KLM
PLANNING PARTNERS INC.

PLANNING JUSTIFICATION REPORT

APPLICATIONS FOR
ZONING BY-LAW AMENDMENT & DRAFT PLAN OF SUBDIVISION

MADISON RIVERBANK HOLDINGS LIMITED

895 RIVERBANK DRIVE
PART OF LOT 1, BEASLEY'S MIDDLE BLOCK
CITY OF CAMBRIDGE, REGIONAL MUNICIPALITY OF WATERLOO

JUNE 2023

PREPARED BY:
KLM PLANNING PARTNERS INC.

P-3310

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1.0 INTRODUCTION

KLM Planning Partners Inc. has been retained by Madison Riverbank Holdings Limited (the "Owner" or "Madison"), with respect to the development of their lands located on the north side of Middle Block Road, in the City of Cambridge ("City"), Region of Waterloo ("Region"), municipally described as 895 Riverbank Drive and legally described as Part of Lot 1, Beasley's Middle Block (the "Subject Lands" or "Madison Lands"). The Subject Lands are approximately 52.43 hectares (129.557 acres) in size with +/- 1,460.0 metres (4,790.02 feet) frontage on Middle Block Road, +/- 220.90 metres on Fountain Street North and +/- 513.15 metres on Riverbank Drive. Please refer to **Figure 1** for a context map. We note, a stormwater management facility to service the development is located off-site, west of Riverbank Drive.

1.1 BACKGROUND

Waterloo Region Official Plan

The Waterloo Region Regional Official Plan ("ROP") was adopted by Regional Council in 2009. The ROP was approved by the Ministry of Municipal Affairs and Housing ("MMAH") in 2010 and subsequently appealed to the Ontario Municipal Board ("OMB"), now referred to as the Ontario Land Tribunal ("OLT"). Through the approved settlement, policies were added to the ROP requiring a maximum of 115 hectares to be added to the Urban Area between Speedsville Road and the Grand River in the northern part of the City of Cambridge (i.e., ROP Policy 2.B.3(j)).

Additional supporting work was required to identify the specific location of the Urban Area expansion, in accordance with ROP policies 2.B.3(g) and (h). These policies pertain to the completion of any applicable watershed studies and planning processes to determine the appropriate land uses and densities. As a result, the Randall and Breslau Drains Subwatershed Study and East Side Lands – Stage 2 Master Environmental Servicing Plan ("MESP") were undertaken. The MESP process involved an integrated approach to land use planning, water/wastewater servicing, utilities, transportation, and environmental planning.

We note, Waterloo Region has recently undergone a Municipal Comprehensive Review ("MCR") of their ROP, which was adopted by Regional Council on August 18, 2022 (i.e., ROPA 6, By-law 09-025) and is currently with the MMAH for a decision in accordance with Sections 17 and 26 of the *Planning Act*. Policy 2.B.3(j) of the ROP has remained unchanged through the adopted By-law 09-025.

Figure 1 - Context Map

Regional Official Plan Amendment 2

Waterloo Regional Council adopted Regional Official Plan Amendment 2 ("ROPA 2") to expand the Urban Area boundary to include the East Side Lands Stage 2 lands and initiate the development of a Secondary Plan in the City of Cambridge in June 2018. As a result, ROPA 2 added the North Cambridge Secondary Plan ("NCSP" or "Secondary Plan") lands into the Urban Area and designated them "Urban Designated Greenfield Areas" on Map 3a – Urban Area in the ROP.

The purpose of the NCSP is to build upon the Stage 2 MESP to identify land uses and to guide development for the lands added to the Urban Area boundary in north Cambridge.

ROPA 2 was appealed by Madison Riverbank Holdings Ltd., Lorne Kumer, Madison Middleblock Limited and Madison Fountain North Limited ("Madison Group") to the OLT (Case File Number: PL 180728). Through the scoping and withdrawal of appeals ROPA 2 has been partially approved under the orders of the Tribunal dated June 9, 2021 and March 3, 2022. As part of the associated Minutes of Settlement dated November 16, 2020, policy 2.D.38 within ROPA 2 was deleted and replaced with a new policy 2.D.38(a) as outlined below:

1. Policy 2.D.38 is hereby deleted in its entirety, such policy being:

   "Development applications for the Urban Designated Greenfield Area will be considered premature until the City of Cambridge Official Plan amendment for the secondary plan is in full force and effect."

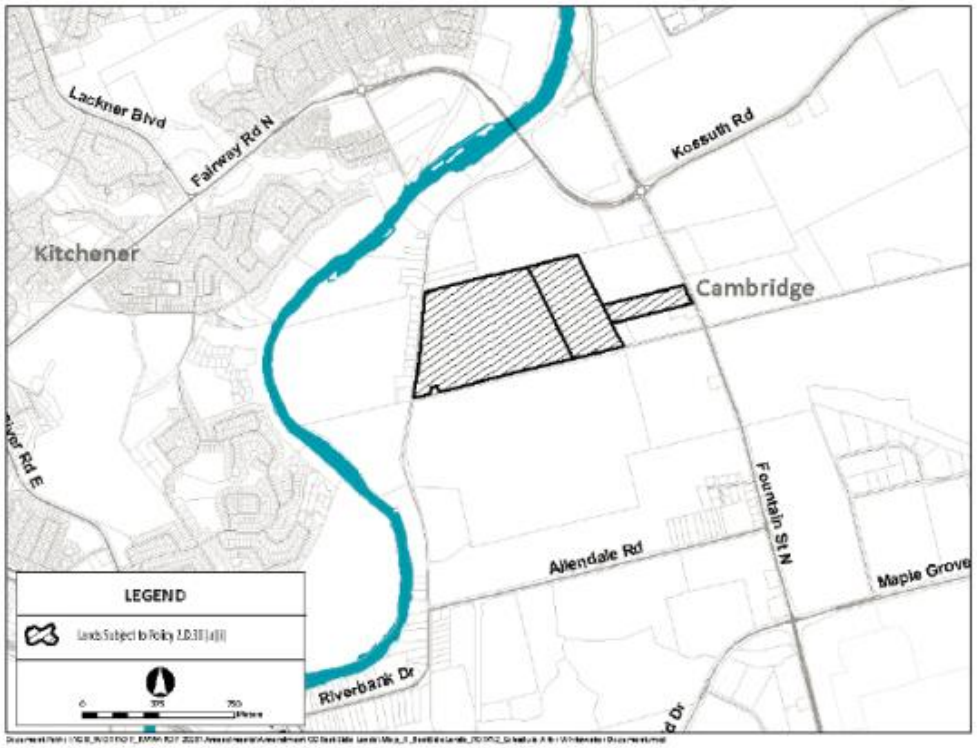
2. Policy 2.D.38(a) is inserted as follows:

   - *"Complete development applications for lands shown on Map 3A-C.1 will be considered premature until the earlier of:*
     a. The City of Cambridge Official Plan amendment for the secondary plan has been adopted;
     b. 12 months following the final determination of the Urban Designated Greenfield Area; or,
     c. March 1, 2022.

   - *Complete development applications for all lands will be considered and processed after the earlier of:*
     a. The City of Cambridge Official Plan amendment for the secondary plan has been adopted; or,
     b. 12 months following the final determination of the Urban Designated Greenfield Area."

See **Figure 2** for a copy of Map 3A-C.1.

Figure 2 - Map 3A-C.1



The North Cambridge Secondary Plan

The Secondary Plan area is located on the north edge of the City's municipal boundary and is generally bounded by Middle Block Road to the south, Riverbank Drive to the west, Fairway Road to the north and just beyond Fountain Street North to the east. The Secondary Plan area is approximately 115 hectares (284 acres) in size and is currently comprised of land characterized as agricultural, rural and natural open space (See **Figure 3**)**.** The Madison Lands fall within the Secondary Plan boundary.

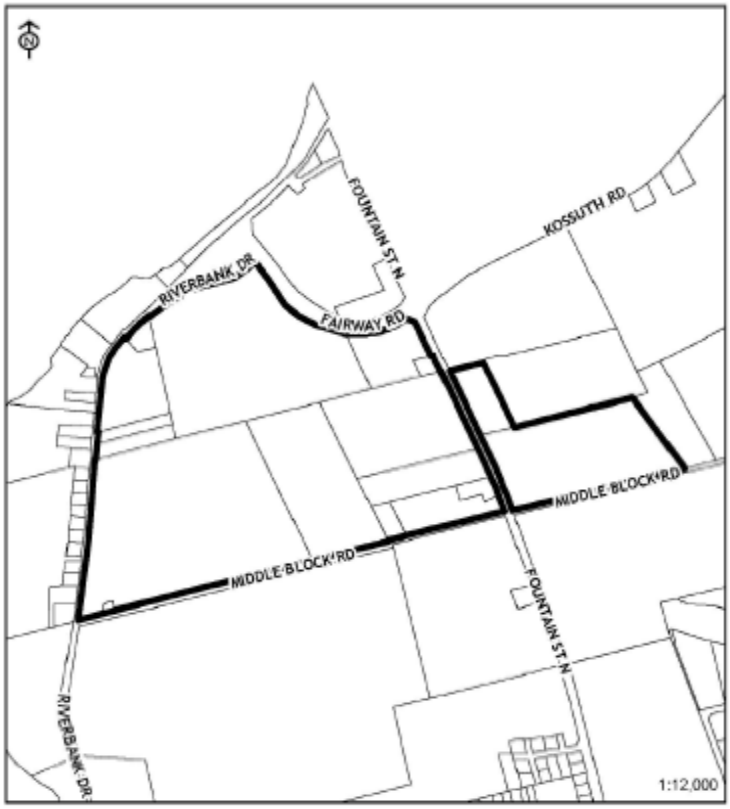


Figure 3 - North Cambridge Secondary Plan Area

This Secondary Plan will serve as an amendment to the City of Cambridge Official Plan ("COP") to establish the general land use patterns and conceptual layout of schools, parks, collector roads, trails and their associated policies to guide the future development of this area in North Cambridge. The lands involved in the Secondary Plan are intended to be developed as a complete community that that offers and supports opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options, public service facilities and greenspaces.

Pre-consultation Application Meeting

A Pre-consultation Application meeting (City File No. D51/21) was held with City of Cambridge staff and external agencies for a Zoning By-law Amendment and Draft Plan of Subdivision application on the Madison Lands. The City issued a record of the pre-consultation on February 24, 2022 outlining the requirements for a complete application.

We note, the North Cambridge Secondary Plan has not been adopted by City of Cambridge Council at this point in time. However, in conjunction with the OLT Case File PL 180728 and the associated Minutes of Settlement outlined above, applications for a Zoning By-law Amendment and Draft Plan of Subdivision (the "Applications") are being submitted to facilitate the development of the Madison Lands. Madison has been actively involved in the public process and engaged in numerous collaborative discussions with City staff regarding the proposed Secondary Plan policies. The materials submitted in support of the Applications are informed and aligned with the latest Draft Secondary Plan released by City Staff on June

28, 2022. Furthermore, the materials submitted with these Applications are in accordance with the record of pre-consultation circulated by the City.

1.2 DEVELOPMENT PROPOSAL

The Applications are to facilitate the development of a mix of single detached dwellings (e.g., lane or street accessed), townhouse dwellings (e.g., street, back-to-back, live-work, and rear lane), two (2) medium density blocks, one (1) mixed-use block, a future elementary school along with several open space and park blocks (the "Proposed Development").

The intent is to develop the Plan of Subdivision in six (6) phases, in a generally west to east direction with the future medium density condominium blocks along Middle Block Road in the latter phases. There is a total of 1204.5 residential units proposed comprised of 400 single-detached dwellings, 155 street townhouses, 100.5 back-to-back townhouses, 38 live-work townhouses and 511 rear-lane townhouses. The total unit count is subject to change. Approximately, 2.921 hectares ("ha") of parkland is proposed in addition to 4.665 ha of open space area to be dedicated into public ownership. An off-site stormwater management facility is required to service the proposed development. An elementary school block, approximately 2.6 ha, is proposed in a central location of the subdivision to align with the conceptual location identified in the Secondary Plan. The school block is adjacent to a future community park to the north and a natural heritage area to the east which will to provide direct access to future programmable areas. Supporting the central location of the school block and general connectivity throughout the subdivision and future areas beyond, vehicular access is proposed via four full-moves connections. All collector roads within the Madison lands, shown on the Draft Plan of Subdivision, are proposed to be built within the first phase of development. The series of local roads proposed will service the development and the timing of their development will be identified as part of the associated civil plans. Conveyances of several blocks will occur for road widening, reserves and landscape purposes along with appropriate environmental buffers. Future applications for Draft Plan of Condominium, Part Lot Control and Site Plan Approval will be required.

A copy of the Draft Plan of Subdivision with the phasing limits is provided below for an illustration of the proposed works, **Figure 4**. Please note, phasing proposed is subject to change.

The anticipated unit mix is outlined in the following chart:

Single Detached Dwelling Unit Distribution	Lots	Units	Hectares	Acres
Lane Accessed Dwellings				
9.45 m Frontage	235	235	6.515	16.099
11.0 m Frontage	44	44	1.557	3.847
12.2 m Frontage	17	17	0.692	1.710
Street Accessed Dwelling				
9.45 m Frontage *	65	65	2.199	5.434
11.0 m Frontage **	16	16	0.544	1.344
12.2 m Frontage***	20	20	0.762	1.883
Total	**397**	**397**	**12.269**	**30.317**

* Plus Blocks 400-402
** Plus Blocks 16 and 398
*** Plus Block 399

Townhouse Unit Distribution	Units	Hectares	Acres
Freehold Street 6.0 m Frontage			
	155	2.864	7.077
Condominium 6.0 m Frontage			
Block A	161	3.220	7.957
Block B	281	5.894	14.564
Block C	207.5	3.770	9.316
Total	**804.5**	**15.748**	**38.914**

Additional Blocks	Blocks	Hectares	Acres
Elementary School	1	2.430	6.005
Park	3	2.622	6.479
Open Space	5	4.982	12.313
Grading	1	0.323	0.798
Road Widening	3	2.300	5.683

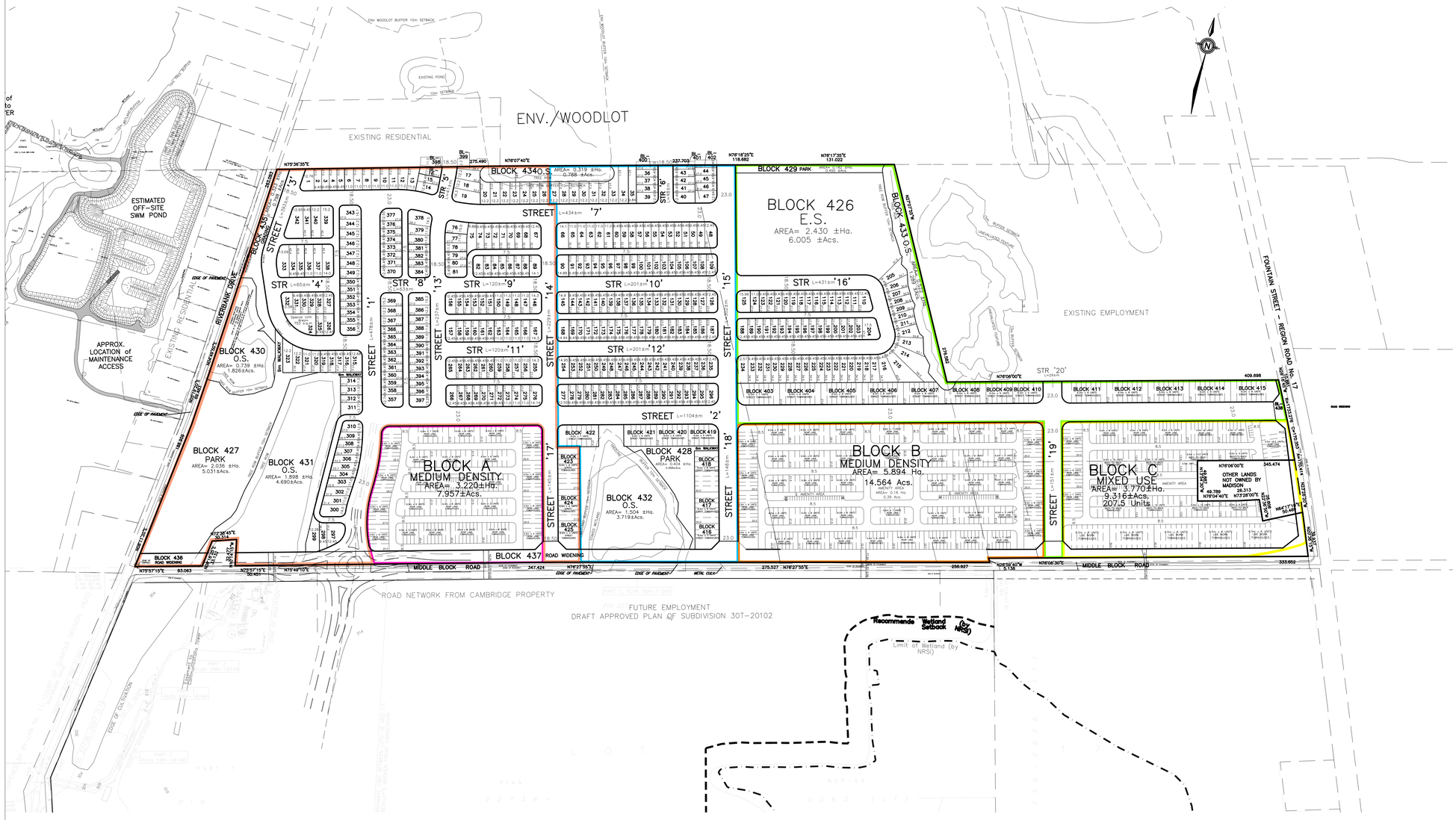
DRAFT PLAN OF SUBDIVISION
PART OF LOT 1, BEASLEY'S MIDDLE BLOCK
(ALSO KNOWN AS BRICKER 101) (FORMERLY IN THE TOWNSHIP OF WATERLOO)
CITY OF CAMBRIDGE
REGIONAL MUNICIPALITY OF WATERLOO

SECTION 51, PLANNING ACT, ADDITIONAL INFORMATION

A. AS SHOWN ON DRAFT PLAN
B. AS SHOWN ON DRAFT PLAN
C. AS SHOWN ON DRAFT PLAN
D. SEE SCHEDULE OF LAND USE
E. AS SHOWN ON DRAFT PLAN
F. AS SHOWN ON DRAFT PLAN
G. AS SHOWN ON DRAFT PLAN
H. MUNICIPAL PIPED WATER AVAILABLE AT TIME OF DEVELOPMENT
I. CLAY–LOAM
J. AS SHOWN ON DRAFT PLAN
K. SANITARY AND STORM SEWERS, GARBAGE COLLECTION, FIRE PROTECTION
L. AS SHOWN ON DRAFT PLAN

DRAFT PLAN T–

KEY PLAN SCALE: NTS



SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN, AND THEIR RELATIONSHIP TO THE ADJACENT LAND ARE ACCURATELY AND CORRECTLY SHOWN.

DATE ----------, 2023

DAN DZALDOV OLS
SCHAEFFER DZALDOV BENNETT LTD.

OWNER'S CERTIFICATE

I AUTHORIZE KLM PLANNING PARTNERS INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF CAMBRIDGE FOR APPROVAL.

OWNER

MADISON RIVERBANK HOLDINGS LIMITED

DATE ----------, 2023

A.S.O.

PHASE 1

LANE ACCESSED DWELLINGS		BLOCKS	LOTS	UNITS	±HECT.	±ACRES.
9.45m FRONTAGE	– SINGLE DETACHED		95	95	2.611	6.452
11.0m FRONTAGE	– SINGLE DETACHED		33	33	1.140	2.817
12.2m FRONTAGE	– SINGLE DETACHED		15	15	0.594	1.468
STREET ACCESSED DWELLINGS						
9.45m FRONTAGE	– SINGLE DETACHED		22	22	0.635	1.569
11.0m FRONTAGE	– SINGLE DETACHED		17	17	0.573	1.416
12.2m FRONTAGE	– SINGLE DETACHED		12.5	12.5	0.466	1.151
FREEHOLD TOWNHOUSE LOTS						
6.0m FRONTAGE	– STREET TOWNHOUSES	3		17	0.337	0.833
SUBTOTAL			194.5	211.5	6.544	15.706
BLOCK 427	– PARK	1			2.036	5.031
BLOCKS 431–432,&446	– OPEN SPACE	2.5			2.803	6.926
BLOCK 437	– GRADING	1			0.323	0.798
BLOCKS 438–439	– ROAD WIDENING	1.2			0.263	0.649
STREETS						
23.0m. and 18.5m. WIDE					5.503	13.598
TOTAL		**8.7**	**194**	**211.5**	**17.284**	**42.709**

PHASE 2

		BLOCKS	LOTS	UNITS	±HECT.	±ACRES.
CONDO BLOCKS–MEDIUM DENSITY						
BLOCK A	– TOWNHOUSES	1		161	3.220	7.957
SUBTOTAL		1		161	3.220	7.957
BLOCK 439	– ROAD WIDENING	0.20			0.345	0.852
TOTAL		**1.2**		**161**	**3.565**	**8.809**

PHASE 3

		BLOCKS	LOTS	UNITS	±HECT.	±ACRES.
LANE ACCESSED DWELLINGS						
9.45m FRONTAGE	– SINGLE DETACHED		109	109	2.925	7.228
11.0m FRONTAGE	– SINGLE DETACHED		10	10	0.387	0.956
STREET ACCESSED DWELLINGS						
9.45m FRONTAGE	– SINGLE DETACHED		14.5	14.5	0.423	1.045
12.2m FRONTAGE	– SINGLE DETACHED		8	8	0.306	0.756
FREEHOLD TOWNHOUSE LOTS						
6.0m FRONTAGE	– STREET TOWNHOUSES	10		41	0.829	2.048
SUBTOTAL		10	141.5	182.5	4.870	12.033
BLOCK 439	– ROAD WIDENING	0.20			0.543	1.341
BLOCKS 434,&436	– OPEN SPACE	1.5			1.340	3.317
BLOCKS 428–429	– PARK	2			0.699	1.727
STREETS						
23.0m. and 18.5m. WIDE					3.299	8.152
TOTAL		**13.7**	**141.5**	**182.5**	**10.751**	**26.566**

PHASE 4

LANE ACCESSED DWELLINGS		BLOCKS	LOTS	UNITS	±HECT.	±ACRES.
9.45m FRONTAGE	– SINGLE DETACHED		30	30	0.842	2.080
11.0m FRONTAGE	– SINGLE DETACHED		1	1	0.030	0.074
12.2m FRONTAGE	– SINGLE DETACHED		2	2	0.049	0.121
STREET ACCESSED DWELLINGS						
9.45m FRONTAGE	– SINGLE DETACHED		30	30	1.176	2.906
FREEHOLD TOWNHOUSE LOTS						
6.0m FRONTAGE	– STREET TOWNHOUSES	13		97	1.713	4.233
SUBTOTAL		13	63	160	3.810	9.414
BLOCKS 439–440	– ROAD WIDENING	0.70			0.090	0.225
BLOCK 426	– ELEMENTARY SCHOOL	1			2.430	6.004
BLOCK 430	– PARK	1			0.186	0.459
BLOCK 435	– OPEN SPACE	1			0.522	1.289
STREETS						
23.0m. and 18.5m. WIDE					2.878	7.112
TOTAL		**16.7**	**63**	**160**	**9.916**	**24.503**

PHASE 5

		BLOCKS	LOTS	UNITS	±HECT.	±ACRES.
CONDO BLOCKS–MEDIUM DENSITY						
BLOCK B	– TOWNHOUSES	1		281	5.893	14.562
SUBTOTAL		1		281	5.893	14.562
BLOCK 439	– ROAD WIDENING	0.20			0.580	1.433
TOTAL		**1.2**		**281**	**6.473**	**15.995**

PHASE 6

		BLOCKS	LOTS	UNITS	±HECT.	±ACRES.
CONDO BLOCKS–MEDIUM DENSITY						
BLOCK C	– TOWNHOUSES	1		207.5	3.770	9.316
SUBTOTAL		1		207.5	3.770	9.316
BLOCKS 439–440	– ROAD WIDENING	0.70			0.726	1.793
TOTAL		**1.7**		**207.5**	**4.496**	**11.109**

NOTE – –ELEVATIONS RELATED TO CANADIAN GEODETIC DATUM
–*SUBJECT TO FINAL CALCULATIONS

PROJECT No. P-3310
SCALE 1:2000 JUN. 19, 2023
(3310des14-Phasing) X-REF: (3310mas2)
DWG. No. - 23:1

KLM PLANNING PARTNERS INC. 64 JARDIN DRIVE - UNIT 1B, CONCORD ONTARIO L4K 3P3
TEL: (905)669-4055 FAX: (905)669-0097 design@klmplanning.com

Planning ● Design ● Development

Figure 4 - Draft Plan of Subdivision

1.3 PUBLIC CONSULTATION STRATEGY

The proposed strategy for consulting with the public with respect to the Application(s) will follow the requirements of the *Planning Act* for statutory meetings and the City of Cambridge Zoning By-law Amendment process. The statutory public meeting will enable the community to gather information about the proposal and share their feedback and insights. Notice will be provided in advance of the meeting.

If there is extensive interest expressed by the community, the applicant can explore opportunities to organize an informal meeting(s) with existing surrounding residents to walkthrough the proposal, solicit feedback, answer inquiries, and provide updates related to the development and proposed construction mitigation measures. This communication platform is a conduit to inform the general public about the application, garner their comments and manage the implementation of the planned development and construction.

2.0 SITE AREA AND CONTEXT

2.1 DESCRIPTION OF SUBJECT LANDS

The Subject Lands are located on the north side of Middle Block Road and bounded by Riverbank Drive to the west, Fountain Street to the east. A mix of residential, agricultural, and commercial uses border the northern property limit with Fairway Road beyond. The Subject Lands are legally described as Part of Lot 1, Beasley's Middle Block, City of Cambridge, Regional Municipality of Waterloo and municipally known as 895 Riverbank Drive, Cambridge. The Madison Lands are approximately +/- 52.43 ha in size, with approximately +/- 1,449 metres of frontage along the north side of Middle Block Road, +/- 522 metres of frontage on the east side of Riverbank Drive and +/- 221 metres of frontage on the west side of Fountain Street North. There are two existing vacant single-detached dwellings located on the southeasterly side of the Madison Lands, otherwise the subject property can be characterized as agricultural and rural with pockets of natural heritage features.

2.2 SURROUNDING USES

As part of the approval of ROPA 2, the surrounding area was included within the urban area boundary and designated "Urban Designated Greenfield Area" in the ROP as per 'Map 3a – Urban Area'. With ROPA 2 only being recently approved and the NCSP forthcoming to guide future land uses, the surrounding lands are still mainly comprised of agricultural uses, large single-family dwellings and a mix of commercial spaces with outdoor storage. With the adoption of the new land use planning policies the surrounding area is anticipated to make a transitional shift to implement the Region's and City's vision of a mixed-use community that offers a variety of housing types, sizes and tenures for future residents. With the North Cambridge Business Park located directly south, the proposed development will enable future residents to have convenient access to a mix of job options to support the local economy. Additionally, this will

promote opportunities to live and work in the same community and assist to reduce single-occupancy vehicular trips.

North: Single detached residential uses, further north is the Grand River followed by low and medium density residential uses in the form of single detached dwellings and townhouse dwellings. On the eastern portion of the property, existing employment lands and vacant areas are north of the Subject Lands.

East: Fountain Street North abuts the subject property to the east followed by an industrial shop, agricultural lands and a natural heritage area.

West: Low-density residential uses in the form of single detached dwellings, a large agricultural farm followed by the Grand River and low-density residential subdivisions.

South: The North Cambridge Business Park is located to the south and the lands are designated Prime Industrial/Strategic Reserve (Serviced).

2.3 HISTORIC AND FORECASTED POPULATION FIGURES

Waterloo Region is currently the fourth largest urban area in the Ontario and the tenth largest in Canada, with a population of approximately 600,000 people. The Region is one of the fastest growing areas in the Province and is projected to grow from 600,000 today to 923,000 by 2051, signifying a 54% increase in population. Waterloo Region is internationally known for its leading-edge technology and advancing manufacturing industries, post-secondary education facilities and dynamic tech sector. As per Regional Official Plan Amendment 6 ("ROPA 6"), Waterloo Region will need to accommodate approximately +300,000 people and 168,000 new jobs over the next 30 years. See **Table 1** for the Regional Population and Employment Forecasts for its lower-tier municipalities, Table 1 of ROPA 6.

Table 1:
Regional Population and Employment Forecasts

	Population		Employment	
	2021	**2051**	**2021**	**2051**
Cambridge	146,000	214,900	77,900	120,700
Kitchener	269,100	409,200	111,000	170,500
North Dumfries	11,300	19,600	7,000	12,200
Waterloo	127,300	185,000	74,800	114,900
Wellesley	11,900	13,600	5,500	6,600
Wilmot	22,700	29,500	8,600	12,200
Woolwich	28,700	51,200	17,300	33,000
Region	617,000	923,000	302,000	470,000

Table 1 - Regional Population and Employment Forecasts

Through intensification it is anticipated that over 60% of the Region's new residential growth is to occur within the delineated built-up areas of the cities and townships. Although most of the Region's future growth is expected to occur in delineated built-up areas through intensification, some new development will also be accommodated within designated greenfield areas. A key objective of the Region and it's lower-tier municipalities, like Cambridge, is to accommodate this forecasted growth by building 15-minute neighbourhoods.

The 15-minute neighbourhood is built upon the notion of an idyllic neighbourhood which is comprised of a broad mix of land uses where people can meet their daily needs for housing, goods, services, cultural activities, and employment within a 15-minute trip by walking, cycling, and rolling, and where other needs can be met by using direct, frequent, and convenient transit. Essentially a transition from a single-occupancy vehicular dependant neighbourhood to a more car free or less car dependent lifestyle. Heightening the importance of compact built form and efficient land use patterns to support the 15-minute neighbourhood objective.

3.0 SUPPORTING MATERIALS

In addition to this Planning Justification Report, additional studies have been prepared in support of these applications. The other consultants have also evaluated the current applicability of the proposed use of the Subject Property in conjunction with any applicable provincial/municipal standards, associated policies, and guidelines in respect to their technical discipline. Below is a brief summary of the report submitted in conjunction with this project:

Functional Servicing and Stormwater Management Report

Stantec Consulting Limited ("Stantec") was retained to complete a Functional Servicing and Stormwater Management Report for the proposed development. The report demonstrates how the plan of subdivision can be developed with municipal services, including sanitary, domestic water, storm drainage, stormwater management and utilities. Stantec's report also forms the preliminary basis for the servicing and grading of the plan of subdivision and associated stormwater management pond. The findings of this report concluded that:

- The proposed subdivision can be adequately serviced by municipal sewage, storm drainage, water services and utilities;
- Municipal servicing and roadworks can be provided in accordance with the City of Cambridge standards;
- Stormwater management measures can be provided in accordance with various agency guidelines;
- Streets within the subdivision will be constructed according to City of Cambridge Urban Standards; and,
- Utility services such as, Hydro, Bell and Enbridge can be extended from existing facilities surrounding the site to service the subdivision.

- Detailed grading and servicing design drawings be prepared, and a Final Stormwater Management Report and Erosion and Sediment Control Plan be completed once the Subject Lands have been Draft Plan Approved; and,
- Future detailed design iterations consider the North Cambridge Secondary Plan and the Master Environmental Servicing Plan once available.

The findings of this report indicate that the proposed development is appropriate from a civil engineering standpoint.

Traffic Impact Study (TIS)

Paradigm Transportation Solutions Limited ("Paradigm") prepared a TIS in support of the proposed development. The purpose of the report is to identify and assess the potential traffic impact resulting from the proposed development. The scope of the study was developed in consultation with the City of Cambridge and Region of Waterloo to assess current traffic and site conditions, estimate background traffic growth for 2031 and 2041 to the Region's planning horizons, estimate additional traffic generated by the development, analyze the impact of future traffic on the surrounding road network and provide recommendations to mitigate the site generated traffic. Upon Paradigm's analysis and recommendations they've concluded that the proposed development is supportable.

Environmental Impact Study (EIS)

Stantec has prepared an Environmental Impact Study to evaluate natural heritage features on the Subject Lands and the related Stormwater Management Pond located off-site. The also identifies potential impacts to natural heritage features and their ecological functions, the associated mitigation measures to address any adverse effects including avoidance where feasible and opportunities for ecological restoration. Furthermore, the report demonstrates no net negative impacts on identified and assessed natural features and the implementation of mitigation measures to be undertaken in support of the proposed development.

Geotechnical Investigation

Chung & Vander Doelen Engineering Limited has prepared a Geotechnical Investigation for the proposed development. The purpose of this investigation was to determine the subsurface conditions and relevant soil properties at the Subject Lands in order to provide geotechnical recommendations for the design and construction of site grading operations, municipal site servicing, roadways, future house foundations, and the off-site stormwater management facility. The results of this investigation conclude that the proposed development is feasible subject to recommendations with respect to topsoil removal/reuse, use of engineered fill as may be necessary, and the incorporation of a permanent groundwater management system among others.

Noise Feasibility Study

HGC Engineering Limited ("**HGC**") have prepared a Noise Feasibility Study in support of the proposed development. The study identified that the primary sources of noise are road traffic on Riverbank Road, Fountain Street and Fairway Road. The results of the study have identified that the future daytime and nighttime sound levels at the facades with exposure to Fountain Street North will exceed the Ministry of Environment, Conservation and Parks ("**MECP**") noise guidelines and will require noise control measures. It is recommended that acoustic barriers be used for the rear yard of street townhouses in Block C with exposure to Fountain Street North, the heights of which will be confirmed when grading information is available. The residential units closest and with full exposure to Fountain Street North will require central air conditioning units. Forced air ventilation systems with ductwork sized for the future installation of central air conditioning by the occupant is required for blocks with some exposure (2nd row of townhouses) to Fountain Street North. Noise warning clauses are also required to inform future occupants of the traffic noise impacts and to address sound level excesses. The report concludes the development is feasible provided noise mitigation measures are implemented.

4.0 PLANNING APPLICATIONS

4.1 ZONING BY-LAW-AMENDMENT

The Subject Lands are currently zoned A1 and RR1 under the City of Cambridge Zoning By-law No. 150-85, as amended ("By-law 150-85"). The purpose of the A1 Zone is to accommodate farms and their associated uses, whereas, the RR1 Zone is to accommodate rural non-farm related dwellings in rural areas outside of settlements.

We understand the City is currently undergoing a comprehensive zoning by-law update to modernize its development standards to implement the policy directives of the City of Cambridge Official Plan. The draft zoning by-law mapping identifies the Madison Lands proposed zoning as Agricultural (A) and Rural Residential (RR), similar the existing By-law 150-85 zone categories.

In light of the above, a Zoning By-law Amendment application is required to implement the land use designations within the North Cambridge Secondary Plan. The proposal seeks to amend the Zoning By-law No. 150-85 to rezone the Subject Lands into the appropriate zoning designations (e.g., R6, RM1, RM3, RM4, OS1, OS4, and N1) with site-specific exceptions to permit the proposed development.

A copy of the draft Zoning By-law has been included as part of the submission materials and is appended to this report as **Appendix A**.

4.2 DRAFT PLAN OF SUBDIVISION

The proposed Draft Plan of Subdivision will create one (1) mixed-use block, two (2) medium density blocks, twenty-three (23) blocks of freehold townhouse dwelling (155 units) and 400 single detached dwellings (i.e., a mix of rear-lane, back-to-back, live-work, and street accessed units). The subdivision also consists of blocks for an elementary school, several parks, and open spaces. The Plan of Subdivision will be serviced by five (5) collector roads with a series of local roads, sidewalks and trails connecting to the boundary network. Conveyances of several blocks will occur for road widenings (i.e., Middle Block and Fountain Street), reserves, landscape purposes and environmental buffers.

4.3 FUTURE APPLICATION(S)

Upon approval and registration of the subdivision phases, subsequent applications for Site Plan Control, Draft Plan of Condominium, Part Lot Control, and their approval will be required to facilitate the full-build out of the Madison Lands.

5.0 PLANNING POLICY ANALYSIS

5.1. THE PLANNING ACT

The *Planning Act, R.S.O. 1990, Chapter P.13 (the "Planning Act")* sets out the ground rules for land use planning in Ontario and describes how land uses may be controlled and who may control them. The *Planning Act* promotes sustainable economic development through a land use planning system guided by provincial policy. The *Planning Act* integrates matters of provincial interest into provincial and municipal planning decisions by requiring all decisions shall be consistent with the Provincial Policy Statement when decision makers exercise planning authority or provide advise on planning matters.

Section 51(24) of the *Planning Act* provides specific criteria for a Plan of Subdivision approvals. The following chart provides a summary of the requirements under Section 51(24) and analyses the proposed Draft Plan of Subdivision against those requirements.

Section 51(24)
In considering a Draft Plan of Subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

Criteria	**Comment**	
a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	**Provincial Interest**	**Demonstration of Regard**
	a) The protection of ecological systems including natural areas, features and functions;	The protection of ecological systems including natural area features and functions stems from a series of overarching policy documents. ROPA 2 added lands to the Urban Area boundary in the north Cambridge area, which coincides with the Madison Lands. The subject lands are within the Urban Designated Greenfield Area as per the ROP and are appropriate for urban development. The North Cambridge Secondary Plan is intended to be the guiding policy document for land use development in the north Cambridge area. The Secondary Plan integrates the East Side Lands – Stage 2 Master Environmental Servicing Plan, a comprehensive background study was conducted by WSP on behalf of the Region of Waterloo, the Grand River Conservation Authority ("GRCA"), the City of Cambridge and the

		Township of Woolwich, and in consultation with the City of Kitchener. The MESP process reviewed an integrated approach to land use planning, water/wastewater servicing, utilities, transportation, and environmental planning. In turn, the outcomes of the MESP are integrated into the Secondary Plan and assists to identify land uses within the area. The proposed subdivision aligns with the identified land uses within Draft Schedule A of the Secondary Plan. Furthermore, the proposed blocks within the Draft Plan of Subdivision incorporate the required buffers as recommended by the Environmental Impact Study prepared by Stantec to ensure the long-term protection, function and health of the features.
	b) The protection of agricultural resources of the Province;	As part of the urban boundary expansion and East Side Lands MESP, lead by the Region of Waterloo and the local municipalities, including the City of Cambridge the North Cambridge Secondary Plan Area is deemed appropriate for residential development with a mix of complimentary land uses. As the Madison Lands are within the Secondary Plan Area, existing agricultural resources will not be impacted by the proposed development.
	c) The conservation and management of natural resources and the mineral resource base;	As the Secondary Plan is informed by the MESP preceding it, the proposed development will not impact the Province's availability of natural and mineral resources.
	d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;	The Madison Lands are adjacent to the Riverbank Drive scenic route. The proposed development does not provide any direct access onto Riverbank Drive but there are proposed trail connections to provide connectivity into the community. The subdivision's community edge is compatible with Riverbank Drive. Archaeological assessments were undertaken through the MESP and City staff did not request a further

		archaeological assessment as part of the complete submission requirements.
	e) The supply, efficient use, and conservation of energy and water;	The proposed development will utilize full urban municipal wastewater and water supply services.
	f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;	The FSR and SWM Report concludes that the Draft Plan of Subdivision, public right of way network and developable blocks are adequately sized to ensure sufficient capacity for transportation, sewage, water and waste management systems.
	g) The minimization of waste;	The proposed development is not anticipated to specifically contribute to the minimization of waste.
	h) The orderly development of safe and healthy communities;	The proposed development promotes an efficient land use pattern and creates a transition of residential densities in keeping with the Secondary Plan land use designations. The proposed street network will create a walkable neighbourhood with access to parks and open spaces.
	h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;	The proposed development will conform to the requirements of the Accessibility for Ontarians with Disabilities Act ("AODA") to ensure accessibility for persons with disabilities are protected.
	i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;	The proposed development includes a 2.43 ha block that is intended for an elementary school, consistent with the size requirements outlined in the Secondary Plan. Furthermore, several parks a located throughout the subdivision to provide accessible recreational spaces to future residents. A future community park is generally located north of the site and will further assist to provide programmable recreational space to support the needs of the community.
	j) The adequate provision of a full range of housing, including affordable housing;	The proposed development will add to the range of housing available in the City, further diversifying the housing stock.

	k) The adequate provision of employment opportunities;	The mixed-use block will permit live-work units to enable flexible spaces for residents to operate businesses in a contemporary way. Additionally, the North Cambridge Business Park is located directly south of the Subject Lands. Having a mix of local job options in close proximity supports the local economy and reduces travel associated commutes.
	l) The protection of the financial and economic well-being of the Province and its municipalities;	The development will add approximately 1204.5 residential units to the City of Cambridge, further adding to the tax base in addition to the revenue associated with development charges.
	m) The co-ordination of planning activities of public bodies;	The subdivision will implement the North Cambridge Secondary Plan, a document informed by the collective work of the Region, the City of Cambridge, the Grand River Conservation Authority, amongst others.
	n) The resolution of planning conflicts involving public and private interests;	The Draft Plan of Subdivision approval process is coordinated with consideration of local, regional and conservation authority approvals to ensure the resolution of planning conflicts involving public and private interests.
	o) The protection of public health and safety;	The proposed development will conform to the requirements of the AODA and the Ontario Building Code.
	p) The appropriate location of growth and development;	The proposed development is located within the North Cambridge Secondary Plan Area which aims to be developed as an environmentally sustainable, healthy and complete community with integrated and connected green spaces, pedestrian scaled residential and mixed-use neighbourhoods that support active transportation.
	q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;	The proposed development offers a comprehensive road network with trails for pedestrian use connecting it to the surrounding community.
	r) The promotion of built form that i) is well-designed, ii) encourages a sense of place and, iii) provides for public spaces that are of high quality,	The proposed development has been designed in keeping with the Urban Design Guidelines to guide and direct a built form that ensures a well-designed community that provides connectivity to public spaces that are high quality, safe, accessible and vibrant with a strong sense of place.

	safe, accessible, attractive and vibrant.	
	s) The mitigation of greenhouse gas emissions and adaptation to change climate.	The proposed development will create a compact and efficient use of land within the urban boundary leveraging existing/proposed municipal infrastructure will be developed in a manner that mitigates greenhouse gas emissions.
b) whether the proposed subdivision is premature or in the public interest;	The Draft Plan of Subdivision is not premature and serves the public interest as it creates blocks and roads that will be part of a greater plan for the northern area of Cambridge as part of the North Cambridge Secondary Plan (e.g., ROPA 2).	
c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;	See the analysis in Section 5.2 and 5.3 of this report for information on how the proposed development conforms to the Region of Waterloo and City of Cambridge Official Plan, respectively.	
d) the suitability of the land for the purposes for which it is to be subdivided;	The Subject Lands are suitable for development of a range of land uses, including residential, commercial, public and open space uses to support the mixed-use community vision of the Secondary Plan. In conjunction with this report, a series of technical studies have been undertaken demonstrating the suitability of the lands for development. Ultimately, this proposed subdivision will implement the Secondary Plan policies.	
d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;	The increased supply and range of housing options (e.g., single-detached, street/rear townhouses etc.) available within the City assists with providing a more affordable housing market for existing and future residents.	
e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	The road configuration within the proposed subdivision is consistent with the Secondary Plan conceptual street network. All the roads will be designed to the Development Engineering Standards and Guidelines of the City, as demonstrated in the associated civil plans prepared by Stantec.	
f) the dimensions and shapes of the proposed lots;	The dimensions and shapes of the proposed lots support the logical and orderly development of the Subject Lands to ensure an efficient use of land.	
g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings	The proposed development is subject to the City of Cambridge Zoning By-law. All development within the Madison Lands will conform to the proposed site-specific zoning by-law.	

and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	
h) conservation of natural resources and flood control;	The draft plan of subdivision is supported by an EIS and all natural heritage features will be provided an adequate buffer to ensure their protection in the long-term. The Subject Lands are generally setback from any valley and/or stream corridors and their associated watercourses/flood hazards.
i) the adequacy or utilities and municipal services;	For more information related to this policy, see the FSR and SWM Report, prepared by Stantec.
j) the adequacy of school sites;	An elementary school is located in a central location of the proposed subdivision and its centralized location will support accessibility and walkability. The proposed elementary school generally aligns with the Secondary Plan (i.e., Schedule A – Land Use).
k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	All lands to be conveyed and/or dedicated are identified on the Schedule of Land Use on the associated Draft Plan of Subdivision.
l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and	The subdivision has been designed to accommodate a logical and efficient land use pattern to support the installation of infrastructure.
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 subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).	The whole of the City of Cambridge is established as a Site Plan Control Area under By-law 68-10. Future Site Plan Applications will be required to facilitate the construction of classes of development not exempt under Schedule A and B of By-law 68-10.

Section 3(5) of the *Planning Act* states:

> *"A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter,*
>
> *a) shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and*
> *b) shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be."*

The proposed Applications are consistent with the Provincial Policy Statement, and conform to Provincial Plans that are currently in effect as outlined in this report. It is our opinion that the applications satisfy the requirements of the *Planning Act*.

5.2 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (the "PPS") is the guiding document providing policy direction on matters of Provincial interest related to land use planning and development. The PPS seeks to set the policy foundation to regulate land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians. The PPS includes policies that direct growth to existing urban areas which contributes to the creation of strong communities, healthy environments, and long-term economic growth.

Section 3(5) of the *Planning Act* requires that all decisions that affect planning matters be consistent with policy statements issued under the *Planning Act*, including the PPS.

A founding principle and theme throughout the PPS calls for the building of strong communities that are sustainable and resilient for people of all ages. Strong communities provide long-term prosperity and social well-being for all Ontarians. To obtain this objective, the PPS promotes efficient land use and development patterns that accommodates for a range of dwelling types and densities which improves the financial viability of the Province and its municipalities. By promoting the integration of land use planning, growth management, transit-supportive development and intensification municipalities are able to meet growth projections and the needs of their existing and future residents. Directing development and residential intensification within built-up areas which have sufficient infrastructure capacity to service new dwelling units supports municipalities in achieving their density and population targets. These goals are also achieved by supporting development that is compact, optimizes the use of available land and while maintaining appropriate levels of public health and safety. To this end, the PPS states:

1.1.1 Healthy, livable and safe communities are sustained by:

i. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

ii. *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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;*
iii. *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
iv. *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
v. *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
vi. *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
vii. *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
viii. *promoting development and land use patterns that conserve biodiversity; and*
ix. *preparing for the regional and local impacts of a changing climate.*

The proposed applications will facilitate a development that addresses the PPS in regard to the efficient use of land, infrastructure and public service facilities. The lands are intended to support the proposed urban residential uses in a compact form as envisaged by the Waterloo Regional Official Plan, the City of Cambridge Official Plan and the proposed North Cambridge Secondary Plan. The proposed development will also contribute to the acheivement of projected growth targets while setting the ground work for urbanizing the northern section of the City of Cambridge. The proposed subdivision will establish a public right-of-ways ("ROW") street network to connect with the existing and planned infrastructure within the surrounding area. Furthermore, the proposed land use patterns respect the existing natural heritage features to protect and enhance their ecological functions.

With respect to settlement areas, Section 1.1.3 contains the following policies, among others:

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
a) efficiently use land and resources;
b) 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;
c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
d) prepare for the impacts of a changing climate;

e) support active transportation;
f) are transit-supportive, where transit is planned, exists or may be developed;

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through 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.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and

b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

a) Establishing and implementing minimum targets for the provision of housing which is affordable to low- and moderate-income households;

b) *Permitting and facilitating: all forms of housing required to meet the social, health, and well-being requirements of current and future residents, including special needs requirements; and all forms of residential intensification, including second units, and redevelopment;*
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;*
f) *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; and Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 – 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.*

1.6.7 Transportation Systems

1.6.7.4 - A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

1.7 Long-Term Economic Prosperity

1.7.7 – Long-term economic prosperity should be supported by:

b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
e) 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;

2.1 Natural Heritage

2.1.1 – Natural features and areas shall be protected for the long term.

2.1.2 – 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.

The Subject Lands and surrounding area with the exception of a few single-detached dwellings and commercial buildings is mainly comprised of agricultural land with natural heritage features spread throughout. The adoption of ROPA 2 signifies a catalytic moment for future development as it brought 115 hectares of land within the urban boundary and designated the lands "Urban Designated Greenfield Area" under the ROP. These lands are further informed by the East Side Lands MESP and the land use policies in the North Cambridge Secondary Plan to create a complete community that is vibrant and sustainable.

In keeping with the Provincial direction, the proposal is consistent with the PPS and its objectives as it promotes efficient development and will introduce a mix of housing typologies (e.g., street and lane accessed townhouses, single detached-dwellings) with parks and open spaces to meet the long-term needs of community it will serve. The proposed development is located within a defined Settlement Area, is adjacent to other lands intended for future development and in proximity to established communities in the City of Cambridge. The Subject Lands are currently vacant, underutilized and primed for development as the Province, Region and Municipality strives to keep up with housing demand and growth targets. The Plan of Subdivision will establish an efficient land use pattern within the Settlement Area to create a complete community with a range and mix of housing options that will be compact in form and will leverage the planned and available infrastructure and public facilities in the area.

The proposed development has been designed to support active transportation and will encourage the integration and sustained viability of a transit-supportive network within the City of Cambridge. The collector roads will be integrated within the existing transportation network and will provide access to new trails along with other pedestrian and cycling infrastructure routes to the surrounding community and overall system. These planned public streets and spaces will contribute to foster a healthy and active community which will connected to natural settings for recreation, parklands, public facilities and open spaces to support a healthy and active community. For example, the proposed development will contribute +/- 7.5 hectares of parks and open space into public ownership. These spaces through finer-grain design will be programmed for the enjoyment it's surrounding community and citizens of Cambridge.

All the surrounding woodlots and wetland features have been analyzed through the EIS prepared by Stantec. Buffers have been applied to the natural heritage features to ensure their long-term protection and function. Additionally, these buffers will be planted with native species to enhance and to support

their biodiversity. The natural heritage features and their associated buffers will be conveyed into public ownership further adding to the protected natural heritage system within the City and Region.

Based on the above, it is our opinion that the proposed development is consistent with the PPS (2020).

5.3 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (AUGUST 2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") came into effect on May 16, 2019, and Amendment 1 to the Plan was approved by the Lieutenant Governor in Council to take effect on August 28, 2020 (Council No. 1244/2020). The Growth Plan is a framework document that seeks to implement the Provincial vision for the establishment of strong, prosperous communities to the year 2051. The Greater Golden Horseshoe ("GGH") has been identified as one of North America's fastest growing regions and it is important that growth be managed and directed in an appropriate manner.

The Growth Plan is the Ontario government's initiative to plan for growth and development that builds upon the progress of the former plan and further strengthens the importance of optimizing the use of land and creation of infrastructure. The Growth Plan's vision is to support economic prosperity, protect the environment, and help communities achieve a high quality of life for the public good.

Subsection 3(5)(b) of the Act requires that, in exercising any authority that affects planning matters, decisions of planning authorities "shall conform with" or "shall not conflict with" (as the case may be) provincial plans that are in effect.

To coordinate planning for growth across the GGH, the Growth Plan provides population and employment forecasts to all municipalities within the GGH. The growth forecasts are a foundational component of the high-quality Plan and help shape new and existing communities. Building healthy and balanced communities while maintaining and improving the quality of life for Ontarians is best accomplished by accommodating forecasted growth in complete communities. The policies of the Growth Plan aim to develop cities and towns as complete communities to meet Ontarians needs for daily living by directing growth to built-up areas. The objectives of the Growth Plan are also met by creating transit-supportive development, having a diverse mix of land uses, providing a wide range of housing types, improving access to high quality public open space and having local stores and services in close proximity to serve the community.

The relevant applicable policies are set out below:

2.2.1 Managing Growth

2. 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. *has a delineated built boundary;*
ii. *have existing or planned municipal water and wastewater systems; and*
iii. *can support the achievement of complete communities;*

c) *within settlement areas, growth will be focused in:*

i. *delineated built-up areas;*
ii. *strategic growth areas;*
iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
iv. *areas with existing or planned public service facilities;*

d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise.*

e) *development will generally be directed away from hazardous lands;*

4. 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 additional residential units and affordable housing, to accommodate people at all stages of life, and to 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;*

e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
f) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability;*

2.2.6 Housing

2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, 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.

2.2.6.3 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.

Section 2.2.7. Designated Greenfield Areas

- *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*

a) Supports the achievement of complete communities;
b) Supports active transportation; and,
c) Encourages the integration and sustained viability of transit services.

- *The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*

a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.

4.2.2. Natural Heritage System

4.2.2.3 Within the Natural Heritage System for the Growth Plan:

a) new development or site alteration will demonstrate that:

i. there are no negative impacts on key natural heritage features or key hydrologic features or their functions;
ii. connectivity along the system and between key natural heritage features and key

hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;

The Subject Lands are located within the "Designated Greenfield" Area as identified on 'Schedule 2 – A Place to Grow Concept' of the Growth Plan (see **Figure 6**). The Growth Plan defines these area as follows:

Settlement Areas
Urban areas and rural settlements within municipalities (such as cities, towns, villages and hamlets) that are:

- *built up areas where development is concentrated and which have a mix of land uses; and*
- *lands which have been designated in an official plan for development in accordance with the policies of this Plan. Where there are no lands that have been designated for development, the settlement area may be no larger than the area where development is concentrated.*

Designated Greenfield Area
- *Lands within settlement areas (not including rural settlements) but outside of delineated built-up areas that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan. Designated greenfield areas do not include excess lands.*

The Growth Plan emphasizes that compact built forms are required throughout Ontario but particular focus is needed in greenfield communities to reduce the rate at which land is consumed. This notion and principle underline the need for new development to optimize the use of the land supply within the Settlement Area and to build complete communities that are transit-supportive, with walkable street configurations. Intensification and effective transit and active transportation networks are fundamental components for smart growth and ensuring the viability of transit to connect people to homes, jobs and other aspects of daily life for people of all ages and to meet climate change mitigation and adaptation objectives.

The proposed development will optimize the use of land within the existing land supply as demonstrated through the mix of compact built form and densities proposed. The development represents intensification of an underutilized parcel of land within the Settlement Area. The proposal will utilize the existing and planned infrastructure and public service facilities within the City and Region. In the form of detached dwellings, several types of townhouses and a mixed-use block, a range and mix of housing typologies will be available to existing and future residents of Cambridge at a diverse range of household sizes and incomes.

The Draft Plan of Subdivision will assist Cambridge and Waterloo Region with meeting their growth and population targets. The development will contribute to the total overall density target applicable to the Designated Greenfield Area at full build-out of a minimum of 55 residents and jobs combined per hectare

under the North Cambridge Secondary Plan (i.e., Section 19.3.3. Neighbourhoods). We note, the Secondary Plan's density target exceeds the Growth Plan target of 50 residents and jobs per hectare. The proposed net density of the Madison Lands is 42.81 (Net area is 28.111 ha).

In summary, the proposed development conforms to the objectives of the Growth Plan as it will improve an underutilized parcel of land, be compatible with the surrounding uses, and contribute to building a complete community by providing a range and mix of unit types. Based on the foregoing, it is our opinion that the proposed development conforms to the applicable policies of the Provincial Growth Plan.

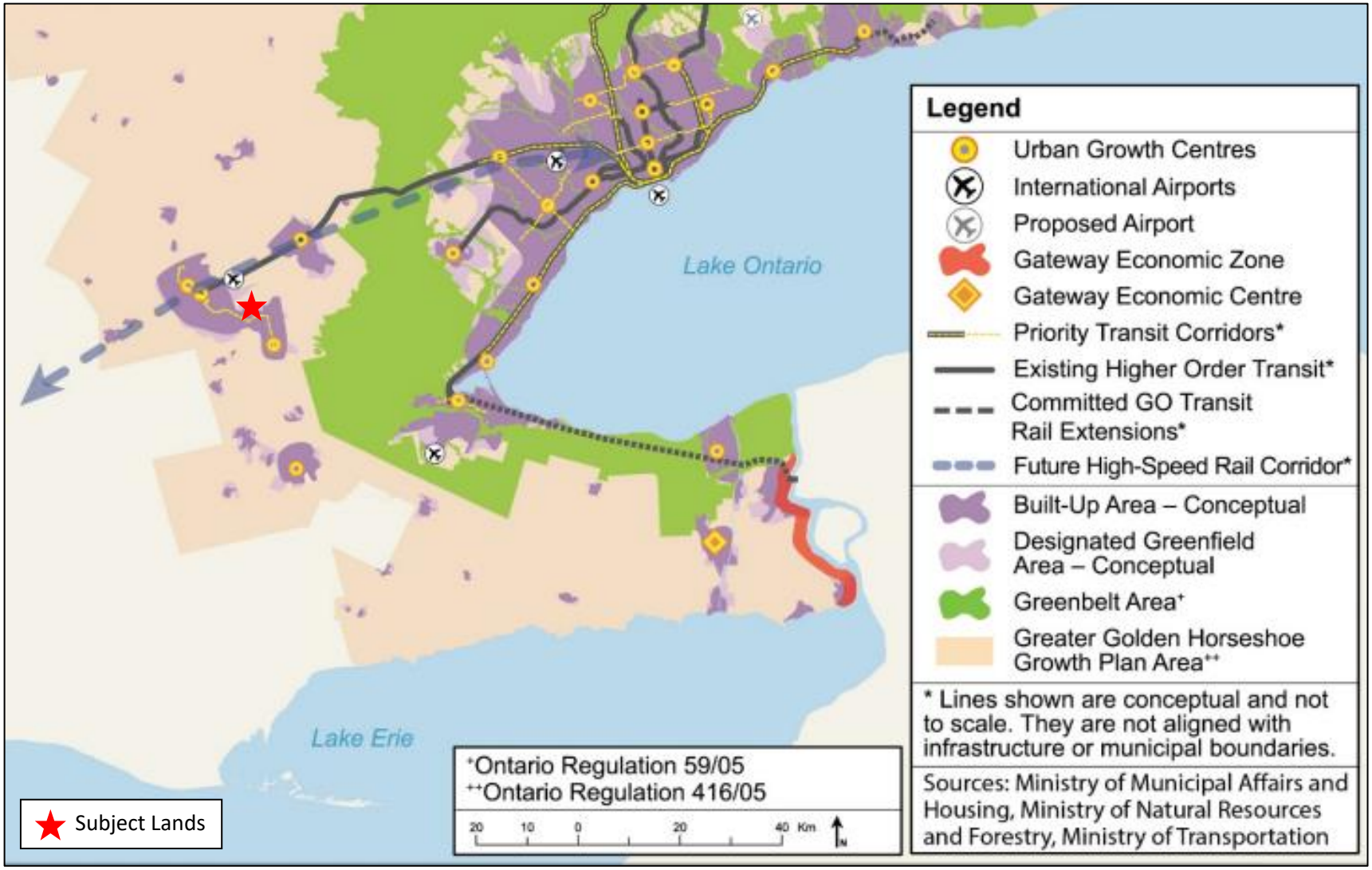


Figure 5 - Growth Plan Schedule 2 - A Place to Grow Concept

5.4 THE REGION OF WATERLOO OFFICIAL PLAN (2015)

On June 16, 2009, Waterloo Regional Council passed By-law No. 09-025 to adopt a new Regional Official Plan. The Ministry of Municipal Affairs and Housing approved the new Regional Official Plan, with modifications on December 22, 2010. Several parties subsequently appealed the Ministry's decision to the Ontario Municipal Board (now Ontario Land Tribunal) for adjudication (Case No. PL110080). The Ontario Municipal Board approved the Regional Official Plan with modifications, which came into effect on June 18, 2015.

Through the approved settlements, policies were added to the ROP requiring a maximum of 115 hectares to be added to the Urban Area between Speedsville Road and the Grand River in the northern part of the City of Cambridge (i.e., ROP Policy 2.B.3(j)). Technical background studies were required to identify the specific location of the Urban Area expansion, in accordance with ROP policies 2.B.3(g) and (h). These policies pertain to the completion of any applicable watershed studies and planning processes to determine the appropriate land uses and densities. As a result, Regional Council initiated the Randall and Breslau Drains Subwatershed Study and the East Side Lands – Stage 2 MESP. The MESP process involved an integrated approach to land use planning, water/wastewater servicing, utilities, transportation, and environmental planning.

Further described earlier in the report, Waterloo Regional Council adopted ROPA 2 to expand the Urban Area boundary to include the East Side Lands Stage 2 lands and initiate the development of a Secondary Plan in the City of Cambridge in June 2018. As a result, ROPA 2 added the North Cambridge Secondary Plan lands into the Urban Area and designated them "Urban Designated Greenfield Areas" on Map 3a – Urban Area in the ROP.

The Region's primary role is to provide broad policy directions on strategic matters such as, management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, solid waste management, transportation, and health and social services. Recognizing the above, the Local Municipalities are to deal with their local environments to best express their own individualities.

The ROP is a guiding document for directing growth and change throughout the Region for the next 20 years. The ROP aligns with Regional Council's Corporate Strategic Plan and vision to create "an inclusive, thriving, and sustainable community committed to maintaining harmony between rural and urban areas and fostering opportunities for current and future generations". The ROP requires that Local Official Plans direct development in accordance with local desires while adhering to the policies of the ROP. The ROP lays out a broad set of policy direction which are intended to guide growth and development while allowing individual municipalities flexibility to further define specific land uses within their jurisdiction. The ROP also provides general guidance for development, employment growth, and building healthy and complete communities.

Historically, over the past several decades Waterloo Region's growth has been focused mainly in suburban areas that segmented where people live from where they work and where they shop. This land use pattern heightened the importance of automobile use and contributes to higher energy consumption, declining air quality and overall public health. The ROP policies seek to achieve a more balanced approach to growth by directing a greater share of development and intensification within the existing Built-Up Area to emphasize a better use of land, existing/planned infrastructure along with community and health services. In turn, the ROP policies promote compact, vibrant and complete communities in Urban and Township Designated Greenfield Areas that are walkable and contain a mix of employment, housing, shopping and services.

Within the Region's planned community structure, the Madison Lands are identified as "Urban Designated Greenfield Area" on Map 3a – Urban Area in the ROP (i.e., Revised Map 3a as per ROPA 5). Lands within the Urban Area are intended to accommodate the majority of the Region's growth within the planning horizon of the ROP. Chapter 2 of the ROP contains several objectives to assist in achievement of complete communities, including the following policies directed for lands within the Urban Designated Greenfield Area designation:

> *General Development Policies*
>
> *2.D.1 In preparing or reviewing planning studies, or in reviewing development applications or site plans, the Region and/or Area Municipalities will ensure that development occurring within the Urban Area is planned and developed in a manner that:*
>
> > *(a) supports the Planned Community Structure described in this Plan;*
> > *(b) is serviced by a municipal drinking-water supply system and a municipal wastewater system;*
> > *(c) contributes to the creation of complete communities with development patterns, densities and an appropriate mix of land uses that supports walking, cycling and the use of transit;*
> > *(d) protects the natural environment, and surface water and groundwater resources;*
> > *(e) conserves cultural heritage resources and supports the adaptive reuse of historic buildings;*
> > *(f) respects the scale, physical character and context of established neighbourhoods in areas where reurbanization is planned to occur;*
> > *(g) facilitates residents' access to locally grown and other healthy foods in neighbourhoods; and*
> > *(h) promotes building designs and orientations that incorporate energy conservation features and the use of alternative and/or renewable energy systems.*

2.D.16 Urban Designated Greenfield Areas are designated as shown on Map 3a. This designation identifies lands within the Urban Area that are located outside the built boundary as identified by the Province.

2.D.17 Area Municipalities, in collaboration with the Region, will ensure that development occurring in Urban Designated Greenfield Areas will be planned and developed to:

(a) conform to the general development provisions described in Policy 2.D.1;

(b) achieve the following density targets:

- *areas serving primarily a residential function will meet or exceed a minimum density of 55 residents and jobs combined per hectare on lands not subject to a plan of subdivision application as of June 16, 2006;*

  In all cases, densities will be measured on average over the entire Urban and Township Designated Greenfield Areas of the region in accordance with the methodology established by the Province, which excludes only provincially constrained environmental areas.

(c) establish a network of continuous sidewalks, community trails and bicycle pathways that provide direct, safe, comfortable and convenient linkages within the neighbourhood and externally to other neighbourhoods, including linkages to transit stops, employment areas, school sites, food destinations and community facilities;

(d) provide any required easements, land dedications and pedestrian amenities in accordance with Policy 5.A.3 to support walking, cycling and existing or planned transit services for everyday activities;

(e) ensure that the design of the road network provides for direct and efficient transit routes within and between communities;

(f) Shaping Waterloo Region's Urban Communities locate land uses such that the distance to a transit stop is generally within a 450-metre walking distance; and

(g) discourage the use of noise attenuation walls and berms through the use of passive noise attenuation measures in accordance with Policy 2.G.15.

2.D.18 The Region, in collaboration with Area Municipalities, will within one year of the approval of this Plan, carry out a process to determine how the density targets identified in Policies 2.D.17 and 2.E.6 will be distributed amongst each of the Area Municipalities. This process will identify the

density targets for each Area Municipality to achieve the average minimum density target established by this Plan over the Urban and Township Designated Greenfield Areas.

2.D.19 Area Municipalities will develop and implement official plan policies, including phasing policies and other strategies for Urban Designated Greenfield Areas to ensure logical and orderly development so as to provide for the early introduction of transit services into new areas and minimize partially developed communities.

2.D.20 Area Municipalities are encouraged to prepare urban design guidelines to provide more detailed direction for development within Urban Designated Greenfield Areas.

Other applicable policies in the ROP are the following:

3.A Range and Mix of Housing

3.A 2. Area Municipalities will plan to provide an appropriate range of housing in terms of form, tenure, density and affordability to satisfy the various physical, social, economic and personal support needs of current and future residents.

3.A.5. Where a development application proposing residential uses is submitted for a site containing two hectares or more of developable land, the Region and Area Municipalities will require, wherever appropriate, a minimum of 30 per cent of new residential units to be planned in forms other than single-detached and semi-detached units, such as town homes and multi-unit residential buildings.

3.B.3. Area Municipalities are encouraged to enhance pedestrian and cycling environments so that people have more opportunities to walk and cycle for convenient travel, recreational, health, environmental and economic reasons through such means as:

(a) providing consistent information and signage systems to support exploration, discovery and travel throughout the community on foot and bicycle;

(b) integrating pedestrian and cycling facilities into existing, expanded and new development areas;

(c) ensuring, wherever feasible and appropriate, that urban greenlands are pedestrian-friendly, safe and accessible;

(d) implementing Crime Prevention Through Environmental Design (CPTED) principles;

(f) securing dedications for trail corridors, wherever appropriate;

Subject Lands are within the Urban Area and exemplifies the components needed to create a complete community. The Draft Plan of Subdivision will create approximately 1,204.5 residential units with varying types of housing typologies, an elementary school, utilize existing and planned infrastructure, create active transportation routes and places for community building (i.e., parks and open spaces). The Subject Lands are conveniently located adjacent to Fountain Street, which is a major arterial road that connects the Subject Lands to the Provincial Highway system (i.e., Highway 401). This will aid to connect future residents to other municipalities and areas throughout Ontario and beyond. Additionally, the compact form will make efficient use of land and services while connecting into the existing road network to support transit and active transportation objectives. The subdivision proposed creates an efficient road pattern that will establish a safe cycling and pedestrian environment for convenient travel and recreational needs. Lands Natural heritage features within the subdivision lands will be protected for the long-term by incorporating buffers, plantings and conveying the blocks into public ownership. Additionally, trails can be programmed with the open space and park areas. Overall, the proposed development will benefit from the Region's and City's investments to date and future aspirations to build a complete community in the North Cambridge.

A key objective of the ROP is accommodating more growth in Urban Designated Greenfield Areas to create complete communities with a mix of land uses and development patterns to support active transportation and transit services. The Region has set a minimum density target of 55 residents and jobs combined per hectare on lands primarily for residential functions to ensure land available in the urban boundary is efficiently developed at a desirable density. The greenfield density target for lands within the North Cambridge Secondary Plan is measured across the entirety of the Urban Designated Greenfield Area of the Region of Waterloo. Madison subdivision will contribute to the City and Region's goals of meeting their growth and density targets. The proposed subdivision will add approximately 1204.5 units to the North Cambridge Secondary Plan area which results in an assumed population of:

- Low-Density – 400 units = +/- 1268 people
- Medium-Density – 804 units = +/- 1,905 people
- Total Population = +/- 3,173 people*

*For reference, the average persons per unit ("P.P.U.") is 3.17 for low density and 2.369 for medium density as per the 2019 Development Charges Background Study prepared by Watson & Associates Economics Limited on the behalf of the Region of Waterloo.

Building upon the Region's goal of introducing an appropriate range and mix of housing, the unit composition of the proposed subdivision is comprised of 33% single-detached and the remainder is a mix of townhouses (i.e., 67% medium density). Further advancing the Region's objective of creating a diverse range and mix of housing options to accommodate people at all stages of life, and meet the needs of all household sizes and incomes. The introduction of a higher percentage of medium intensity/density units will assist to close the gap on the missing middle and align with modern approaches to intensification strategies applied across the Province and within the Region. The introduction of more units within the

existing housing supply in addition to a broader mix of housing options in different forms contributes to creating more affordable housing options for existing and future residents of the Region and City.

A contributing factor to building a complete community and meeting the objective of building compact greenfield communities to ensure land is being consumed at an efficient rate, is design. Aside from the mix of housing proposed, the proposed draft plan has been designed to ensure an enhanced pedestrian and cycling environment is created so that people have more opportunities to walk and cycle for convenient travel, recreation and to support active transportation policies. The proposed collector and local roads will tie into the existing network pedestrian facilitates provided along Intermarket Road, Allendale Road and Fairway Road west of Riverbank Drive. Additionally, bike lanes are provided on both sides of Fairway Road west of Fountain Street, on Maple Grove Road west of Fountain Street, and on Allendale Road between Intermarket Road and Riverbank Drive. Shared cycling facilities are provided on Riverbank Drive between Allendale Road and King Street. Access to these pedestrian/cycling facilities will encourage alternative modes of travel are promoted and increasing the modal split. There are existing transit options within proximity of the Subject Lands but it is anticipated that an expansion of transit options within the North Cambridge area will occur once a critical mass exists.

Based on the above review, we are of the opinion that the proposed development conforms to the applicable policies of the Waterloo Regional Official Plan.

5.5 THE REGIONAL MUNICIPALITY OF WATERLOO DRAFT OFFICIAL PLAN

Under Section 26 of the *Planning Act*, the Region must review and update the ROP every five to ten years to align with any changes in Provincial planning policy. Since the approval of the current ROP in 2015, there have been significant updates to Provincial plans and policies, including the Provincial Policy Statement in 2020, the Growth Plan for the Golden Horseshoe in 2017, 2019 and 2020, and several other legislative changes.

In 2018 the Region initiated a process to review the ROP in two separate phases. The scope of the first phase was to focus on the region's forecasted growth to 2051 in accordance with Schedule 3 of the Growth Plan and to include the following elements:

- A detailed review of population and employment growth forecasts to 2051 within Waterloo Region;
- An in-depth Land Needs Assessment carried out in accordance with the methodology established by the Province of Ontario to assess the quantity of land required to accommodate the Region's forecasted growth to 2051; and,
- An extensive public engagement process to obtain input from Indigenous peoples, key stakeholders, area municipalities and the broader regional community.

Phase 1 was adopted by Regional Council on August 18, 2022 (i.e., ROPA 6, By-law 09-025) and is currently with the MMAH for a decision in accordance with Sections 17 and 26 of the *Planning Act*. The second phase of the ROP review, was scheduled to commence in fall of 2022 to update the balance of the policies in the ROP in respect to agriculture, natural heritage, cultural heritage resources, infrastructure, and other policy areas to align with Provincial direction (e.g., Growth Plan, Provincial Policy Statement etc.).

Although ROPA 6 is awaiting Ministerial approval prior to being in force and effect, we have reviewed the Council adopted plan with cognizance of its future implementation. The key components of ROPA 6 are:

- To promote an intensification first approach to development and community building to make efficient use of existing land and infrastructure;
- To ensure an appropriate supply of land is within Waterloo Region to accommodate its forecasted population and employment growth to 2051;
- Establish a hierarchy of urban areas, supporting nodes and corridors to shape growth within the Region;
- Provide direction for an urban form that will support the achievement of a 15-minute neighbourhood through a compact built form;
- Set intensification targets for area municipalities;
- Delineate boundaries of and identify minimum density targets for Designated Greenfield Areas, Urban Growth Centres, Major Transit Station Areas and Employment Areas within the area municipalities;

- Direct phased growth, infrastructure, and other community services to support sustainable growth and financial responsibility.

Under the new hierarchy of urban areas planned to accommodate various levels of intensification and densities of development, designated greenfield areas are planned to meet or exceed minimum density targets (i.e., Chapter 2). A key focus for designated greenfield areas will be that they are planned to be compact, well-connected mixed-use communities with a diverse range of housing types to accommodate a range of incomes and household sizes. The Madison Lands are within the "Designated Greenfield Area" as per 'Map 2 – Urban System' under ROPA 6, see **Figure 6**. We note, the lands directly south are identified as a "Provincially Significant Employment Zone" as per Map 3 – Employment Area in the proposed ROP, see **Figure 8**.

As outlined earlier in the report, growth forecasts indicate that the Region's population is anticipated to grow by 50% and employment to follow suit at about a 56% increase between 2021 and 2051. Over the next 30 years the demographic composition of the Region is also slated to shift greatly with a large sect of the population falling into opposing spectrums, young and elderly. With these projected trends in demographics shifting, there will be an increasing need towards smaller, more non-family households. A heightened focus on creating a diverse range and mix of housing to serve all family sizes, incomes, and ages. Akin to the objectives above, the proposed subdivision aligns with the concept of a mixed-use community with an emphasis on providing a higher percentage of medium density units. In turn, the introduction of 1204.5 units within Northern Cambridge will also support the employment lands to the south by creating opportunities for people to live and work within the same community.

Section 2.G.1 of the ROPA 6 outlines policies that are aimed to guide and direct the development of "Designated Greenfield Areas". The relevant policies being introduced are as follows:

> *Section 2.G.1.1*
>
> *Designated greenfield areas are designated as shown on Map 2. This designation identifies lands within the Urban Area and Township Urban Areas, but outside the delineated built-up area, that are required to accommodate a portion of the Region's forecasted population and employment growth to 2051.*
>
> *Section 2.G.1.2*
>
> *Area municipalities, in collaboration with the Region, will ensure that new development taking place in designated greenfield areas will be planned, designated, zoned and designed to:*
>
> *a) function as 15-minute neighbourhoods with a broad mix of land uses where people can meet their daily needs for goods, services and employment within a 15-minute trip by walking, cycling and rolling, and where other needs can be met by using direct, frequent and convenient transit;*

b) *promote a more compact built form by meeting or exceeding the minimum density targets set out in Table 4;*
c) *prioritize walking, cycling, and rolling, and taking transit over automobile trips by establishing a network of continuous sidewalks, trails and bicycle lanes that provide direct, safe, comfortable and well-maintained access to a variety of destinations for people of all ages and abilities and at all times of the year;*
d) *establish a street network with frequent connections and pathways to surrounding areas, a high degree of internal connectivity, and adopt a complete streets approach that ensures the needs and safety of all road users are considered and appropriately accommodated;*
e) *implement land use patterns, building orientations to maximize solar gain, and urban design standards that support net-zero operational carbon buildings, including those related to energy efficiency and demand reductions, and enable community energy planning, renewable energy system and alternative energy systems, including district energy systems, in appropriate locations;*
f) *incorporate appropriate green infrastructure, low impact development, and urban heat island mitigation measures to adapt to the impacts of a changing climate;*
g) *provide access to high-quality parks, greenspaces, and public service facilities to all members of the community in an inclusive and equitable way in accordance with the policies in Chapter 3;*
h) *within the Township Urban Areas, provide a development pattern and road network that supports the integration of transit services, where planned to be available in the future; and,*
i) *are serviced by a municipal water and wastewater system.*

Table 4 within ROPA 6 outlines the new minimum density targets for "Designated Greenfield Areas" by area municipality. The City of Cambridge is intended to achieve a minimum density target of 59 residents and jobs combined per gross hectare of land over the entirety of the designated greenfield area.

2.G.1.4
Area municipalities will establish policies in their official plans, or other planning documents, to ensure that new development within designated greenfield areas is phased in a manner that:
a) *"Provides for the logical and orderly progression of development;*
b) *Achieves the delivery of 15-minute neighbourhoods in accordance with the policies of this Plan;*
c) *Ensures that the pace, scale and phasing of development is aligned with the delivery of infrastructure and public service facilities in a financially sustainable manner at the Regional and/or area municipal level; and,*
d) *will not adversely affect the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan".*

The proposed development represents a high-quality urban form that contributes to the range of available housing types and sizes in the community, which aligns and responds to the new regional policies development within the Region to meet market needs and projected trends. The development of the Madison lands will contribute to the achievement of intensification targets for the Region and City.

The proposed development provides for residential growth in the northern area of Cambridge, which, along with other lands within the North Cambridge Secondary Plan will increase the mix of uses within the area and compliment future investments in community facilities, infrastructure and transit initiatives.,

Based on the above review, we are of the opinion that the proposed development conforms to the applicable policies proposed through ROPA 6.

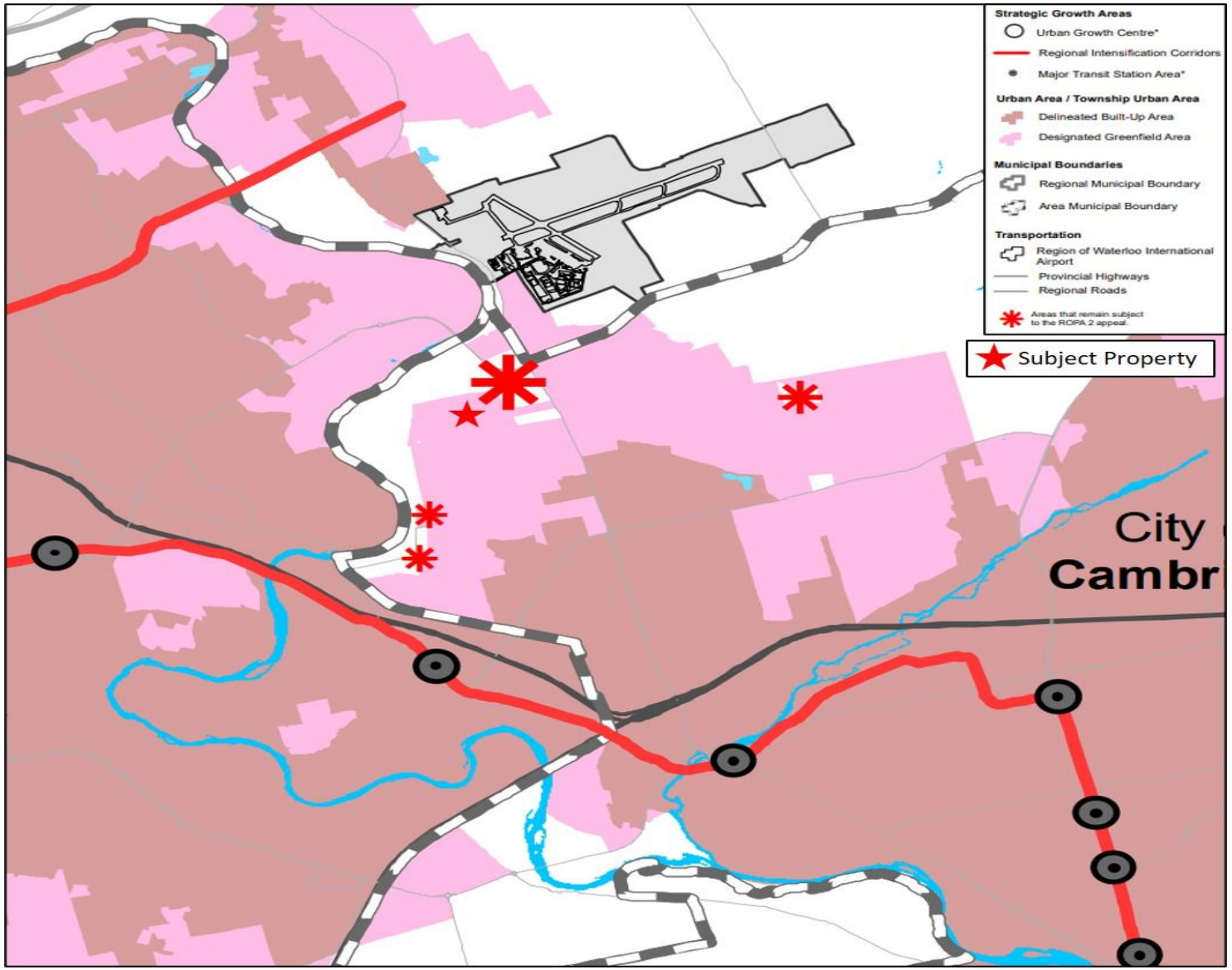


Figure 5 - ROPA 6 - 'Map 2 – Urban System'

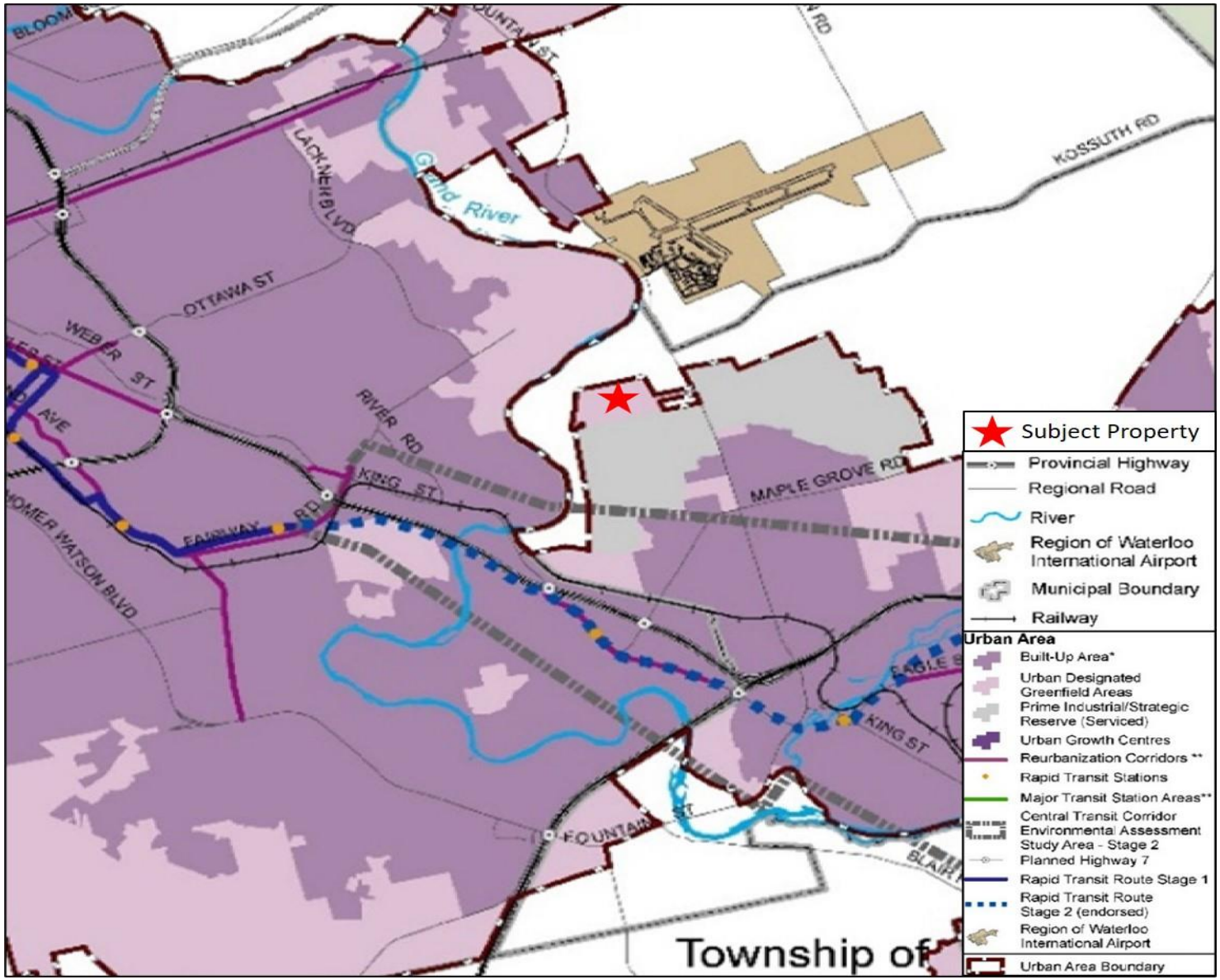


Figure 7 - Map 3a – Urban Area

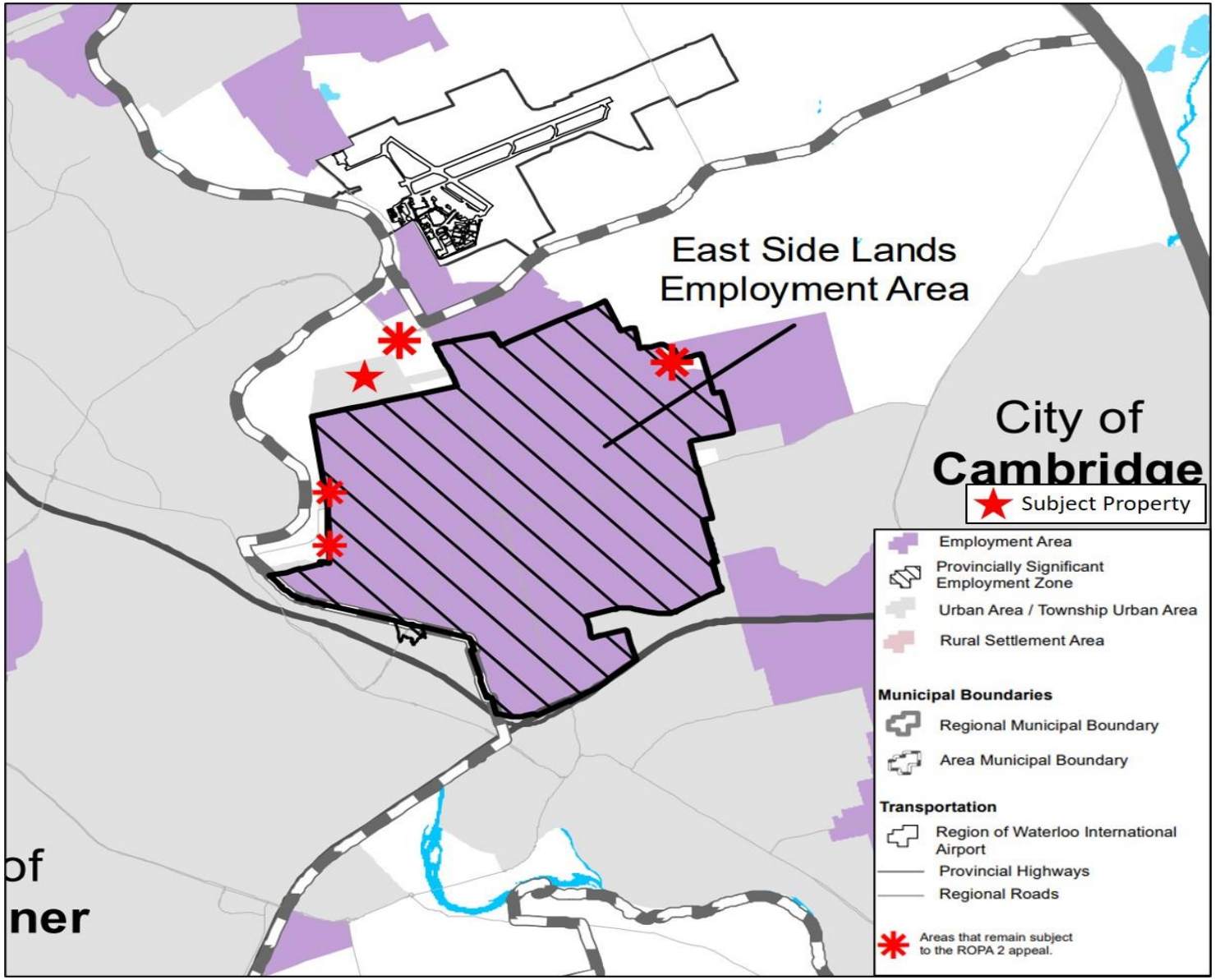


Figure 8 - Map 3 – Employment Area

5.6 CITY OF CAMBRIDGE OFFICIAL PLAN

The City of Cambridge Official Plan ("COP") was approved by the Region of Waterloo, in part, with modifications on November 21, 2012. The September 2018 consolidation includes modifications from the Region and decisions from some of the appeals that were filed to the Ontario Municipal Board. The Cambridge Official Plan sets out policies and land use designations that support the long-term growth and development of the community.

The subject lands contain the following designations under the COP, however are subject to change as the Madison Lands are within the draft North Cambridge Secondary Plan area:

- 'Countryside (RMW)' and outside of the Urban Area on "Map 1A – Urban Structure";
- 'Prime Agricultural' on "Map 1B – Countryside"; and,
- 'Prime Agricultural' on "Map 2 – General Land Use Plan".

Although the subject property is not currently located within the City's urban boundary as illustrated on the COP "Map 1A – Urban Structure", however, the Madison Lands and surrounding area (115 ha in total) was brought into the Urban Area under the Regional Official Plan (i.e., ROPA 2). The chronological background of ROPA 2, subsequent MOS and relevant history is described further in the background section of this report. The subject property is located within the proposed North Cambridge Secondary Plan area.

Under Section 10.2 of the COP, Secondary Plans are required to do the following:

> *10.2.1 Secondary Plans may be prepared for specific areas of the city to provide more detailed planning objectives and policies to direct and guide development.*
>
> *10.2.2 Secondary Plans and Community Plans approved by Council shall be in conformity with this Plan and the Regional Official Plan and shall clarify and illustrate how the policies of this Plan are to be implemented.*
>
> *10.2.3 Secondary Plans shall be incorporated into this Plan through the adoption of an amendment to the Official Plan. Prior to approval or amendment of a Secondary Plan; notification, hearing and appeal procedures required for any amendment to the Official Plan, as set out in the Planning Act, shall apply.*
>
> *10.2.4 The City will consider the following criteria in the preparation of a Secondary Plan:*
>
> *a) patterns of land use;*
> *b) population and employment projections;*
> *c) mix and range of housing types and densities;*

d) phasing of development in an efficient manner;
e) provision for adequate and appropriate areas for commercial, institutional, and community-oriented facilities;
f) provision for trails, parks, and open space;
g) natural features; h) cultural heritage resources;
i) incorporating intensification opportunities;
j) development of a transportation network that facilitates the efficient movement of vehicular and pedestrian traffic including active transportation considerations;
k) municipal services;
l) incorporating opportunities for mixed-use and higher density development in appropriate locations;
m) designation of land; and
n) any other matters as deemed appropriate by the City.

The North Cambridge Secondary Plan builds upon and supports the policies within the COP (i.e., Section 2.7, general residential area policies) along with the Provincial and Regional plans. Once adopted and in effect, NCSP aims to set out policies to build a mixed-use community that offers a mix of housing types, sizes and tenures, protect environmental features, promote active transportation and the early integration of transit services. Policy 2.D.38(a) within the ROP enables applications within the Urban Designated Greenfield Area to be considered Complete Development Applications. The City issued a record of the pre-consultation on February 24, 2022 outlining the requirements for a complete application and this report is submitted in conjunction with the other materials identified. It is understood the application cannot be approved in advance of the adoption of the NCSP but the review process can commence to initiate the technical review of the file.

Based on the above review of the applicable policies, the proposed development conforms to the City of Cambridge Official Plan.

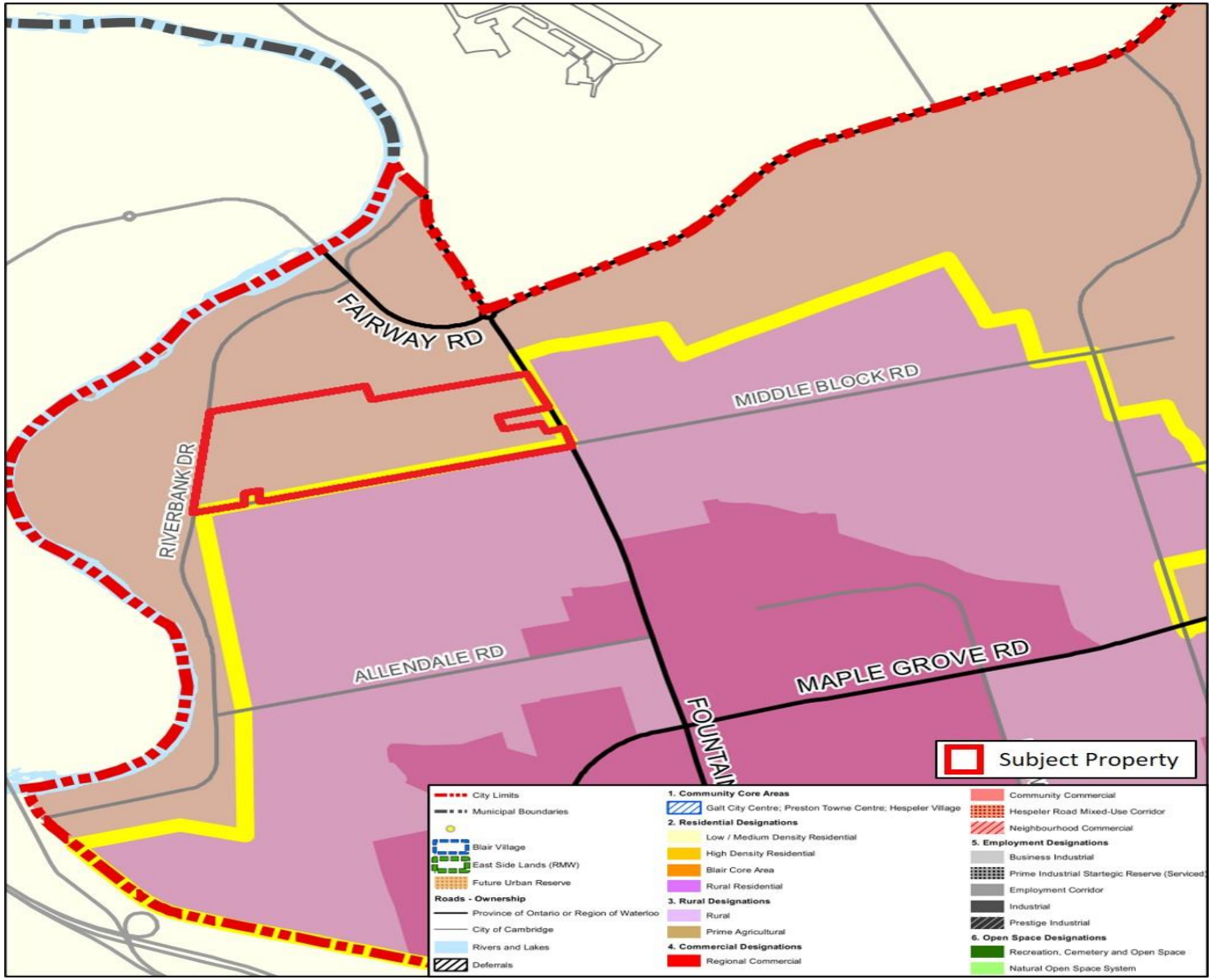


Figure 9 - Map 1a – Urban Structure

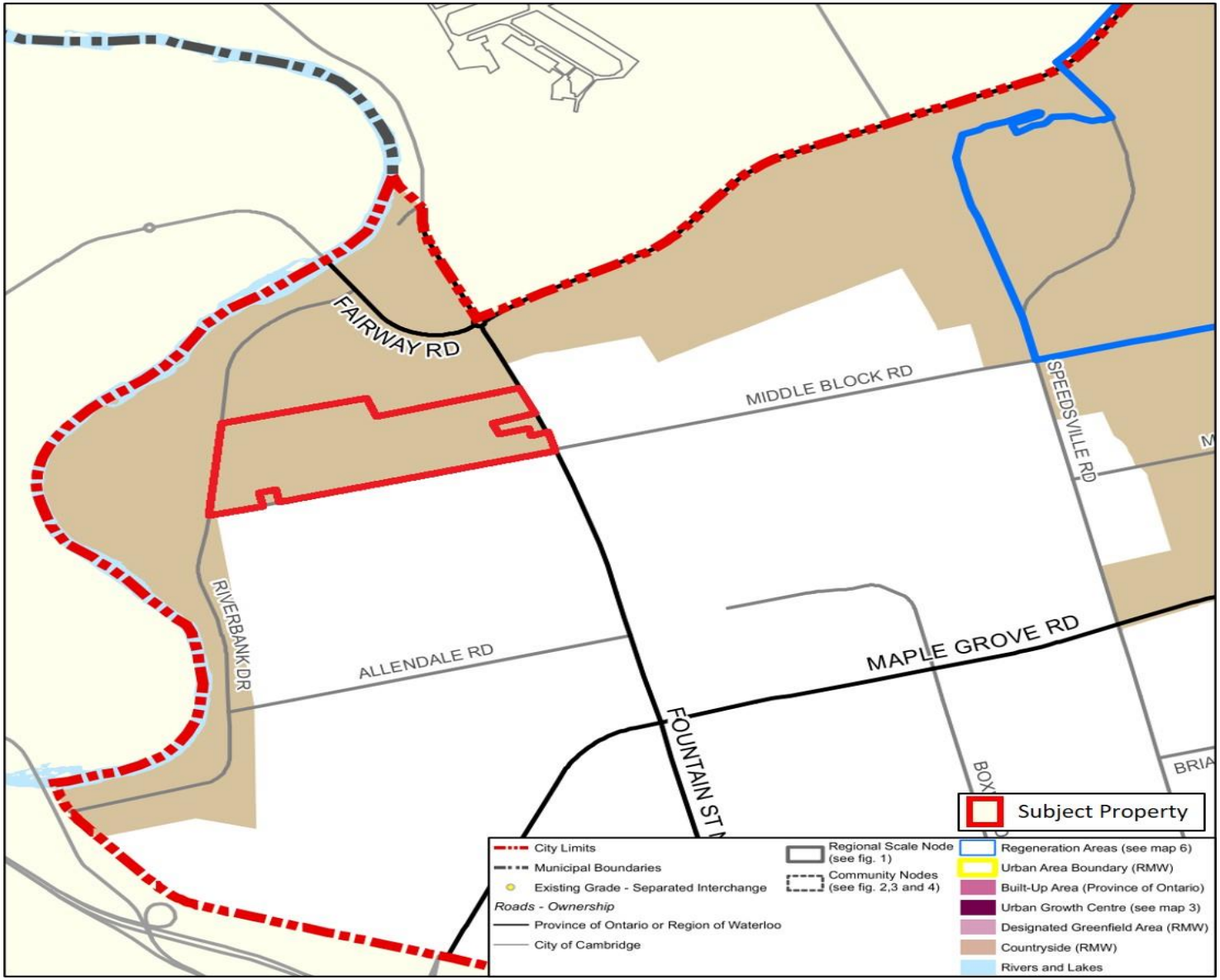


Figure 10 - Map 1b – Countryside

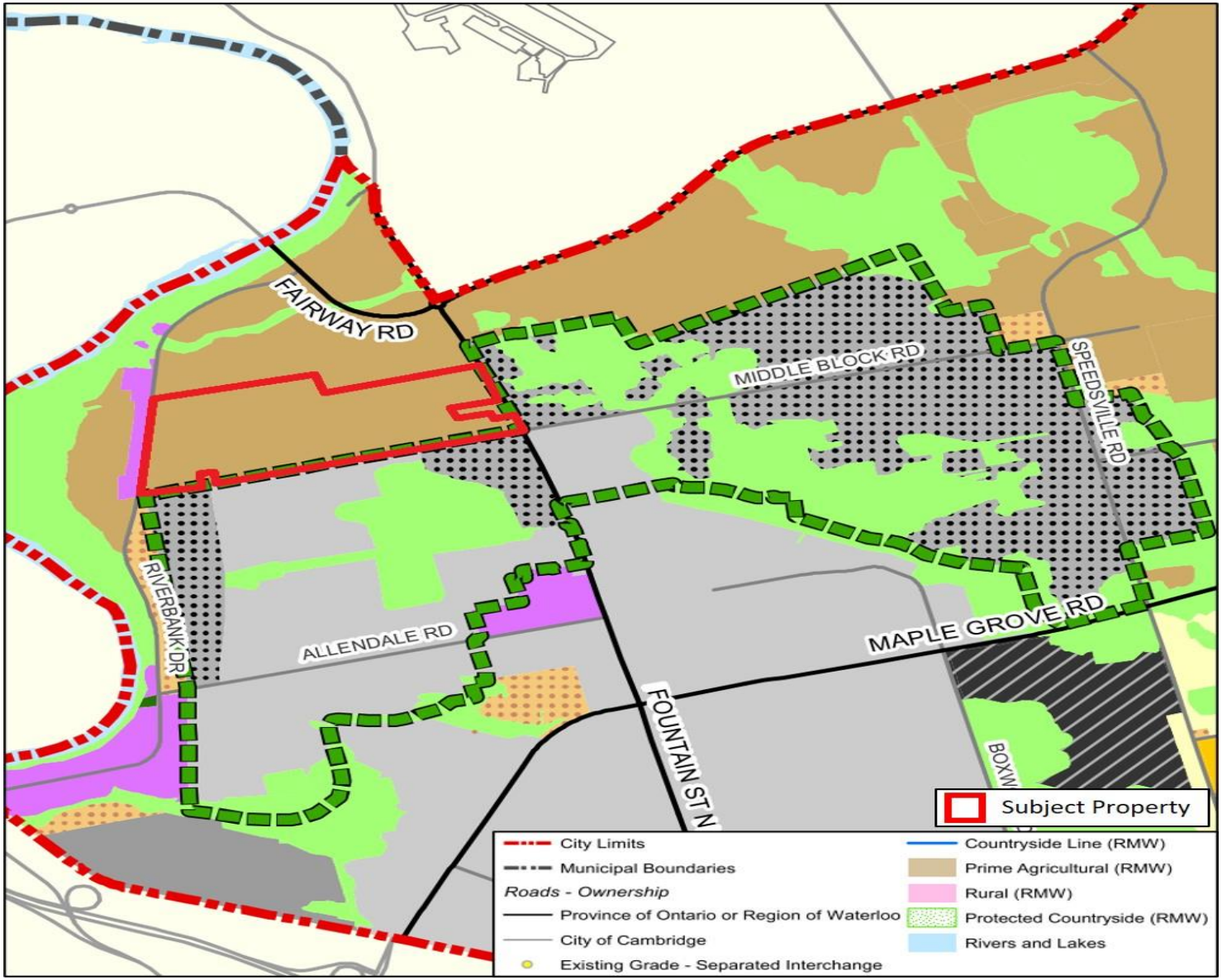


Figure 11 - Map 2 – General Land Use Plan

5.6.1 NORTH CAMBRIDGE SECONDARY PLAN

The purpose of the Secondary Plan is to establish the principles for the design and development of the future northern Cambridge community. The Secondary Plan will guide the general land use patterns and conceptual locations of community infrastructure, such as schools, neighbourhood parks, trails, and collector roads. The Secondary Plan has been developed to integrate the constraints, environmental management principles, transportation network recommendations of the previous technical background documents prepared as part of the East Side Lands – Stage 2 MESP.

Below are the relevant policies of the Draft North Cambridge Secondary Plan:

19.1.3 Location & Context

1. *The North Cambridge Secondary Plan Area is 124 hectares in size and includes lands north of Middle Block Road, east and south of Riverbank Drive, south of Fairway Road North, and east and west of Fountain Street North as shown on Schedule A.*
2. *The North Cambridge Secondary Plan Area is adjacent to the Riverbank Drive scenic route and the Grand River Canadian Heritage River as identified in the City of Cambridge Cultural Heritage Master Plan (2008).*
3. *The North Cambridge Secondary Plan Area is designated as Urban Area and Urban Designated Greenfield Area in the Regional Official Plan within the Urban Area Boundary. It is intended that land within the Urban Area will "accommodate the majority of the Region's growth within the planning horizon" of the Plan (Section 2.B.2).*

19.2 Vision

2. *It is envisioned that the Secondary Plan Area will accommodate a combined 4,900 to 5,400 new residents and jobs.*

19.2.2. Guiding Principles

2. *Fundamental to the development of the Secondary Plan is the achievement of a community structure that supports forms of active transportation and the efficient use of land through the achievement of a minimum density of 55 residents and jobs per hectare.*

19.2.3.2 Neighbourhoods

1. *Neighbourhoods will be planned and designed as accessible, pedestrian-oriented, and transit-supportive areas that are distinct in character and connected to the broader North Cambridge community with short walking distances to parks, open space areas, schools, and future transit services.*

2. *Neighbourhoods will include a wide mix and diversity of housing types and tenures to ensure variety and choice, within both the Low/Medium Density Residential and Mixed-Use Node areas.*

3. *Neighbourhoods include a Mixed-Use Node which will provide a mix of residential, commercial, employment, and service opportunities that are accessible by active transportation from all parts of the Secondary Plan Area and surrounding area.*

4. *Elementary schools will be located within Neighbourhoods in a central location to support accessibility and walkability from the majority of the Secondary Plan Area. Elementary schools can also serve as a focal point within the community and when located adjacent to a park, create opportunities for shared facilities.*

19.2.3.3 Mobility Network

1. *The Mobility Network shown on Schedule C includes the Cycling, Trails and Streets Networks. The Mobility Network will follow a modified grid pattern to ensure a permeable and connected transportation system that allows for direct routes into, through, and out of the community.*

2. *The Mobility Network will be designed and constructed using complete streets principles and will prioritize appropriate facilities for the movement and safety of pedestrians, cyclists, and transit users while also accommodating private vehicles.*

3. *The envisioned Collector Roads within the Secondary Plan Area will support active transportation and future transit opportunities and ensure connectivity to Fountain Street North, Fairway Road North and Middle Block Road and to the Regional Cycling Network.*

4. *Active transportation facilities and routes consisting of sidewalks, trails, separated cycling facilities, and slow speed local streets will be denser than the Street Network for motorized vehicles. This will provide more direct and shorter paths to active transportation users compared to car travel and support the City's greenhouse gas emissions reduction target.*

19.3 Land Use Policies

The North Cambridge Secondary Plan represents an opportunity to build a complete community where residents can live, work and play. Housing, jobs, shops, services, parks, and amenities are in proximity to one another and supported by a protected Greenlands and Open Space Network.

The North Cambridge Secondary Plan strives to provide 15-minute neighbourhoods, which allow for most daily needs to be accessed within a 15-minute trip from home using active transportation.

19.3.1 General Land Use Policies

2. *Livable and healthy communities in the North Cambridge Secondary Plan Area will be premised on the following land use objectives:*
    a. *A balanced mix of uses within the Mixed-Use Node that promote walkability and support a vibrant and active node and/or main street feature.*
    b. *Neighbourhoods designed around key focal points and structural elements such as parks, schools, natural features, and key intersections.*
    c. *A connected network of green spaces and natural areas.*
    d. *Local-serving retail opportunities as part of the Mixed-Use Node, transit supportive corridors, and gateways, making them accessible to pedestrians and cyclists in the Secondary Plan Area.*

3. *Notwithstanding any other policies of this Secondary Plan, stormwater management facilities, including ponds, and all other municipal facilities and utilities, will be a permitted use within any land use designation. Where possible, stormwater management facilities and all other municipal facilities and utilities will be directed away from lands designated Natural Open Space System. Notwithstanding, where stormwater management facilities, including ponds, and all other municipal facilities and utilities are proposed within an area designated Natural Open Space System, an Environmental Impact Study will be prepared to the satisfaction of the City, in consultation with the Region and the Grand River Conservation Authority (GRCA).*

19.3.2 Greenlands and Open Space Network

1. *The Greenlands and Open Space Network is a broad category that includes the Natural Open Space System and Recreation, Cemetery, and Open Spaces designations, as well as the conceptual locations of stormwater management facilities, supporting environmental features, and parks. Together, these areas will work together to form a highly interconnected system of natural areas and linkages. The Greenlands and Open Space Network provides the framework for the trails network.*

2. *The Natural Open Space System has been identified through the applicable Subwatershed Study.*

3. *The Greenlands and Open Space Network will:*
    a. *Provide a visible, functional, and highly interconnected Natural Open Space System for the community.*
    b. *Ensure continuity with the broader Natural Open Space System and provide opportunities for recreational and naturalized links within North Cambridge and the broader City.*
    c. *Conserve natural features and areas and cultural heritage resources.*
    d. *Provide a continuous system throughout the community that incorporates links of varying character and function, along natural features, public parks, stormwater management facilities, and community amenities.*

e. *Require innovative approaches to urban stormwater management, including naturalized stormwater ponds, low-impact development, green roofs, and water capture and reuse in accordance with the policies of this Secondary Plan and City of Cambridge approvals.*

19.3.2.4 Stormwater Management Facilities

5. The locations, configurations, and boundaries of the stormwater management facilities identified on Schedule A will be confirmed through the required Stormwater Management Plan and subsequent Draft Plan of Subdivision and implementing Zoning By-law, and may be adjusted, added, or deleted without further Amendment to this Secondary Plan, provided the general intent of the Plan is maintained to the satisfaction of Council.

19.3.3 Neighbourhoods

1. *The North Cambridge Secondary Plan provides opportunities for a broad range and mix of housing forms throughout the community across the housing spectrum and supports the Region's and City's affordable and attainable housing objectives.*

2. *Land use designations within Neighbourhoods are shown on Schedule A.*

3. *Lands within the North Cambridge Secondary Plan Area will be planned to achieve a minimum density of 55 residents and jobs per hectare. Individual developments may have densities lower or higher than 55 residents and jobs per hectare, provided that the City is satisfied that the total overall density within the Secondary Plan Area, at full build-out, will conform to the overall planned density target.*

4. *The objectives for Neighbourhoods include:*

    a. *Encouraging a broad range of housing sizes, densities, designs, tenures, and prices to meet the needs of current and future residents;*
    b. *Supporting the early introduction of transit services and active transportation;*
    c. *Encouraging innovation in new residential development to address social, design, and growth management policies of this Plan; and*
    d. *Ensuring that Neighbourhoods are designed to achieve a minimum density of 55 residents and jobs per hectare.*

5. *Additional residential units are permitted in conjunction with a single detached dwelling, semi-detached dwellings, or townhouse dwelling within the Residential and Mixed-Use Node designations in accordance with the policies of the City's Official Plan and Zoning By-law.*

19.3.3.1 Low/Medium Density Residential Designation

Intent

1. *It is the intent of the Low/Medium Density Residential designation to promote well-designed low- and medium-density housing in appropriate locations throughout the community, with a mix of built form and bedroom counts to provide housing options across the housing spectrum.*

5. *Development of medium-density residential uses will be directed to those properties which have frontage onto a Collector Road, or where within a grouping of buildings or a building complex, accessed from an internal public lane or private road leading to and from a Collector Road.*

7. *The maximum height of any building within the Low/Medium Density Residential designation will be four (4) storeys or 13 metres, whichever is less. Density within the Low/Medium Density Residential designation will range from between 20 and 45 units per residential hectare, excluding additional residential units.*

9. *A minimum of 30% of new residential units within the Secondary Plan Area, excluding additional residential units, will be planned as medium-density residential units on all sites containing two hectares or greater of developable land.*

10. *Individual or direct access to Riverbank Drive, Middle Block Road, Fairway Road North, and Fountain Street North will not be permitted for any development lot within the Low/Medium Residential designation in Neighbourhoods.*

19.4.3.1 Development Block Design

1) Development will be accommodated on a modified street grid including Collector Roads, Local Roads, Public Lanes, and Private Roads to establish development blocks that achieve an efficient pattern and provide visual interest and diversity.

Summary

Under the draft NCSP the Madison Lands contain a suite of land use designations, such as, "Mixed-Use Node", "Low/Medium Density Residential", "Elementary School", "Neighbourhood Park", and "Natural Open Space System" as shown on 'Schedule A – Land Use' of the NCSP. We note, the stormwater management pond proposed off-site is also denoted on the NCSP 'Draft Schedule A – Land Use'. The new land use designations are generally described as follows:

- *"**Low/Medium Density Residential** permits a wide range of dwelling types including single detached, semi-detached, duplex, triplex, townhouse, and multiple unit (e.g., quadplex, walk-up apartments) dwellings, subject to criteria. A range of neighbourhood-supportive uses are also permitted including but not limited to places*

of worship, community services and facilities, parks, and home occupations. The maximum building height is 4 storeys.

- ***Mixed-Use Node** permits a range of medium- and high-density mixed residential uses and non-residential uses to promote a well-designed, pedestrian accessible, and transit supportive node. The maximum building height is 6 storeys, which may be exceeded subject to criteria.*
- ***Natural Open Space System** is applied to core environmental features, such as wetlands, woodlands, and tributaries, and the associated buffers identified in the applicable Subwatershed Study.*
- ***Recreation, Cemetery, and Open Space** is applied to lands identified for the purposes of a Community Park which accommodates a range of park facilities and active recreational uses for the Secondary Plan and surrounding area residents.*

The locations of Neighbourhood Parks, Stormwater Management Facilities, Supporting Environmental Features, and Elementary Schools are shown conceptually on the Schedules to guide future development.

Following the community structure, the proposed draft plan of subdivision has been designed with consciousness of the draft land use schedule within the NCSP and aligns with the general locations of the land uses and road fabric. The low/medium density and mixed-use node areas of the plan will provide for a wide range of dwelling types and housing options. Additional residential units are also permitted within the 'Low/Medium Density Residential' area. Subject to further detailed design, but the framework of the medium density blocks will enable the latitude for the potential of additional residential units to be built (e.g., Coach Houses). The westerly portion of the proposed subdivision provides a substantial buffer comprised of open space and parkland area for a large segment of its interface with Riverbank Drive. For the northerly portion of the site adjacent to Riverbank Drive, a 15-meter grading buffer will be implemented to create an appropriate transition from the scenic route. Along the community edge, the 15-metre buffer will be heavily landscaped and manicured to screen the new development versus the existing homes along Riverbank Drive (Section 19.3.4).

The proposed open spaces, parks and elementary school locations will create the community infrastructure in key areas as currently drafted. The proposed elementary school is centrally located and will act as community focal point as currently contemplated in the draft Secondary Plan. The elementary school has been sized to meet the size threshold of 2.8 ha set out in Section 19.3.3.3.4.b). Expanding upon the transportation boundary network, the internal collector roads follow the general alignment indicated on "Schedule A – Land Use". Each collector road within the plan is to planned to contain cycling and pedestrian facilities for future residents use and will allow local roads to access to the surrounding boundary network. Additionally, to minimize disruptions to the safety and attractiveness of the collector roads, rear public lanes are proposed to provide the primary access for on-site parking and servicing functions. Both Middle Block Road and Fountain Street North are proposed to be 'Transit Supportive Streets' as indicated on "Draft Schedule C – Mobility Network".

The natural open space areas proposed on the plan are informed by the East Side Lands – Stage 2 MESP and the site-specific Environmental Impact Study undertaken by Stantec. The buffers proposed on the draft plan will provide an appropriate separation distance from the future development and the natural heritage feature. Further enhancements to the natural heritage system are proposed and outlined within the EIS. Building upon the locations of the natural features, parks with trails are proposed to provide safe recreational spaces within the community to support healthy and active lifestyles. See copy of the Urban Design Brief prepared by KLM Planning Partners Inc. for a conceptual trail layout. The proposed neighbourhood parks meet the size threshold set out in Section 19.3.2.3.12.c. of 2 ha. Paired with the centrally located elementary school, a portion of the future community park is proposed on the Madison Lands. The community park is intended to be approximately 5 to 7 ha in size.

One of the guiding principals of the Secondary Plan is to set the minimum density target for residents and jobs per hectare in order to build the community structure and support the mix of uses and community infrastructure. The plan of subdivision will introduce 1204.5 residential units (P.P.U. of 3,173) in a mix of housing forms and as proposed, it will achieve an overall density of 22.97 (1204.5 units / 52.43 ha) and a net density of 42.81 (1204.5 units / 28.111 ha). As outlined within the Secondary Plan, the density calculation is applied across the entirety of the Secondary Plan Area. The Madison Applications will assist the City and Region in meeting their density and intensification targets to meet the current and future growth projections.

The medium density blocks located along Middle Block Road have been appropriately sized to accommodate future development of rear lane townhouses and will be subject to future development applications. All service connections and external road configurations to the block have been considered as part of this application and its related technical documents.

Through the draft plan of subdivision process, future road conveyances will happen to create a series of public roads internally, public lanes, local and collector, along with road widenings along Middle Block and Fountain Street North. The road fabric has been laid out for future expansion of lands to the north to ensure the feasibility of the full build-out of the lands adjacent.

The proposed development conforms with the policies and permitted uses in the proposed North Cambridge Secondary Plan.

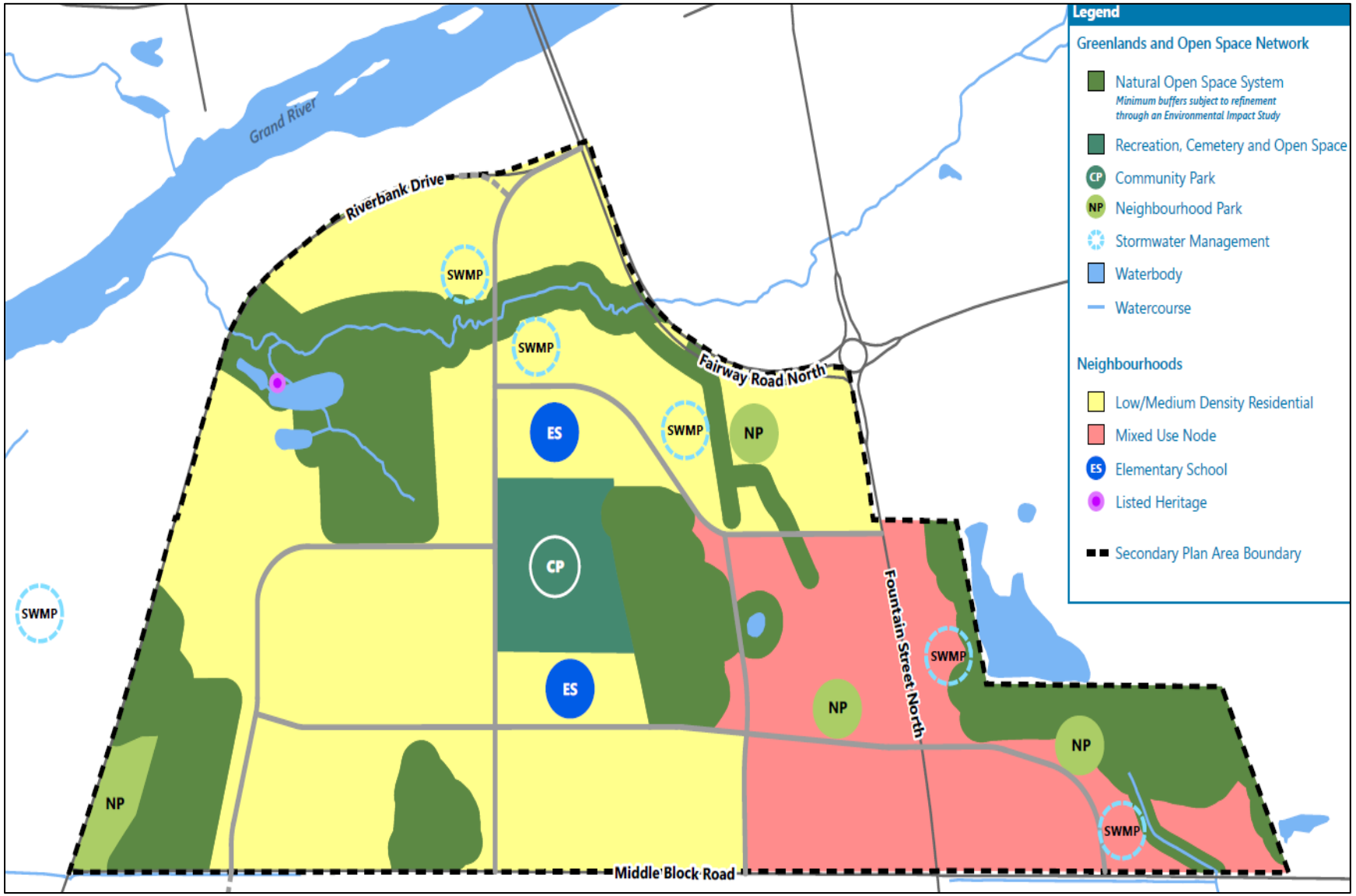


Figure 12 – North Cambridge Secondary Plan – Schedule A – Land Use

5.8 CITY OF CAMBRIDGE ZONING BY-LAW 150-85

The City of Cambridge Zoning By-law No. 150-85 is currently in force and effect.

The Subject Lands are currently zoned A1 and RR1 under By-law 150-85. The purpose of the A1 Zone is to accommodate farms and their associated uses, whereas, the RR1 Zone is to accommodate rural non-farm related dwellings in rural areas outside of settlements.

We understand the City is currently undergoing a comprehensive zoning by-law update to modernize its development standards to implement the policy directives of the City of Cambridge Official Plan. The draft zoning by-law mapping identifies the Madison Lands proposed zoning as Agricultural (A) and Rural Residential (RR), similar the existing By-law 150-85 zone categories.

The proposal seeks to amend the Zoning By-law No. 150-85 to rezone the Subject Lands into the appropriate zoning designations (e.g., R6, RM1, RM3, RM4, OS1, OS4, and N1) with site-specific exceptions to permit the proposed development.

A copy of the draft zoning by-law is provided in **Appendix A**.

Figure 13 – City of Cambridge Zoning Map

5.9 BILL 23, MORE HOMES BUILT FASTER ACT, 2022

On November 28, 2022, Bill 23, *More Homes Built Faster Act, 2022* received royal assent and is now law in Ontario. Under Bill 23 numerous legislative changes were made and in particular, the *Planning Act.* Prior to Bill 23 receiving royal assent, subsections 22 (2.1) to (2.1.2) of the *Planning Act* prohibited requests for official plan amendments to be made within two years of a new official plan or secondary plan coming into effect. Theses subsections are repealed. Additionally, prohibitions on applications to amend zoning by-laws in subsections 34 (10.0.0.1) and (10.0.0.2) and in relation to applications for a minor variance in subsections 45 (1.2) to (1.4) are similarly repealed.

6.0 CONCLUSION

Based upon a comprehensive review, the proposed development is consistent with and in conformity to the relevant policy framework outlined in the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The proposal also conforms of the policies of the Waterloo Regional Official Plan and the City of Cambridge Official Plan. Overall, the design and layout of the development has been undertaken in a manner to ensure compatibility with the surrounding land uses and provides an enhanced aesthetic and functional improvement to an underutilized parcel. Additionally, all of the studies and reports prepared in support of this application confirm that the proposed development is feasible and appropriate from a technical perspective.

It is our opinion that the proposal represents good land use planning and is appropriate for the Subject Lands.

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