

**To:** COUNCIL

**Meeting Date:** 10/8/2024

**Subject:** 24-099-CD Recommendation Report for Zoning Bylaw Amendment - 1065 Speedsville Road

**Submitted By:** Sylvia Rafalski Misch, MCIP, RPP, Manager of Development Planning

**Prepared By:** Sancy Sebastian, Planner – Development Co-ordinator

**Report No.:** 24-099-CD

**File No.:** R01/23

**Wards Affected:** Ward 1

### **RECOMMENDATION(S):**

THAT Report 24-099-CD – Recommendation Report for Zoning By-law Amendment – 1065 Speedsville Road be received;

AND THAT Council approves the proposed Zoning By-law Amendment to rezone the subject lands from (H)RM3/CS5 s.4.1.303B to (H)RM3/CS5 s.4.1.480 with additional site-specific provisions to permit the development of the lands with multiple residential dwellings including apartments;

AND THAT Council is satisfied that the requirements for a public meeting in accordance with subsection 34(12) of the Planning Act has been met;

AND FURTHER THAT that the By-law attached to Report 24-099-CD be passed.

### **EXECUTIVE SUMMARY:**

#### **Purpose**

The purpose of this report is to provide a recommendation on a Zoning By-law Amendment application to facilitate the development of multiple residential dwellings.

#### **Key Findings**

- The proposed high density residential development is located on a vacant block in a draft approved Plan of Subdivision. The proposed amendment provides for additional density and housing options in the River Mill community.

- The proposed development supports Regional and City objectives to plan new growth areas within the Urban Designated Greenfield Area as complete communities.
- The proposed development represents an efficient use of the subject lands and would utilize existing municipal services.

### **Financial Implications**

- A planning application fee in the amount of \$18,000 for the original proposed application and \$6,000 for the revised application has been paid to the City of Cambridge to process the Zoning By-law Amendment.
- This application was submitted before the Planning Act changes resulting from Bill 109 and therefore is not subject to fee refunds.

### **STRATEGIC ALIGNMENT:**

Strategic Action

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

**Strategic Action:** Increase housing options

**OR**

Core Service

**Program: Development Approvals**

**Core Service:** Official Plan and Zoning By-law Amendments

### **BACKGROUND:**

#### **Subject Property:**

The subject property is municipally addressed as 1065 Speedsville Road and is legally described as Part Lot 9 Concession 1, Beasley's Lower Block (former Township of Waterloo), City of Cambridge, Regional Municipality of Waterloo.

The subject property is located in the River Mill Community and in Phase 3 of draft approved Plan of Subdivision 30T-12104 (formerly known as Hunt Club/Arriscraft) on a block located at the southeast corner of Equestrian Way and Speedsville Road. The

subject property has a total lot area of 2.33 hectares with approximately 175 metres of frontage along Equestrian Way and 109 metres of frontage along Speedsville Road. The subject lands are shown in Figure 1.



Figure 1: Aerial Map of the Subject Lands

### **Surrounding Land Uses**

The majority of the lands surrounding the subject property are part of the River Mill community subject to three draft plans of subdivision in various stages of approval. Proposed mixed use blocks are located to the north in future Phase 4 of the River Mill community. A mixed-use townhouse development is located to the east that is currently under site plan review. A vacant employment block also located in Phase 3 of the River Mill subdivision is located south of the subject lands. Existing low density residential uses are located to the west across Speedsville Road. For context, the concept plan for the entire River Mill community is shown on Figure 2 below and includes the subject lands.

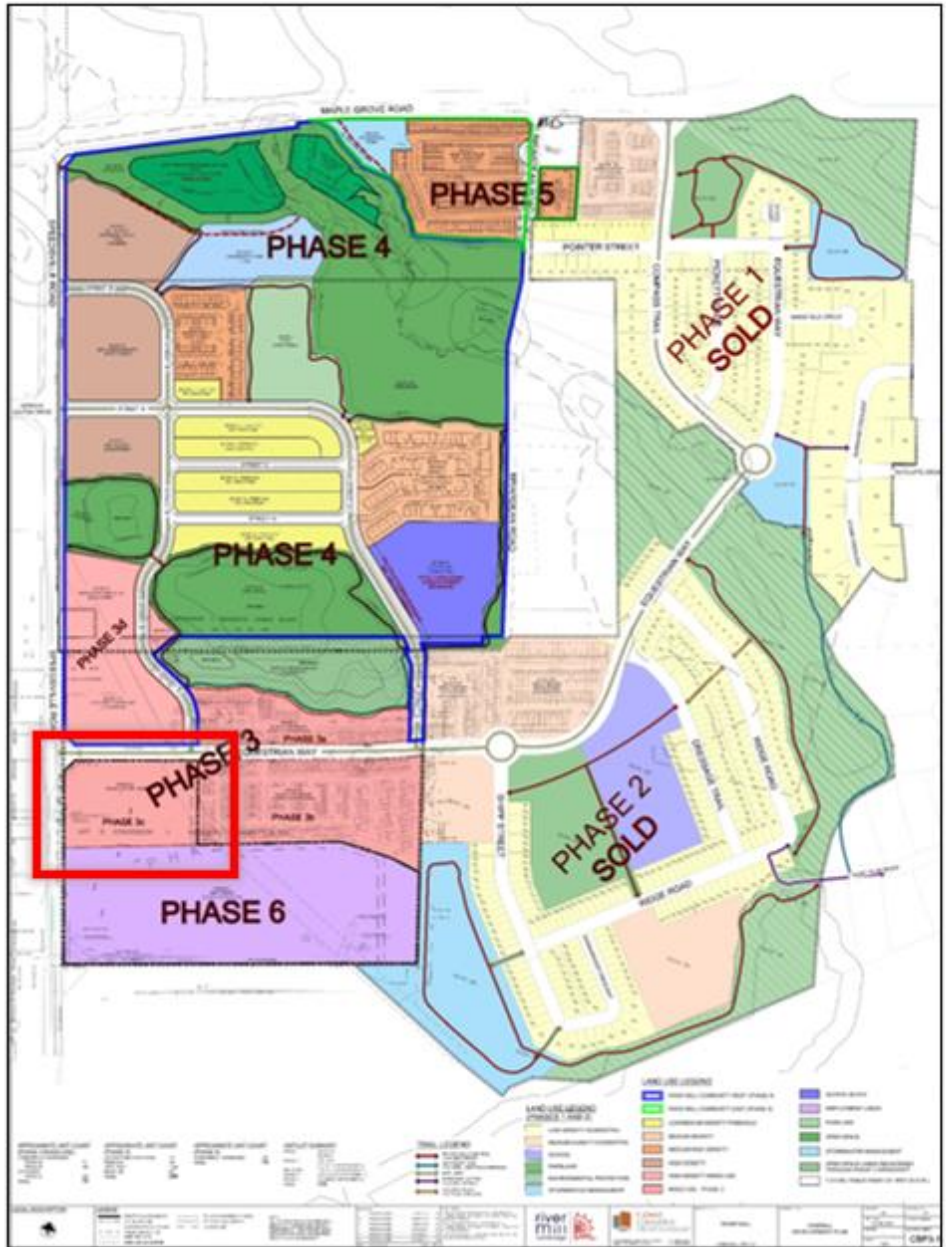


Figure 2: River Mill community Concept Plan

**ANALYSIS:**

**Original Development Proposal**

The Applicant’s original proposal was to develop the site with a four (4) storey apartment building with 465 dwelling units, with a maximum density of 200 units per hectare (currently 75 units per hectare permitted). The proposal included 465 parking spaces (11 barrier free), 70 visitor parking spaces (2 barrier free) and 152 bicycle parking spaces. A site-specific provision was requested to allow reduced parking.

## Revised Development Proposal

Since the Public Meeting on April 4, 2023, the application has been revised and subsequent Public Meeting was held on August 13, 2024.

The revised proposal is to develop the site with four (4) storey stacked townhouses with a total of 220 rental dwelling units, with a maximum density of 100 units per hectare. The plan also includes 275 parking spaces (120 garage and 155 surface parking spaces) provided at a rate of 1.25 spaces per unit as required by the Zoning Bylaw for stacked townhouses (mixed terraces). Proposed parking spaces are located to the rear of the proposed street-facing buildings. The proposed concept plan is shown in Figure 3 below.

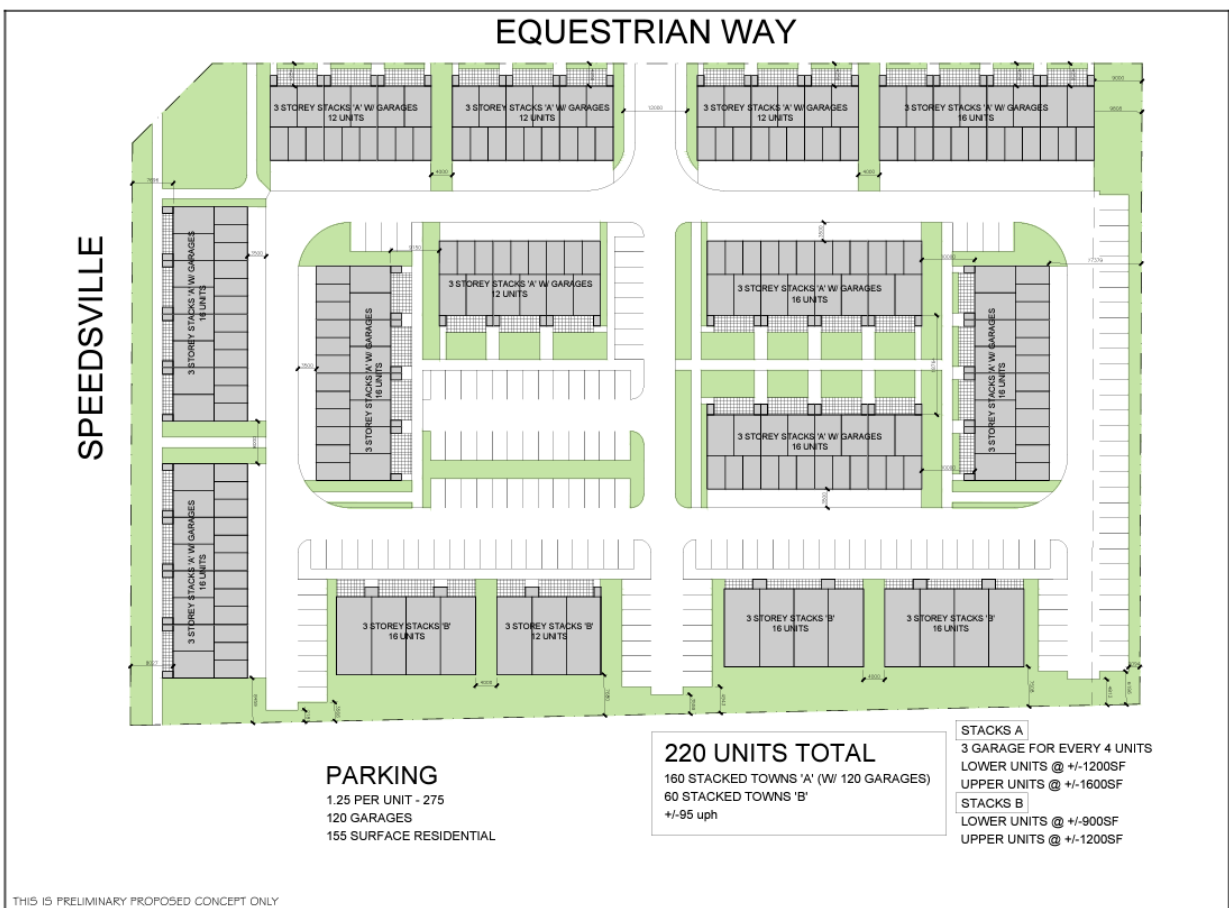


Figure 3: Proposed Concept Plan

The currently approved site-specific provisions for these lands allow linear townhouses, cluster townhouses and apartments. The site-specific zoning by-law is proposing to amend a number of existing site-specific provisions to allow the development of stacked and back-to-back townhouses with a maximum density of 100 units per hectare or an

apartment building with a maximum density of 200 units per hectare as per the original application.

The tenure proposed is purpose-built rental with the potential for an affordable housing component. The development proposes a mix of unit sizes. The buildings are proposed closer to Equestrian Way to create the streetscape and support the adjacent commercial development north of Equestrian Way.

The proposed Zoning Bylaw Amendment and revised site design meet the parking requirements. A future Site Plan application will be required for the proposed development.

### **Proposed Zoning By-law Amendment**

The proposed Zoning By-law Amendment is attached as Appendix A to this report and proposes to modify the existing zoning of the subject lands from (H)RM3/CS5 s.4.1.303B to (H)RM3/CS5 s.4.1.480 with additional site-specific provisions to permit cluster back-to-back and stacked townhouses (mixed terraces) with a maximum of 220 dwelling units and a maximum density of 100 units per hectare, or an apartment building with a maximum density of 200 units per hectare.

The proposed Zoning By-law Amendment includes additional site-specific provisions to accommodate a cluster development of four (4) storey back-to-back and stacked townhouses (mixed terraces) which were not contemplated at the time of the original site-specific Zoning By-law for the subdivision lands. The Amendment also carries forward many of the currently applicable site-specific provisions previously approved for the subdivision lands. The additional site-specific provisions address the required yard setbacks, building height, Gross Floor Area per dwelling unit, maximum lot coverage, private and common amenity area, density, and other provisions to facilitate the proposed development. The existing and proposed site-specific provisions are included in the Development Standards table below under the Existing Policy section of the report.

The existing site-specific Zoning By-law includes a Holding provision for these lands securing the implementation of noise mitigation measures and a Record of Site Condition (RSC). The RSC has been obtained for these lands. However, the applicant has not yet provided a Stationary Noise Study prepared by a qualified engineer which confirms the proposed development will meet the performance limits in the Ministry of Environment and Climate Change NPC-300 Guideline and therefore, planning staff does not support the lifting of the H provision at this time as proposed by this application.

Further, the lands are also subject to an existing zoning provision that requires sensitive land uses to have maximum geodetic elevation of 322 masl (metres above sea level). This provision is intended to mitigate noise levels from the Arriscraft industrial facility. This provision is proposed to be amended to a maximum geodetic elevation of 340masl as justified in the Sound Level Verification Measurement letter prepared by a qualified acoustic engineer (HGC Engineering, dated May 24, 2022). This letter confirmed that no habitable floors could be located above 340 metres above sea level to meet the strictest nighttime sound level limit of 45 dBA, which requires the maximum building height to be four storeys as proposed by this application.

## **Policy Review**

### **1. Official Plan**

The site is located within the “Urban Designated Greenfield Area” in the Regional Official Plan where the ROP policies require greenfield area developments to meet or exceed a minimum density target of 59 residents and jobs per hectare of land. The proposed development will exceed this minimum density.

The subject property is currently designated “High Density Residential” in the City’s Official Plan (City OP) with site-specific policies 8.10.A and 8.10.B Hunt Club Estates (Main Street). The High Density Residential designation permits a Floor Space Index (FSI) between 0.5 and 2.0 and a maximum building height of four (4) storeys. The revised proposal maintains the FSI and adheres to the maximum height of four storeys.

Policy 8.10.B applies to these lands and provides for the development of a mixed-use area that primarily serves the local neighbourhood context in keeping with the residential designation Policy 8.4.6.11 of the City OP. This mixed-use area is to be used for a combination of: (a) retail and commercial uses, office uses and community uses, either in standalone buildings or as part of mixed-use buildings; (b) apartment dwellings, either in stand-alone buildings or as part of mixed-use buildings; and (c) grade-related residential dwellings, including a variety of multiple residential forms. A maximum height of four (4) storeys is permitted to ensure compatibility with the industrial lands to the south.

The intent of the Zoning By-law Amendment is to ensure a compact and compatible development. The proposed stacked and back-to-back townhouses will be developed in conjunction with the proposed adjacent River Mill Phase 4 subdivision which includes designated commercial uses proposed at the intersection of Speedsville Road and Equestrian Way. The proposed townhouse development conforms to the policies of the City OP.

## 2. Site specific zoning

The proposed site-specific zoning provisions for this block are discussed below and will support an appropriate development and the efficient use of these lands.

The current site-specific zoning by for the subdivision lands permits a maximum density of 40 units per gross hectare for cluster townhouses and 75 units per gross hectare for apartments. There is no density provision for linear townhouses. The Amendment proposes a maximum density of 55 units per gross hectare for linear townhouses, 100 units per gross hectare for cluster back-to-back and stacked townhouses (mixed terraces) and 200 units per gross hectare for apartments.

Currently, the applicant's plan is to proceed with the development of cluster back-to-back and stacked townhouses on one lot, all as rental units. The original plan was to develop this block with apartments at a density of 200 units per hectare as per the initial application. To maintain flexibility for potential future market changes, the applicant would like to retain their original request for a density of 200 units per hectare for the apartments. Staff have included permissions for both densities in the proposed Amendment.

Despite the proposed increase in density, a number of the original zoning provisions in the current site-specific zoning by-law for these lands remain unchanged (i.e. front, rear, side yard setbacks, minimum 30% landscaped open space). Therefore, the proposed density for this block seems appropriate as the lands are designated High Density Residential.

The current site-specific zoning by-law for the subdivision lands did not require any common amenity area for linear and cluster townhouses or apartments. The proposed Amendment also does not include any common amenity area for the proposed back-to-back and stacked townhouses, but instead, provides for a minimum private amenity area of 4 square metres per dwelling unit in the form of a balcony or terrace for the back-to-back and stacked townhouses and for apartment buildings. In addition, for the apartment buildings, a 10% common amenity area has been added as a new provision. The proposed development is located in close proximity to a park and open space lands located in the registered Phase 2 River Mill subdivision and a future planned park in the proposed River Mill Phase 4 subdivision to the north of these lands, therefore the proposed private amenity areas are appropriate for this block.

There is an existing provision in the site-specific zoning by-law for the subdivision lands requiring a minimum of 1500sqm of Gross Leasable Commercial Floor Area to be provided across the various mixed-use blocks in the River Mill community. The majority of the commercial uses are planned to be located in Phase 4 subdivision lands located



directly across the street from the proposed development. Adjoining sites in Phase 3 already include commercial mixed-use buildings with a combined commercial floor area of 729.7m<sup>2</sup>. The proposed amendment carries forward this site-specific provision for the requirement of 1500sqm of Gross Commercial Floor Area and further clarifies that this provision applies across various parcels of land within the River Mill community as previously approved.

Further, the Amendment proposes to increase the maximum lot coverage from 40% to 60% for linear townhouses and cluster back-to-back and stacked townhouses. The Amendment also proposes a minimum 25% landscaped open space within the required or established front yard of linear townhouses and cluster back-to-back and stacked townhouses (mixed terraces). The existing site-specific zoning by-law also requires a minimum of 30% landscaped open space for the entire site/block and this provision will remain for the proposed development.

The Amendment further proposes a maximum of 16 attached back-to-back townhouse dwelling units as part of one building. This provision aims to have a consistent building mass and appearance similar to standard townhouses, which are permitted to have a maximum of 8 dwelling units in a row as part of one building on these lands.

Further the existing maximum front yard setback of 4.5m for apartment buildings is proposed to be increased to 7.25m. This is to ensure safe movement of pedestrians and traffic by providing increased setbacks along Speedsville Road.

The Amendment also proposes to decrease the minimum setback between parking areas and habitable rooms in stacked townhouses from 6.0 meters to 3.0 meters. This adjustment is requested to accommodate the required number of parking spaces within the development while maintaining a compact and functional site layout. The provision would create a more efficient use of land and provide additional amenities within the development. Despite the reduced setback, adequate landscaping buffers will be maintained between parking areas and townhouse units facing the inner courtyard to mitigate potential impacts from car headlights on living space.

Finally, other additional site-specific provisions were added to address minor encroachments into required yards for things like open or covered unenclosed balconies, patios, decks or porches, sills cornices, eaves, gutters, chimneys, or pilasters.

Overall, the proposed Amendment and site-specific zoning provisions will facilitate the proposed back-to-back and stacked townhouse development with 220 rental dwelling units. The proposed Amendment carries forward many of the existing provisions previously approved for the plan of subdivision. The proposed Amendment also clarifies through additional provisions the application of the zoning regulations for the subject

lands, more specifically for back-to-back and stacked townhouses (mixed terraces) which were added as other dwelling forms permitted.

Planning decisions are subject to appeal to the Ontario Land Tribunal (OLT). An appeal may be filed if the application is refused, approved, or if a decision is not made within the timeline for processing the application set out in the Planning Act. The application was submitted in January 2023, prior to the revised Planning Act legislation. The timeline for making a decision was exceeded; however, the applicant has submitted a revised application that required an additional Public Meeting and review time of the application.

**EXISTING POLICY / BY-LAW(S):**

**City of Cambridge Official Plan, 2012, as amended**

**Existing Land Use Designation(s):** Designated Greenfield Area and High Density Residential with Site Specific Policies 8.10.A and B as per Maps 1A, 2 and Figure 65 in the City's Official Plan.

The existing land use designation in the City's Official Plan is shown in Figure 4 below.

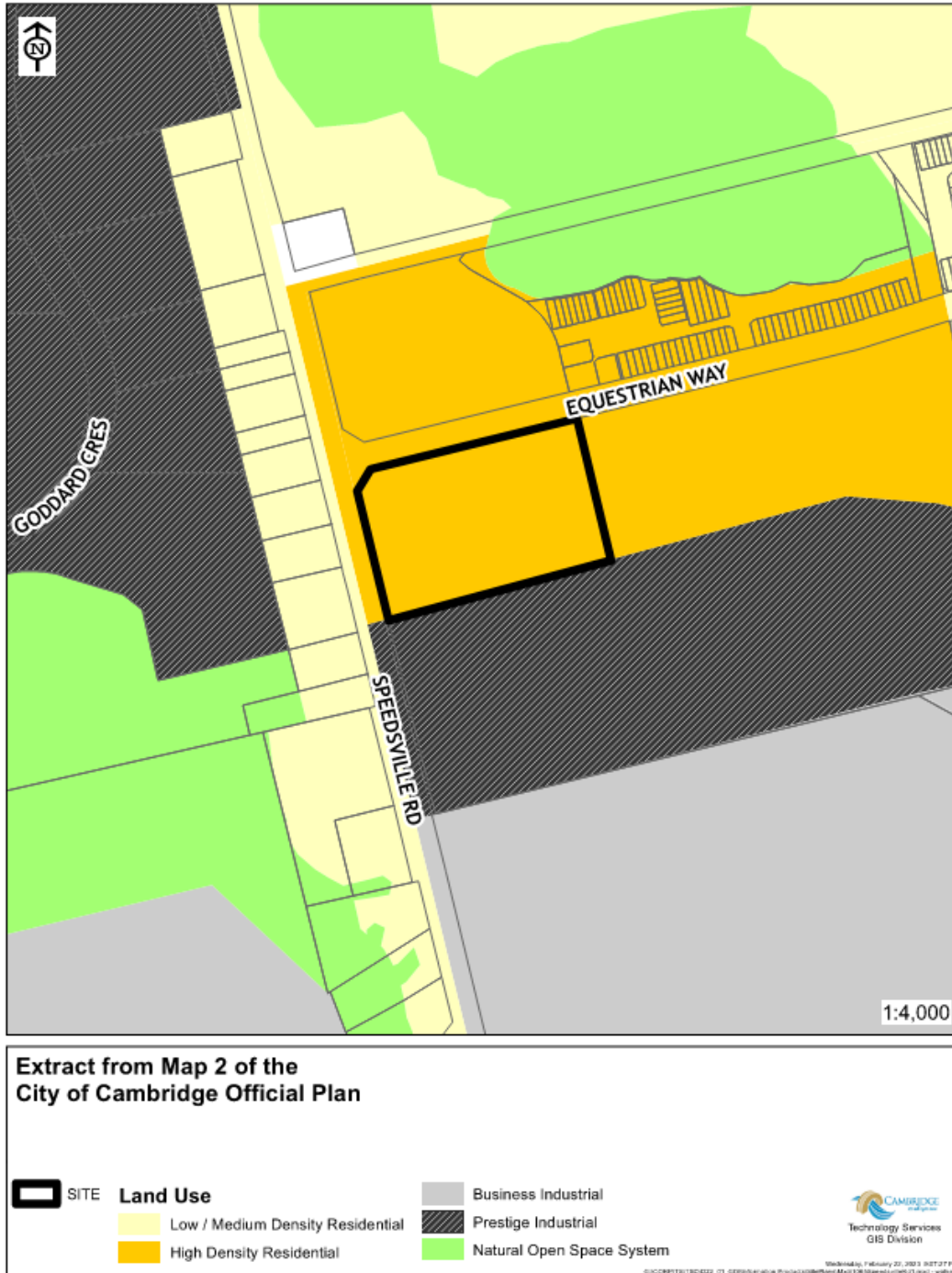


Figure 4: Existing Official Plan Designation

**City of Cambridge Zoning By-law 150-85, as amended**

**Existing Zoning:** (H)RM3CS5 s.4.1.303B

**Proposed Zoning:** (H)RM3/CS5 s. 4.1.480 with site specific provisions



Figure 5 – Existing Zoning

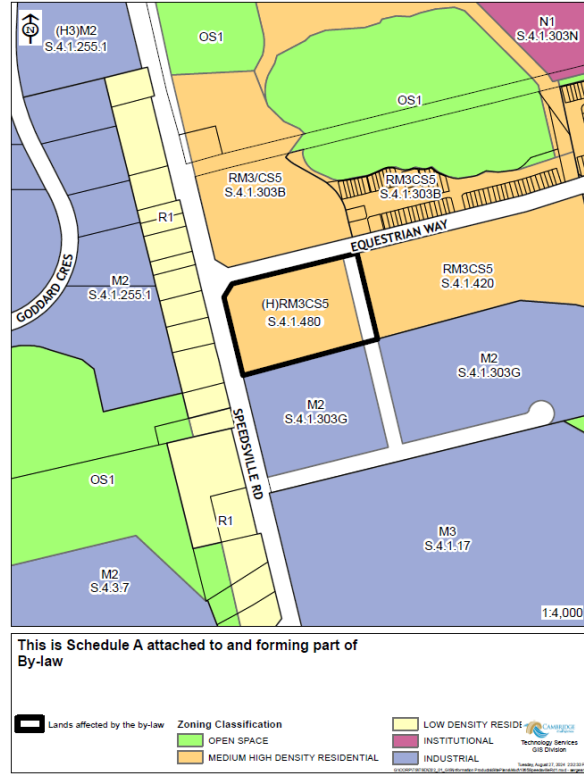


Figure 6 – Proposed Zoning

**Proposed Site-specific Zoning Provisions:**

The applicant is proposing to maintain and expand upon the existing site-specific zoning provisions. The proposed changes are detailed in the Development Standards Table below.

Development Standard	Existing Zoning By-law 150-85 (H)RM3CS5 s.4.1.303B	Proposed Zoning (H)RM3CS s.4.1.480
Gross Leasable Floor Area (Commercial)	Minimum of 1,500 sq. m shall be constructed	Proposed to be constructed over all mixed-use blocks in the River Mill Community
Maximum Front Yard (2)(3)	4.5m	Apartment Houses: 7.25 m, n/a for underground parking structure
Minimum Setback to Daylight Triangle	Nil	3m

Development Standard	Existing Zoning By-law 150-85 (H)RM3CS5 s.4.1.303B	Proposed Zoning (H)RM3CS s.4.1.480
Maximum Building Height <sup>(1)</sup>	13.5m	Cluster townhouses and back-to-back stacked townhouses (mixed terraces) and apartments: No portion of the building shall be greater than 14m (4 storeys) in height measured from the grade of the Equestrian Way property boundary, exclusive of any mechanical, electrical or elevator equipment on the roof, screening thereof, access stair, parapet, chimney stack, or any partially exposed parking structure
Minimum Gross Floor Area per dwelling unit (one or more bedrooms)	Apartments: 50 sq.m	Apartments: 43 sq.m
Maximum Lot Coverage	Townhouses: 40% Apartments: n/a	Linear townhouses: 60%  Cluster townhouses, back-to-back and stacked townhouses (mixed terraces): 60%
Maximum Number of Attached units	Townhouses: 8	Cluster townhouses: 8 Cluster back-to-back townhouses: 16 Cluster stacked townhouses: n/a
Private Amenity Area	Linear townhouses: N/A  Cluster townhouses: 35 sq.m  Apartments: 20 sq.m	Linear townhouses: 30sq.m  Cluster back-to-back stacked townhouses (mixed terraces): 4 m2 provided on a balcony or terrace and stacked

Development Standard	Existing Zoning By-law 150-85 (H)RM3CS5 s.4.1.303B	Proposed Zoning (H)RM3CS s.4.1.480
		Apartments: 4m <sup>2</sup> provided on a balcony or terrace
Minimum Common Amenity area per dwelling unit	Nil	Linear townhouses: N/A  Cluster back-to-back and stacked townhouses (mixed terraces): N/A  Apartments: 10%
Maximum Density (units per hectare)	Linear townhouses: N/A  Cluster townhouses: 40 uph  Apartments: 75 uph	Linear townhouses: 55 uph  Cluster townhouses, back-to-back and stacked townhouses (mixed terraces): 100 uph  Apartments: 200 uph
Minimum Landscaped Open Space within the required or established Front Yard	Nil	Linear and cluster townhouses and cluster back-to-back and stacked townhouses (mixed terraces): 25%  Apartments: 30%
Maximum Encroachments	Porches, patios and decks (under 3m in height): 2.5 m into the front, exterior and rear yard  Balconies: 0.6m into the front, exterior side yard and rear yard  Sills cornices, eaves, gutters, chimneys, or pilasters: 0.5m into any	Porches, patios and decks (under 3m in height): 3 m into the front, exterior and rear yard  Balconies: 3 m into front yard, exterior side yard and rear yard.  Sills cornices, eaves, gutters, chimneys, or pilasters: 0.75 m into any required yard

Development Standard	Existing Zoning By-law 150-85 (H)RM3CS5 s.4.1.303B	Proposed Zoning (H)RM3CS s.4.1.480
	required yard	
Geodetic Elevation	No habitable floor space shall be permitted above 322 metres above sea level	No habitable floor space shall be permitted above 340 metres above sea level
Setback from habitable room of a dwelling unit to access driveway, aisle, parking still or parking lot in an RM class zone	6m measured perpendicular to the wall containing such window, where the surface of the floor in such habitable room is less than 1.0 m above the finished grade.	3m measured perpendicular to the wall containing such window, where the surface of the floor in such habitable room is less than 1.0 m above the finished grade.

The proposed zoning bylaw amendment also includes the following additional requirements noted as items (1), (2), and (3) in the site-specific provisions. These provisions are applicable to setbacks and height requirements.

(1) Notwithstanding any provision of this zoning by-law, no habitable floor space shall be permitted above 340 metres above sea level

(2) Notwithstanding the minimum yards above and Section 2.1.15, balconies, vents, canopies, underground parking stairs, underground parking ramps, underground parking shafts, shoring, utilities, retaining walls, roof overhangs, and handrail systems are permitted to encroach 3 m into any required yard.

(3) Notwithstanding the minimum yards above and Section 2.1.15, underground parking structures are permitted to the property line with a zero yard setback.

**FINANCIAL IMPACT:**

- A planning application fee in the amount of \$18,000 for the original proposed application and \$6,000 for the revised application has been paid to the City of Cambridge to process the Zoning By-law Amendment.

- Future planning application fees will be required as part of the submission of any complete Site Plan Application, Plan of Condominium Application and or Part Lot Control Application.
- City and Regional Development Charge fees will be collected prior to building permit issuance. Development Charges collected for the proposed development will be used for the construction of new infrastructure required to support growth of the City.
- Any further costs associated with the development of the site are to be borne by the Applicant.

### **PUBLIC VALUE:**

A statutory public meeting required under the Planning Act was held on April 4, 2023 for the original application and a subsequent Public Meeting was held on August 13, 2024 for the revised application.

Following the Public Meeting, any person that provided their contact information on the sign-in registry at the meeting or requested through other means to be kept informed about the applications were notified through mailed correspondence of the Council Meeting and provided with access to this Recommendation Report being presented to Council on October 8, 2024.

### **ADVISORY COMMITTEE INPUT:**

Not Applicable

### **PUBLIC INPUT:**

No member of the public spoke at the August 13, 2024 Public Meeting for the revised application. One written submission was received from the adjacent industrial facility raising concerns regarding the proposed density and traffic in the area. A Traffic Impact Study was submitted with the original application proposing 465 apartment dwelling units. With the submission of the revised application, the applicant intends to proceed with stacked townhouse development with 220 dwelling units. To further address the impacts of proposed development on the road network and identify any necessary road improvements, a scoped Traffic Impact Study will be requested as part of a future site plan application.

### **Council Comments and Direction to Staff:**

There were no delegations at the public meeting on April 13, 2024; however, Council provided comments and direction to Staff and the Applicant. The response to



comments and the action being taken by Staff and Applicant is summarized in the table below:

<b>Number</b>	<b>Council Comments/ Direction</b>	<b>Applicant /Staff - Action and Consideration</b>
1	Will there be accessible units provided in the proposed developments	The applicant has indicated that the site's grading variations may allow for the creation of accessible units. These opportunities will be identified during the detailed design phase of the Site Plan Approval process. Additionally, the current concept includes two distinct types of townhouses, which further increases the potential for incorporating accessible units.
2	The density increases from 75 to 100 is quite a change. Why is the density increase proposed from the previous proposal for cluster townhouse development	The applicant has indicated that stacked townhouses were a more space-efficient housing option than traditional townhouses. The proposed unit design would enable higher density while maintaining the same building height.
3	Recommend providing higher parking rates	The original proposal requested for parking reductions. The application was revised to meet the current parking requirements in the zoning by-law. During the detailed site plan stage following zoning approval, the possibility to provide increased parking on-site will be reviewed.
4	Please provide more details on the walkability of the development, given its distance from existing commercial, shopping, and grocery options. As there is a delay	The River Mill community features multiple trails and parks developed in previous phases. Moreover, a designated school block was provided to the public school board, although construction awaits funding. Phase 4 also includes plans for a school block and a park.  The River Mill community already includes

Number	Council Comments/ Direction	Applicant /Staff - Action and Consideration
	expected for proposed commercial use planned in River mill subdivision.	729.7m <sup>2</sup> of commercial space in Phase 3. With an additional 1,500m <sup>2</sup> planned for Phase 4, the community will meet the previously established minimum commercial requirement, fostering a diverse range of businesses. This will contribute to the overall growth and vibrancy of the area.
5	What will be the proportion of larger units in the given development proposal?	The applicant has stated that with the current design, approximately 25% of the units have 3 bedrooms, 25% have 2 bedrooms and 50% will have 1 bedroom.
6	What has caused the shift from apartments to stacked towns?	The shift to stacked townhouses is primarily motivated by the current market conditions. Higher interest rates and construction costs have made stacked townhouses a more financially viable option for both developers and potential renters. By maintaining a rental model and avoiding sales, the project can potentially offer lower rental rates due to reduced construction costs and mitigate interest rate impacts.
7	Why was their limitation put to height, was it requested by staff or the developer and is their opportunity to go higher than the given heights?	<p>The applicant stated that a concern was raised by City Staff that 4-storeys can be considered ambiguous. To address this, the applicant introduced a specific height measurement in meters, which they found to be more acceptable and consistent with the parent zoning bylaw's height restrictions. It's important to note that taller buildings, up to 10 stories, are planned for Phase 4 along Speedsville Road to the north of this site.</p> <p>Also, the neighbouring industrial facility initially expressed concerns about views into their</p>

Number	Council Comments/ Direction	Applicant /Staff - Action and Consideration
		<p>industrial operations. The applicant previously agreed with the neighboring property to limit the height of buildings south of Equestrian Way to four stories or less. While noise studies suggest taller buildings are possible, the applicant wants to honour this commitment.</p> <p>In addition to the noise mitigation measures, the applicant proposes a lighter industrial building in Phase 6, which will act as a buffer and transition between their heavier industrial use and the residential uses.</p>
8	<p>Could you explore the possibility of ground-floor commercial spaces.</p>	<p>The applicant stated that a recent retail demand study identified Phase 4 as the most strategic location for commercial development. While smaller mixed-use developments are underway in Phase 3, Phase 4 offers larger commercial opportunities. With a combined total exceeding 1,500m<sup>2</sup>, the community will easily surpass the minimum commercial requirement, fostering a diverse commercial landscape. Given limited opportunities in Phase 3c and an existing agreement with an industrial landowner, taller buildings are not planned for this property, maintaining a balanced approach between residential and commercial uses.</p>
9	<p>Have we received any comments from the Region about public transit?</p>	<p>The Region staff has stated that Grand River Transit (GRT) has extended all day service to the section of Speedsville Road adjacent to the proposed River Mill Phase 4 subdivision. A new stop #4225, is located at the NE corner of Speedsville Road and Equestrian Way. This route will begin operating September 2, 2024 and a new concrete transit stop pad and sidewalk connection will be constructed in the first few weeks of September. The timing of</p>

Number	Council Comments/ Direction	Applicant /Staff - Action and Consideration
		possible future service expansion internal to the River Mill community is not yet known but is being considered as part of the update to the GRT Business Plan currently underway.
10	Have we received any road widenings?	<p>A road widening has been obtained along the section of Speedsville Road south of Briardean Road as part of the River Mill Phase 2 registration plan. As part of Phase 2, Equestrian Way was created, and the road widenings were taken at that time.</p> <p>The proposed River Mill Phase 4 draft plan of subdivision identifies additional road widening along the section of Speedsville Road north of old Briarean Road up to Maple Grove Road. This road widening will be required prior to the registration of the Phase 4 subdivision.</p>
11	Council directed staff to reach out to the Region to prioritize making the upgrades to Speedsville Road a Capital Project in the urgent future?	City staff are actively working with the Region to complete the upload of the road into their ownership and the City will be working with the Region to encourage capital upgrades are prioritized to support development in this area.

**INTERNAL / EXTERNAL CONSULTATION:**

The applications have been circulated to the departments and commenting agencies listed in Appendix C.

Staff has received comments from applicable City departments and outside agencies in regard to the proposed Zoning By-law Amendments which can be found in Appendix B. Staff and agency comments have been acknowledged and/or addressed by the Applicant.

## **CONCLUSION:**

The City of Cambridge is expecting to accommodate significant population growth within the current Planning Horizon into the year 2051. With limited vacant residential land available within the City and an increase in housing costs, there is a growing need and demand for more dense housing options that can accommodate more people in smaller spaces. There is also a demand for more attainable housing options than traditional single detached homes.

The proposed Amendment provides for an efficient use of existing municipal water and sanitary sewer services, and roads, and more housing options, including much needed rental housing units.

It is the opinion of Planning staff that the proposed application is consistent with the Provincial Policy Statement, conforms with the policies of the Provincial Growth Plan 2020, the ROP, the City OP, and meets the general intent and purpose of the City of Cambridge Zoning By-law No. 150-85.

## **REPORT IMPACTS:**

Agreement: **No**

By-law: **Yes**

Budget Amendment: **No**

Policy: **No**

## **APPROVALS:**

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

**Director**

**Deputy City Manager**

**Chief Financial Officer**

**City Solicitor**

**City Manager**

**ATTACHMENTS:**

**When naming attachments please use the following format:**

1. 24-099-CD Appendix A – Draft Zoning By-law Amendment
2. 24-099-CD Appendix B – Proposed Concept Site Plan
3. 24-099-CD Appendix C – Internal – External Consultation and List of Supporting Studies.