

**To:** COUNCIL

**Meeting Date:** 4/29/2025

**Subject:** 25-049-CD Recommendation Report for 240-276 Limerick Drive  
– Draft Plan of Subdivision and Zoning By-law Amendment

**Submitted By:** Bob Bjerke, MCIP, RPP, Chief Planner

**Prepared By:** Melissa Mohr, MCIP, RPP, Senior Planner - Development

**Report No.:** 25-049-CD

**File No.:** R04/23 and 30T-23102

**Wards Affected:** Ward 1

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

THAT Report 25-049-CD being a Recommendation Report for Draft Plan of Subdivision and corresponding Zoning By-law Amendment for 240-276 Limerick Road, be received;

AND THAT Council approves the proposed Zoning By-law Amendment to rezone the subject lands from R2, R3(H) and R5 to the OS4 and RM4 with site specific provisions to facilitate a residential subdivision containing 105 townhouse units;

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

AND THAT that the By-law attached to Report 25-049-CD in **Appendix C** be passed;

AND THAT Council approve Draft Plan of Subdivision 30T-23102, subject to the conditions included in **Appendix D** attached to Report 25-049-CD;

AND FURTHER THAT Council authorize the Chief Planner or their designate to issue final approval of the Plan of Subdivision once the conditions of Draft Plan Approval included in **Appendix D** have been satisfied.

#### **EXECUTIVE SUMMARY:**

##### **Purpose**

The purpose of this report is to provide a recommendation on a Plan of Subdivision and Zoning By-law Amendment to facilitate the development of 105 townhouse dwellings on the lands addressed as 240-276 Limerick Road.

A Zoning By-law amendment is required to permit stacked townhouses and the density proposed on site. A concurrent draft plan of subdivision is required to permit the creation of residential blocks, a public road, emergency access route, road dedication and a trail.

### **Key Findings**

- The proposed applications contribute to a complete community within the Preston Parkway Subdivision.
- The Plan of Subdivision and Zoning By-law Amendment are requested to facilitate the construction of 105 townhouse units, a road extension and temporary emergency access with public trail that has access to John Erb Park.
- The Zoning By-law Amendment facilitates increased density through this development while being sensitive to the existing residential neighbourhood.
- The proposed development represents an efficient use of land and municipal services.
- The proposed development aligns with Provincial and City development policies.

### **Financial Implications**

Planning application fees in the amount of \$40,700 have been paid to the City of Cambridge to process the Zoning By-law Amendments and Draft Plan of Subdivision.

### **STRATEGIC ALIGNMENT:**

#### ☒ Strategic Action

**Objective(s):** PLANNING FOR GROWTH – Provide for a mix of development, uses and amenities in order to meet the needs of the changing and diverse population

**Strategic Action:** Increase housing options

#### ☒ Core Service

**Program:** Development Approvals

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

## **BACKGROUND:**

### **Subject Property**

The subject lands are addressed as 240 and 276 Limerick Road and are located south of Knotty Pine Avenue on the east side of Limerick Road. They are approximately 2.68 hectares (6.62 acres) in size with 128.32 metres (421 feet) of frontage on Limerick Road and contain a dwelling and detached garage on site. The majority of the lands contain wooded areas and open fields and are shown in Figure 1 below:

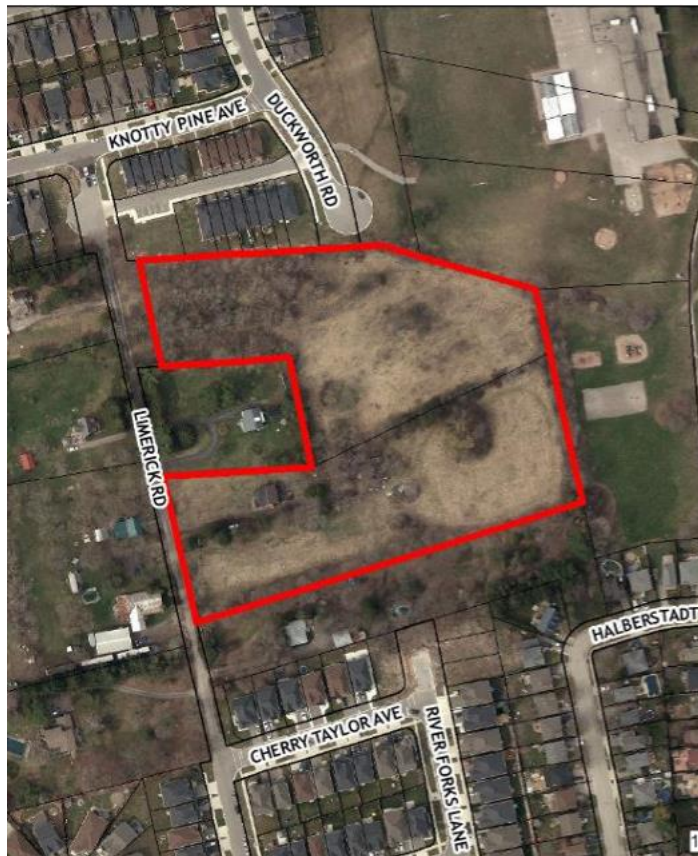


Figure 1 – Aerial Map of the Subject Lands

### **Surrounding Land Uses**

Residential properties are located to the north, south and west of the lands. John Erb Park is located directly to the east of the subject lands and the Preston Parkway is located east of John Erb Park.

## **ANALYSIS:**

### **Development Proposal**

The applicant applied for a Draft Plan of Subdivision and concurrent Zoning By-law Amendment to facilitate an eight (8) block residential plan of subdivision that will contain a total of 105 townhouse units with dedications to the City in the form of road extensions, a temporary emergency access and a trail block. The Draft Plan of Subdivision can be found in **Appendix A** and the Draft Concept Plan can be found in **Appendix B**.

The proposed Zoning By-law Amendment is to rezone residential blocks from R2, R3(H) and R5 to the RM4 zone with site-specific provisions for each block to facilitate the proposed development. The trail is proposed to be rezoned OS4 to reflect the trail connection to the park. The site specific requests are described further in this report and the draft Zoning By-law can be found in **Appendix C**.

### **Policy Overview**

The Provincial Planning Statement, 2024 (PPS, 2024) directs planning authorities to provide for an appropriate range and mix of housing options, including various styles of townhouse units, to meet the needs of current and future residents.

The range and mix of housing is to be achieved through development of new housing within Greenfield Areas and through redevelopment in the Built Up Area or Strategic Growth Areas that results in a net increase in residential units. Land use patterns within settlement areas are to be developed by:

- Using land and resources efficiently
- Optimizing existing and planned infrastructure and public service facilities
- Supporting active transportation and transit

In addition, large and fast-growing municipalities including the City of Cambridge are encouraged to plan for intensification to meet the needs of existing and future residents and jobs in designated growth areas. The proposed development is consistent with the Provincial Planning Statement.

The site is designated Urban Area and Designated Greenfield Area in the Regional Official Plan and Low/Medium Density Residential in the City Official Plan. As of January 1, 2025, when the Minister removed planning authority from the Region, the Regional Official Plan (ROP) is deemed to be part of the City's Official Plan. Until the City Official Plan is updated, the ROP and its policies are referenced separately.

The ROP directs Greenfield Areas of the City to be planned to support complete communities and 15-minute neighbourhoods by providing opportunities for people of all ages and abilities at all times per year to conveniently access necessities for daily living within a 15-minute trip by walking cycling and rolling and where other needs can be met by taking direct, frequent and convenient transit, wherever possible.

The development proposes dwelling forms that will contribute to gentle density within an existing neighbourhood, which are within a 15 minute walk to a bus stop (Route 61/Preston). Route 61/Preston connects to iXpress route 206 which is a Bus Rapid Transit route.

The proposed development meets the maximum density of 40 units/ha permitted in the Low/Medium Density Residential designation in the City Official Plan.

The subject lands are located along Limerick Road, which is a local road with a rural cross section. In accordance with section 8.4.3 of the Official Plan, multi residential developments are encouraged on parcels of land with access to an arterial or collector road where the site is conveniently located to public transit, recreational and open space, and shopping facilities.

A Transportation Impact Study (TIS) was submitted and accepted by staff. The TIS indicated no further road or network improvements are required as a result of this development. A recommendation to extend the existing left turn lane on Preston Parkway at the intersection of Shantz Hill and Preston Parkway was made due to existing traffic conditions. Transportation staff have notified the Region and will work with the Region to implement this improvement as this intersection is signalized and under Region's authority. In addition, the subdivision will facilitate convenient pedestrian access to transit along Preston Parkway. This will contribute to a complete community by providing alternative mobility options for existing and future residents.

Based on the above, the proposed development conforms to the ROP and City Official Plan.

A Zoning By-law Amendment is proposed to rezone the lands from Residential Two (R2), Residential Three (R3) with a holding provision for servicing and Residential Five (R5) to the Multiple Residential Four (RM4) Zone with site-specific provisions to permit multi-residential development through the proposed subdivision. The proposed provisions support increased density on site, which will contribute to the housing targets committed to the Province by the City. The Zoning By-law contains reduced front and exterior side yards, which will allow the stacked townhouse dwellings to be located closer to streets with parking areas located behind the buildings. This will provide a closer relationship between the streets and building facades, allow the applicant to meet

the minimum parking provisions in the By-law, while prohibiting further encroachments in yards that contain front or exterior yard reductions. The proposed Zoning By-law also provides clarification relating to the defined front and exterior side yards, as two blocks will have multiple frontages. Finally, the applicant has requested that the Holding provision for servicing be removed as they have demonstrated servicing can be provided to this development.

The applicant has proposed reduced common amenity areas on two blocks; however, the development is directly adjacent to John Erb Park and the draft plan of subdivision contains two (2) blocks (a Temporary Emergency Access and a Trail) that will be dedicated to the City. Through the conditions of Draft Plan Approval contained in **Appendix D**, the Temporary Emergency Access block will be constructed with a temporary emergency access route and sidewalk, connecting Limerick Road through the Emergency Access Block to the Street A/Duckworth Road Extension. East of the Street A/Duckworth Road Extension contains a six metre (6 m) trail block that connects this development to John Erb Park. Through the conditions of Draft Plan Approval, the trail block will be developed to include a paved surface, providing residents of this subdivision and residents along Limerick Road a direct connection to John Erb Park, as shown conceptually in Figure 2 below:

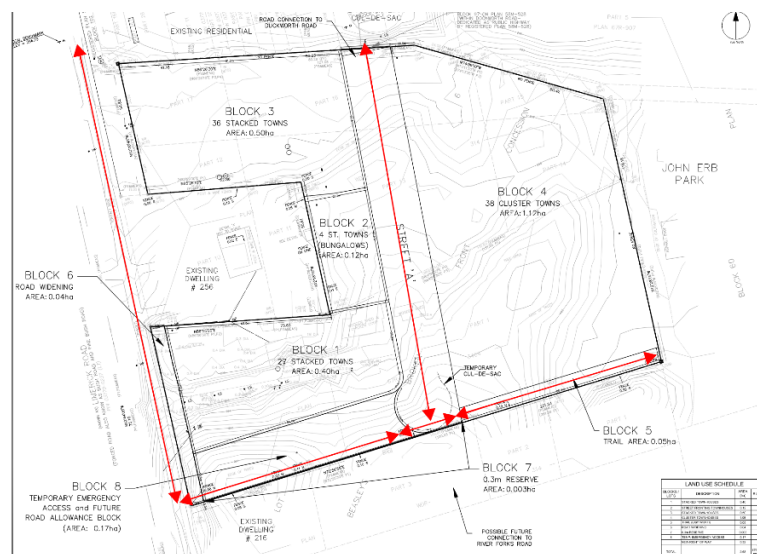


Figure 2: Pedestrian Connectivity

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

City of Cambridge Official Plan, 2012, as amended

**Existing Land Use Designations:** Urban Area, Designated Greenfield Area and Low/Medium Density Residential



**Proposed Land Use Designations:** Not Applicable

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

**Existing Zoning:** Residential R2, (H)R3 and R5 Zones

**Proposed Zoning:** RM4 s.4.1.483, RM4 s.4.1.484, RM4 s.4.1.485, RM4 s.4.1.486 and OS4

The existing and proposed zoning is shown on Figure 3 and Figure 4 below:

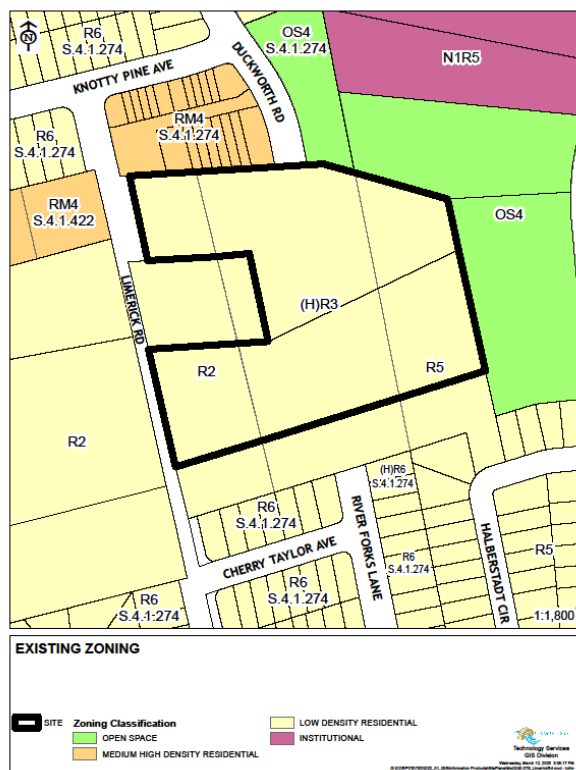


Figure 3: Existing Zoning

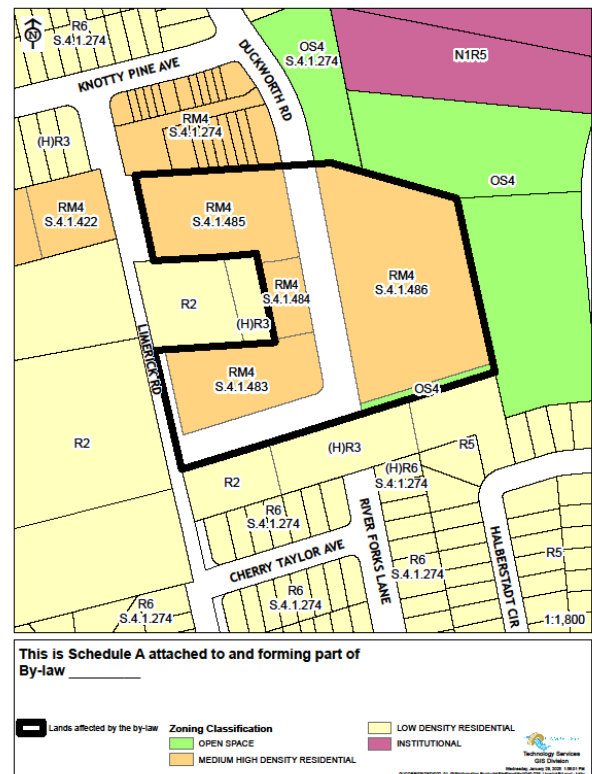


Figure 4: Proposed Zoning

**Existing and Proposed Site-Specific Zoning Provisions:**

Development Standard Provision – Block 1 RM4 s.4.1.483	Existing By-law 150-85, as amended	Proposed Block 1: RM4 s.4.1.483
Maximum Density	40 units/ ha	68 units/ ha
Front Yard setback adjacent to limerick road	6.0 m	3.3 m
Front Yard adjacent to Street 'A'	6.0 m	6.0 m
Exterior Side Yard from	6.0 m	3.3 m

the Emergency Access		
Minimum Common Amenity Area	30 m <sup>2</sup>	21.0 m <sup>2</sup> / unit
Minimum Distance between a habitable room on a floor less than 1 m and drive aisle	6.0 m	3.5 m
<b>Development Standard Provision – Block 2 RM4 s.4.1.484</b>	<b>Existing By-law 150-85, as amended</b>	<b>Proposed Block 2: RM4 s.4.1.484</b>
Minimum rear yard abutting R Zone	7.5 m	6.1m
Maximum Lot Coverage	40%	43%
<b>Development Standard Provision – Block 3 RM s.4.1.485</b>	<b>Existing By-law 150-85, as amended</b>	<b>Proposed Block 3: RM4 s.4.1.485</b>
Maximum density	40 units/ ha	72 units/ ha
Front Lot Line setback adjacent to Limerick Road	6.0 m	3.3 m
Minimum Common Amenity Area	30%	8.8 m <sup>2</sup> / unit
Minimum Distance between a habitable room on a floor less than 1 m and drive aisle	6.0 m	3.0 m
<b>Development Standard Provision – Block 4 RM4 s.4.1.486</b>	<b>Existing By-law 150-85, as amended</b>	<b>Proposed Block 4: RM4 s.4.1.486</b>
Minimum Front Yard	6.0 m	4.5 m
Minimum Interior Side Yard:	7.5 m	2.5 m
Minimum Rear Yard	7.5 m	7.0 m
Maximum number of attached dwelling units	6	8

In addition, the following site-specific provisions will be implemented:

**Block 1:**

- Define Limerick Road and Street A as Front Lot Lines
- Define the Temporary Emergency Access as an Exterior Lot Line
- Prohibit further encroachments in the Front and Exterior yards

**Block 3:**

- Prohibit further encroachments in the Front yards
- Define Limerick Road and Street 'A' as Front Lot Lines



**Block 4:**

- Frontage and area are calculated for the entirety of the lands

**Block 5:**

- to be rezoned **OS4** to permit a trail to John Erb Park

The draft Zoning By-law can be found in **Appendix C**.

**Recommendation**

Staff gave consideration to Provincial, Regional and City policies, agency comments, compatibility with the surrounding neighbourhood with respect to height and density and the appropriateness of the site-specific provisions that were requested by the Applicant.

It is the opinion of Planning staff that the proposed applications are consistent with the Provincial Planning Statement, 2024 and conform with the policies of the Official Plan, subject to the requested amendments, and the proposal meets the general intent and purpose of the City of Cambridge Zoning By-law No. 150-85, as amended.

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 applications set out in the Planning Act.

**FINANCIAL IMPACT:**

- The planning application fee of \$40,700 has been paid to the City of Cambridge to process the proposed Draft Plan of Subdivision and Zoning By-law Amendment Applications.
- Future planning application fees will be required as part of the submission of any complete Site Plan Application and/or Plan of Condominium 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:**

The statutory public meeting required under the Planning Act was held May 16, 2023.

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 April 29, 2025.

#### **ADVISORY COMMITTEE INPUT:**

Not Applicable

#### **PUBLIC INPUT:**

No formal written submissions were made to staff, but two delegations were made at the public meeting on May 16, 2023. The general nature of the comments expressed are summarized below, followed by a staff response:

##### **Support for the development and concerns with parking**

A resident provided their support for the development and indicated that it would provide economic opportunities for the businesses in Preston. The resident did raise concerns regarding parking on side streets.

Through the original submission, the applicant included a reduced parking rate provision for Block 4. Through a resubmission of the application, the applicant will meet the minimum parking rates established in the Zoning By-law. Staff will look at opportunities to include additional parking through the site plan process.

##### **Concerns regarding vandalism and property standards**

A resident who lives adjacent to the site was concerned with vandalism and trespass on their property due to the development and maintenance of the subject lands. The resident requested a fence be installed adjacent to their property.

The developer is required to fence the perimeter of the development in accordance with Section 2.4.1 and 2.4.2 of the City of Cambridge Zoning By-law 150-85, as amended. Finally, a fencing plan is required as a condition of draft plan approval for this development. Furthermore, property standards concerns are addressed through the City's Property Standards By-law.

Council raised concerns with the following aspects of the original proposal at the public meeting held May 16, 2023:

##### **Location of Parkland and on-site Amenity Areas**

The subject lands are located adjacent to John Erb Park and the draft plan of subdivision contains connections from Limerick Road to the public park. In addition, each multi-residential block contains common amenity areas for the use of the future residents of each block.

**Tenure and affordability of the development**

The applicant has proposed a condominium housing tenure. No affordable housing has been proposed through this development; however, the applicant has agreed to provide \$500/residential unit to the affordable housing reserve fund and would be implemented as a condition of draft plan approval.

**Traffic on Limerick Road and in the Existing Preston Heights Subdivision**

A Transportation Impact Study (TIS) was prepared in support of the application and indicated no further road or network improvements are required as a result of this development. Staff have accepted the conclusions of the TIS.

A recommendation to extend the existing left turn lane on Preston Parkway at the intersection of Shantz Hill and Preston Parkway was made due to existing traffic conditions. Transportation staff have notified the Region and will work with the Region to implement this improvement as this intersection is signalized and under Region's authority.

The section of Limerick Road that abuts the subject lands is currently designed as a rural cross section. A road widening will be taken through a condition of draft plan approval to allow Limerick Road to be reconstructed as an urban cross section in the future, when needed.

Further to the above, the bollards at the intersection of Limerick Road and Knotty Pine Avenue are to be relocated as part of the original subdivision in coordination with the draft plan approved development at 285 Limerick Road (File No. 30T-20103) located on the west side of Limerick Road.

Finally, the emergency access route will be constructed by the developer and dedicated to the City as a condition of draft plan approval. The emergency access route block is wide enough to meet municipal road standards to allow the conversion of the emergency route to a municipal road in the future. The conversion of the temporary emergency route to a public road will also facilitate development on adjacent lands in the future.

The applicant has adequately addressed staff's transportation related concerns applicable to the proposed subdivision.

### **Concerns relating to parking proposed through the development**

The applicant has removed the request for reduced parking and the development will meet the minimum parking provisions of the Zoning By-law. Staff will explore opportunities for increased parking at the site plan stage as each block develops.

### **Concerns with the removal of trees on site**

The applicant has submitted a tree management plan documenting the condition of the trees on site and the trees proposed to be removed. In addition, the City has a tree replacement By-law and has incorporated these requirements into conditions of draft plan approval.

### **INTERNAL / EXTERNAL CONSULTATION:**

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

Staff has received comments from applicable City departments and outside agencies in regard to the proposed Draft Plan of Subdivision and Zoning By-law Amendment and staff and agency comments have been acknowledged and/or addressed by the Applicant and implemented within the Zoning By-law Amendment (**Appendix C**) and the Conditions of Draft Plan Approval for the Plan of Subdivision (**Appendix D**).

### **CONCLUSION:**

The City of Cambridge is expecting to accommodate significant population growth within the current planning horizon into the year 2051. There is a growing need and demand for housing options that can accommodate more people within existing communities and a demand for more attainable housing options in forms other than traditional single detached homes.

The proposed development represents an efficient use of existing municipal water and sanitary sewer services, and roads, and provides more housing options, with an affordable housing contribution.

It is the opinion of Planning staff that the proposed applications are consistent with the Provincial Planning Statement, conform with the Regional and City Official Plans, subject to the requested amendments, meet the general intent and purpose of the City of Cambridge Zoning By-law No. 150-85, and represent good planning.

### **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:**

1. 25-049-CD Appendix A – Draft Plan of Subdivision
2. 25-049-CD Appendix B – Draft Plan of Subdivision with Concept Plan Overlay
3. 25-049-CD Appendix C – Proposed By-law for Zoning By-law Amendment
4. 25-049-CD Appendix D – Draft Plan Conditions
5. 25-049-CD Appendix E – Internal/External Consultation and List of Supporting Studies