registration of any Phase of the plan, the owner/developer must submit a street light design plan in accordance with the City of Cambridge Engineering Standards and Development Manual and to the satisfaction of the City Engineer.

51. THAT the subdivision/servicing agreement require the owner/developer post a letter of credit for 100% of the cost of a third party review of the street light design by a consultant selected by the City for each Phase of the plan.

52. THAT the owner/developer shall install and be responsible for 100% of the costs associated with the street lighting internal to the plan of subdivision, to the satisfaction of the City Engineer. All street lighting must be Leotek Green Cobra LED H-series Street Light (3000K colour temperature).
53. THAT the option of using decorative LED street lights is available upon approval of the make and model by Transportation Engineering.

54. THAT where decorative street lights are used, the owner supplies the City with one replacement fixture, arm and pole for every 20 street lights or portion thereof.

55. THAT the subdivision/servicing agreement include a letter of credit for 100% of the cost of the street light installation with a 20% holdback for a warranty period starting from the date the lights are energized for each Phase until assumption, to the satisfaction of the City Engineer.

56. THAT the subdivision/servicing agreement require the owner/developer be responsible for all maintenance of the street lights under each Phase until assumption.

57. THAT the subdivision/servicing agreement require the owner/developer be responsible for and post a letter of credit for all energy costs for the street lights from the date the street lights are energized under each Phase until assumption based on an average cost per light.

58. THAT all street light design and installation must be in accordance with the City of Cambridge Engineering Standards and Development Manual and to the satisfaction of the City Engineer.

General

59. THAT the design and construction of all streets and all infrastructure be in accordance with the City of Cambridge Engineering Standards and Development Manual or as approved to the satisfaction of the City Engineer.

60. THAT prior to the execution of the agreement, a phasing plan for all municipal servicing and roads is to be provided, to the satisfaction of the City Engineer.

61. THAT prior to registration of the plan, the owner/developer provide all necessary easements/right-of-ways to the City of Cambridge.

62. THAT all roads, road widenings and daylighting triangles, as shown on the plan, shall be dedicated as public streets to the appropriate road authority.

63. THAT all dead end and open side road allowances shall be terminated in 0.3 m reserves and conveyed to the appropriate authority.

64. THAT the financial obligations of the City and the Developer shall be as generally set out in the appended Schedules to the Subdivision Agreement and subject to the approval of the City Engineer.

65. THAT provision is made in the subdivision servicing agreement to prohibit the operation of heavy construction equipment between 8:00pm Saturday to 7:00am Monday during the development of the subdivision and to require the owner/developer to advise all contractors, sub-contractors and builders of this condition of approval.

66. THAT the owner/developer enters into a subdivision servicing agreement with the City of Cambridge pertaining to the registration and development of the subdivision including all
the draft plan conditions at 100% the Applicant’s cost to the satisfaction of the City of Cambridge Planning Services Department.

Fire Department:
67. That parking on a roadway should not be allowed with a proposed width of 9m (parking on one side may be acceptable if the width permits).

68. That street naming and addressing be to the satisfaction of the City of Cambridge Fire Department.

69. That roadways comply with 3.2.5.6. of the Ontario Building Code.

70. That prior to registration fire hydrants are present and operational.

71. That two connections to public thoroughfares if road/cul-de-sac over 100m in length be provided.

Waterloo Region District School Board:

72. That the owner supply, erect, and maintain a sign (at its expense and according to the Waterloo Region District School Board's specifications) affixed to the permanent development sign for the plan of subdivision, advising prospective residents that:

"No Waterloo Region District School Board facilities are planned for this area and students will be directed to schools outside of the proposed neighbourhoods";

73. THAT the owner agrees in the Subdivision Agreement to notify all purchasers of residential units and/or renters of same, by inserting the following clauses in all offers of Purchase and Sale/Lease, and other agreements relating to the occupancy of residential units:

In a letter dated March 28, 2018, the Waterloo Region District School Board (the “Board”) advised that there were no planned schools in the vicinity of this development and that students will require transportation outside the community to attend elementary and secondary schools.

Please be advised that the Board considers this form of isolated residential development not in the public interest under the Planning Act and its associated legislation and has notified the approval authorities (City of Cambridge and Regional Municipality of Waterloo) of its position.

As a result of the approval of the residential development of these lands, the Board wishes to advise all existing and future residents of the above and the following:

THAT this area is not intended to be provided with any facilities of the Waterloo Region
District School Board and you should be aware that school accommodation will not be provided within the community.

And that the Waterloo Region District School Board will likely designate this subdivision as a Development Area for the purposes of school accommodation, and despite the best efforts of the Board, sufficient permanent accommodation may not be available at any one location for all anticipated students. You are hereby notified that students may be accommodated in temporary facilities and bused to a school outside the area, and further, that students may, in future, be transferred to another school.

Energy +:

74. The Applicant will be required to enter into an agreement with Energy+ Inc. to establish the conditions and costs to provide electrical service to this development.

75. The Owner/Applicant will be responsible for all costs associated with the relocation and/or upgrade of the existing electrical plant, if required as a result of this proposal.

76. The Owner/Applicant will be required to grant easements to the satisfaction of Energy+ Inc. if required as a result of this proposal.

Ministry of Transportation:

77. As a Condition of Approval, to ensure that stormwater runoff from this property does not affect our highway drainage system or right-of-way, we require the owner to submit a stormwater management report along with grading/drainage plans for the proposed development to Ministry of Transportation for review and approval. The owner's drainage consultant should refer to the ministry website for applicable IDF curves and the ministry’s Stormwater.

Management Requirements for Land Development Proposals:
http://www.mto.gov.on.ca/IDF_Curves/terms.shtml

78. As a Condition of Approval, the owner will submit to the Ministry of Transportation for review and approval the Noise Feasibility Study to the Ministry of Transportation.

79. As a Condition of Approval, the owners shall submit to the Ministry of Transportation for review and approval a draft copy of the M-Plan for this subdivision.

80. As a Condition of Approval, the owners shall provide the Ministry of Transportation for review and approval, the Conditions of Draft Plan Approval to ensure our requirements have been incorporated.

81. The owner should be made aware that under the Public Transportation and Highway Improvement Act, Ministry of Transportation permits are required prior to development of the subject property.
82. The owner shall submit site plans, site-servicing plans, grading plans, and drainage plans for the proposed development to Ministry of Transportation for review and approval.

83. The Ministry of Transportation will require that any construction deemed necessary to the continued viability of the development including buildings and structures, stormwater management facilities, loading docks, drive-isles, parking shall be setback a minimum of 14.0m from our highway property limit.

84. The owner shall submit a site plan, site-servicing plan, grading plan, and drainage plan for the proposed development to the Ministry of Transportation for review and approval.

85. The owner shall submit an illumination plan indicating the intended treatment of the site lighting glare directed towards Highway 401 to the Ministry of Transportation for review and approval.

86. All signs visible from Highway 401 and within 400m of the existing Highway 401 highway property limit shall require the review, approval and permit from the Ministry of Transportation prior to installation.

Affordable Housing:

87. THAT the Owner agrees to make an affordable housing contribution to the City for each residential unit developed within the plan, which contribution will be paid and used in accordance with the following:
   a. the affordable housing contribution shall be $300 per residential unit, regardless of unit type, and shall not be subject to indexing or any other increase;

   b. the affordable housing contribution is payable for each residential unit in the plan, and shall be collected by the City, upon a building permit being issued for the unit;

   c. the affordable housing contribution shall not be payable in respect of second suites within semi-detached or townhouse unit, or in respect of any non-residential development;

   d. the affordable housing contributions paid by the Owner/Developer will be used by the City toward the capital costs of a planned affordable housing project that is otherwise fully funded and approved, and may be given by the City to a not-for-profit affordable housing corporation for that purpose or used by the City to acquire land to be conveyed to such a corporation for that purpose; and

   e. the payment of the affordable housing contribution by the Owner/Developer pursuant to this condition shall be in full satisfaction of any and all requirements respecting the contribution to or provision of affordable or social housing in respect of the development of the lands within the plan, and, for greater certainty, the lands shall not be subject to any inclusionary zoning by-law.

Compensation Plantings:
88. THAT the Owner agrees to provide a tree compensation strategy to the satisfaction of the Grand River Conservation Authority, the Region of Waterloo and the City of Cambridge, at a location agreed to by the City. General landscape plantings for streetscape, storm water management pond, trail plantings, and buffer plantings will not be considered compensation. The compensation ratios will be based on requirements established by the City.

Region of Waterloo:

89. That Street A and Street B shall be named to the satisfaction of the City of Cambridge.

90. That any dead ends and open sides of road allowances created by this plan shall be terminated in 0.3m (0.98ft) reserves, to be conveyed to and held in trust by the City of Cambridge until required for future road allowances or the development of adjacent land.

91. That the Region be advised by the City of Cambridge that the plan of subdivision complies with the Zoning By-law No. XX-19 approved under the Planning Act.

92. That Block 16 be dedicated on the final plan as public highway to the appropriate road authority.

93. That prior to final approval, the Owner/Developer enters into an agreement with the City of Cambridge to satisfy all the requirements, financial and otherwise, of the municipality concerning the provision of roads, installation of services, facilities and drainage.

94. That the Subdivision Agreement be registered by the City of Cambridge against the land to which it applies and a copy of the registered agreement be forwarded to the Regional Municipality of Waterloo prior to final approval of the subdivision plan.

95. That the Owner/Developer agrees to stage the development of this plan of subdivision in a manner satisfactory to the City of Cambridge and the Regional Municipality of Waterloo.

96. That the plan submitted for final approval may incorporate a lot pattern for all blocks in which multi-residential lots are permitted, at a density not exceeding the density set out in Condition No. XX.

97. That such easements as may be required for utility or drainage purposes shall be granted to the appropriate authority.

98. The Owner/Developer agrees to make satisfactory arrangements with Energy+ for the provision of permanent or temporary electrical services to this plan.

99. The Owner/Developer agrees to make satisfactory arrangements with a telecommunications provider for the provision of permanent or temporary telephone services to this plan.
100. The Owner/Developer agrees to make satisfactory arrangements with Union Gas Limited for the provision of necessary easements and/or agreements for the provision of gas services to this plan.

101. The Owner/Developer agrees to make satisfactory arrangements with Canada Post and the City of Cambridge for the provision of any necessary easements for the provision of mail services to this plan in the form satisfactory to the City of Cambridge.

102. That the Owner/Developer agrees to supply, erect and maintain a sign at its expense and according to the Waterloo Region District School Board’s specifications, near or affixed to the permanent development sign, advising prospective residents that there are no schools planned for this area and that students will be directed to schools outside the neighbourhood.

103. That the Owner/Developer agree in the Subdivision/Development Agreement to advise all purchasers of and/or renters of residential units, by inserting the following clause in all offers of Purchase and Sale/Lease:

"Whereas the Waterloo Region District School Board may designate this subdivision as a Development Area for the purposes of school accommodation, and despite the best efforts of the Board, local accommodation may not be available for anticipated students. You are hereby notified that students may be accommodated in temporary facilities and bused to a school outside the area, and further, that students may in future have to be transferred to another school."

104. That prior to final approval, the Owner/Developer shall submit the following to the satisfaction of the Ministry of Transportation:

   a. A detailed Lot Grading, Servicing and Storm Drainage Plan;

   b. The approval and issuance of any permits required from the MTO.

A letter of acceptance from the MTO must be provided to the Region of Waterloo to clear this condition.

105. That prior to final approval, the Owner/Developer must complete a Record of Site Condition (RSC) for all of the lands in accordance with Ontario Regulation 153/04. Two copies of the completed RSC and Ministry acknowledgement must be forwarded to the Region of Waterloo.

106. That the Owner/Developer dedicate two 25 foot (7.62 meter) daylighting triangles to the Region of Waterloo. The first daylighting triangle is required at the intersection of Pinebush Road and Street A. The second daylighting triangle is required at the intersection of Pinebush Road and Struck Court.

107. That prior to final approval, the Owner/Developer provide a functional design and cost estimate for the proposed eastbound left-turn on Pinebush Road at Street A. The
construction of the left-turn lane will be added to the Region of Waterloo’s Transportation Capital Program and be constructed under a Regional contract.

108. That prior to final approval, the Owner/Developer obtain a Regional Road Access Permit for Street A to Pinebush Road.

109. That prior to final approval, the Owner/Developer submit the outstanding TIS review fee of $350.

110. That prior to final approval, the Owner/Developer construct a Grand River Transit landing pad along Pinebush Road adjacent to Block 6. the pad should be located between the sidewalk and curb, and measure 9.5m x 2.6m (the full width of the boulevard). In lieu of constructing the landing pad, the Owner/Developer can remit a payment of $3,000 to the Region of Waterloo for the construction of the pad.

111. That prior to final approval, the Owner/Developer enters into a development agreement with the Region of Waterloo to complete, prior to Site Plan Approval, a detailed Noise Study, for all residential lots/blocks and indicate to the satisfaction of the Regional Municipality of Waterloo methods to be used to attenuate, and if necessary, enter into a subsequent agreement with the Region of Waterloo to provide for implementation of any approved noise attenuation measures.

112. a) That the Owner/Developer enters into an Agreement for Servicing with the Regional Municipality of Waterloo to preserve access to municipal water supply and municipal wastewater treatment services prior to final approval or any agreement for the installation of underground services, whichever occurs first. Where the Owner/Developer has already entered into an agreement for the installation of underground servicing with the area municipality, such agreement shall be amended to provide for a Regional Agreement for Servicing prior to registration of any part of the plan. The Regional Commissioner of Transportation and Environmental Services shall advise prior to an Agreement for Servicing that sufficient water supplies and wastewater treatment capacity is available for this plan, or the portion of the plan to be registered.

b) That the Owner/Developer include the following statement in all agreements of lease or purchase and sale that may be entered into pursuant to Section 52 of the Planning Act, prior to the registration of this plan:

"The block or blocks which are the subject of this agreement of lease or purchase and sale are not yet registered as a plan of subdivision. The fulfillment of all conditions of draft plan approval, including the commitment of water supply and sewage treatment services thereto by the Region and other authorities, has not yet been completed to permit registration of the plan. Accordingly, the purchaser should be aware that the vendor is making no representation or warranty that the block or blocks which are the subject of this agreement of lease or purchase and sale will have all conditions of draft plan approval satisfied, including the availability of servicing, until the plan is registered."
Attachment No. 14 – List of Supporting Studies

- Planning Justification Report, Zelinka Priamo Ltd.
- Urban Design Brief, Zelinka Priamo Ltd.
- Concept Site Plan Zelinka Priamo Ltd.
- Draft Plan of Subdivision, Van Harten Surveying Inc.
- Functional Servicing Report
- Stormwater Management Report, MTE
- Hydrogeological Investigation, MTE
- Environmental Impact Study, MMM Group
- Detailed Tree Management Plan, MMM Group
- Transportation Impact Study, Traffic Engineering Ltd.
- Environmental Noise Feasibility Study, HGC Engineering Ltd.
- Site Servicing and Grading Drawings, MTE
- Analysis of School Board Issues, Altus Group
Attachment No. 15 – Conceptual Plans Including Trails
January 8, 2019

Ms. Kelly Yerxa, City Solicitor
City of Cambridge
50 Dickson Street, P.O. Box 669
Cambridge, ON., MIR 5W8

Dear Ms. Yerxa:

Re: Redevelopment of 0 & 112 Pinebush Road, Cambridge
Our client: Branthaven Belmont Pinebush Inc.
LPAT Case Nos.: PL171332, PL171329 & PL171368

We are the solicitor to Branthaven Belmont Pinebush Inc. ["BBPI"] with respect to the above-noted lands and appeals. Our client is aware that the City has been considering the best location for a new Multiplex and that Dr. Derek Coleman (a party to the LPAT appeals and someone opposed to my client’s proposed development) believes that my client’s property is appropriate for the Multiplex. On behalf of my client I wish to confirm that my client’s property is not a willing host for the Multiplex. Thank you.

Yours very truly,

[Signature]

Ira T. Kagan

cc: client