

To: COUNCIL

Meeting Date: 5/13/2025

Subject: Recommendation Report for Official Plan and Zoning By-law Amendments – 579 Grand Ridge Drive

Submitted By: Laura Dewar, Manager of Site Development and Special Projects

Prepared By: Nicole Goodbrand, MCIP, RPP, Senior Planner

Report No.: 25-010-CD

File No.: OR12/24

Wards Affected: Ward 5

RECOMMENDATIONS:

THAT Report 25-010-CD being a Recommendation Report for Official Plan and Zoning By-law Amendments – 579 Grand Ridge Drive, be received;

AND THAT Council adopts proposed Official Plan Amendment No. 90 to apply site specific policy 8.10.125 to the lands currently designated Low/Medium Density Residential to permit a multi-unit residential development;

AND THAT Council approves the Zoning By-law Amendment as recommended by staff to rezone the subject lands from R5 and OS1 to (H)RM3 S. 4.1.488 to facilitate a multi-unit residential development;

AND THAT Council is satisfied that the requirements for a public meeting in accordance with subsections 17(15) and 34(12) of the Planning Act have been met;

AND FURTHER THAT that the by-laws attached to Report 25-010-CD be passed.

EXECUTIVE SUMMARY:

Purpose

The purpose of this report is to provide a recommendation on the proposed Official Plan and Zoning By-law Amendments to facilitate a multi-unit residential development on the city owned property at 579 (previously 0) Grand Ridge Drive.

Key Findings

- The proposed Official Plan and Zoning By-law Amendment application will enable a vacant City Owned Property within an established residential neighbourhood to be redeveloped as purpose-built low to medium density housing;
- The proposed development conforms to the City's Official Plan and is consistent with the Provincial Planning Statement.
- The proposed zoning would allow multi-unit residential development, up to 4 storeys in height;
- The approval of this application would contribute to Milestone 2 (Site Identified, Streamline Approvals) of Initiative 1 (Fast Tracking Municipal Lands Program for Affordable and Attainable Housing) of the Housing Accelerator Fund (HAF) program in accordance with the City's Contribution Agreement with CMHC.

Financial Implications

- As this application forms part of Initiative 1 of the Housing Accelerator Fund (HAF) Program administered by CMHC, the City used funding received through this Program to cover the costs associated with planning application fee, transportation consultant fee, and staff time.
- As per requirement 4.1 (iii) of the HAF Contribution Agreement, the City is required to report on the progress towards the identified milestones. Missing the milestone completion date may result in CMHC determining that there isn't sufficient progress on the initiative and therefore the third instalment may be delayed or withheld. Additionally, the final HAF installment payment is dependent on achieving the Housing Supply Growth Target and the Additional Targets, as per section 4.1 of the HAF Contribution Agreement.

STRATEGIC ALIGNMENT:

☐ Strategic Action

Objective(s): Not Applicable

Strategic Action: Not Applicable

OR

☒ Core Service

Program: Land Use Planning

Core Service: Official Plan and Zoning By-law Amendments

BACKGROUND:

Subject Property

The subject lands are municipally known as 579 Grand Ridge Drive, in the City of Cambridge, Regional Municipality of Waterloo. The property is located on the southwestern corner of the intersection of Grand Ridge Drive and Regional Road 97 (Cedar Creek Road)/ Cedar Street. The subject lands are 0.43 ha (1.07 acres) in size with 47 m of frontage along Grand Ridge Drive and 111 m of frontage along Cedar Creek Road.

The subject lands are shown in Figure 1 below:



As shown on Figure 2 below, the lands were originally transferred to the City, as part of

the registration of the surrounding subdivision known as Cedar Heights, for the purposes of a future road widening of Regional Road 97 (Cedar Creek Road)/Cedar Street. The City has confirmed that no further road widenings are required at this location; the road allowance is currently at the maximum identified in Schedule A of the Regional Official Plan. (Staff note 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.)

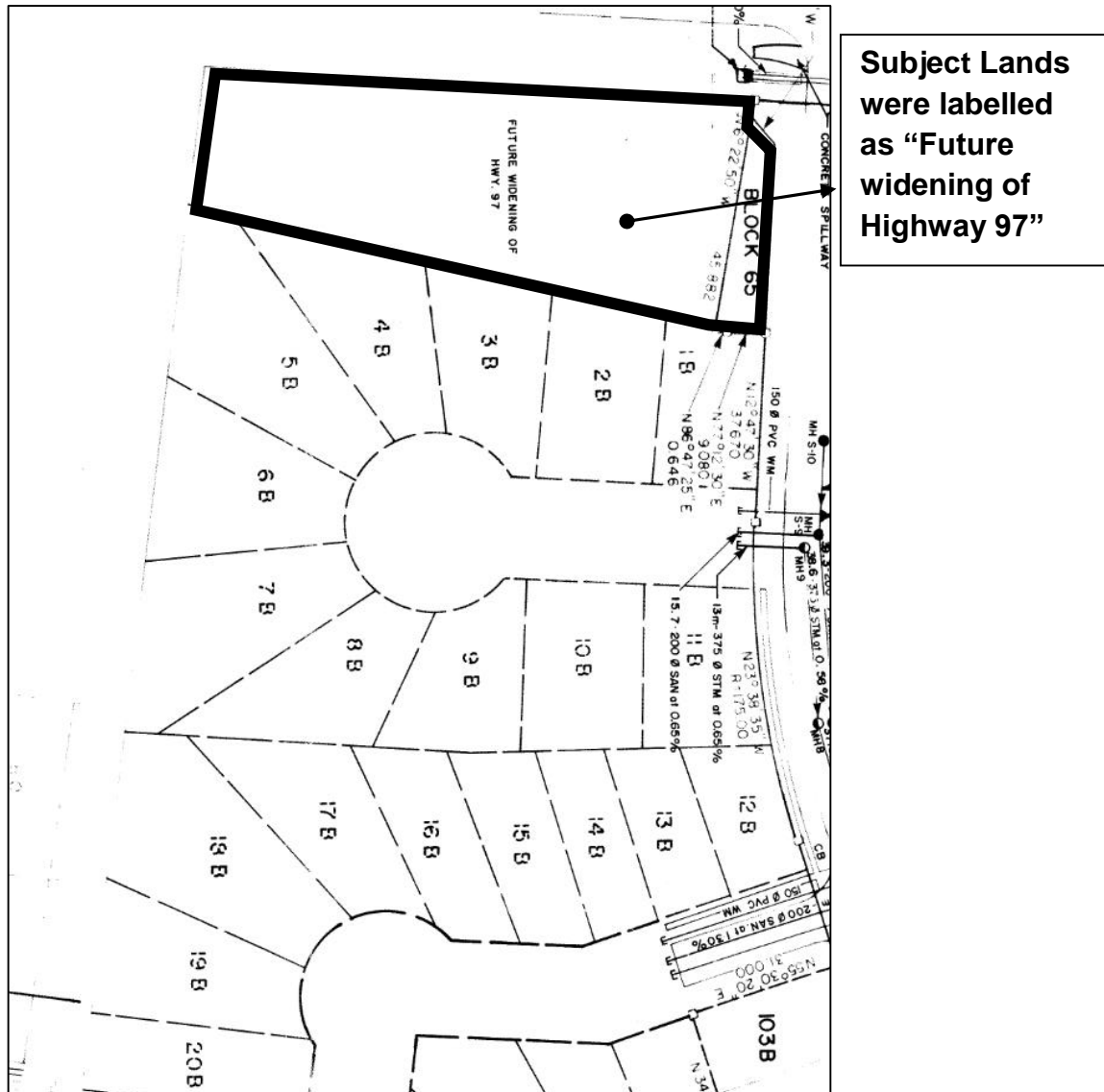


Figure 2 Excerpt of Cedar Heights Phase II, General Servicing Plan As Built, dated 1990.

Surrounding Land Uses

The subject lands make up the northern end of an established low density residential neighbourhood, consisting primarily of single detached dwellings. To the east of the site is an associated stormwater management pond, while to the north is a provincially significant wetland and agricultural area and an additional established low density residential neighbourhood to the northeast. The area is well connected by public transit and road networks, making it an accessible location to navigate to and from for residents. The nearest bus stop is located on Grand Ridge Drive within the municipal right of way abutting the subject lands.

Housing Accelerator Fund (HAF)

The City is currently participating in the Housing Accelerator Fund Program administered by CMHC. This program provides municipalities with funding to complete specific initiatives geared to increasing the supply of housing and reaching specific building permit goals by the end of 2026. Each of the City's 9 initiatives involves milestones and related deadlines, outlined in a Contribution Agreement. Initiative 1, which this application forms part of, involves fast tracking the development of City owned lands for the creation of affordable housing. For further context, the milestones for Initiative 1 are below:

- Milestone 1: Council selected City Owned Sites deemed to be surplus, for the purpose of developing/redeveloping as affordable housing. Build out visualizations for these sites was presented to Council. This milestone was completed in late 2024.
- **Milestone 2: City advanced OPA/ZBA Applications related to the 2 selected City Owned Sites to facilitate development/redevelopment. This report and Council's decision will contribute to this milestone.**
- Milestone 3: Procurement of a Builder / Housing Operator for the future development of the site. This process is underway and will require Council approval. To be completed by the end of November 2025.
- Milestone 4: Accelerated Site Plan Approval process and building permits issued. To be completed by the end of November 2026.

To date, funding from the HAF program has been used to cover all costs related to Initiative 1, including completion of the development concepts for the sites selected by Council (refer to Appendix B for the development concepts presented to Council for the Subject Site), development application fee, transportation consultant fees, and staff time.

ANALYSIS:

Development Proposal & Application Description

This application is proposing an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to introduce a policy and zoning framework for a multi-unit residential development on the city-owned lands at 579 Grand Ridge Drive. As previously noted, this application forms part of Initiative 1 of the Housing Accelerator Fund Program. As part of Milestone 1 of this Initiative, Council was presented with conceptual renderings of what a future development on the subject site could look like. These were intended to gain feedback from Council on their preferences for future development of the City Owned Lands, before proceeding to a formal OPA/ZBA application.

Council supported the concept of a low-rise multi-unit development with a height of 4 storeys. The following was Council's motion in response to the renderings at the Council meeting held September 17, 2024:

“AND FURTHER THAT Council direct staff to initiate Official Plan and Zoning By-law Amendment applications for [579] (formerly 0) Grand Ridge Drive to redesignate the property to High Density Residential with a permitted maximum density of 116 Units Per Hectare (UPH) and a reduction in parking to facilitate a four-storey apartment building with a maximum of 50 units.”

As directed by the above motion, Planning Staff are advancing an Official Plan Amendment and Zoning By-law Amendment application.

The approach to the OPA/ZBA application is aligned with the direction of the City's New Comprehensive Zoning By-law, which is currently in the public consultation phase, and is expected to be presented in final form to Council in the fall of 2025. The new zoning by-law proposes to significantly reduce the number of residential zones, expand the variety of housing types permitted in a single zone, regulate built form primarily by minimum and maximum building height, setback, parking, coverage, amenity space, and lot frontage requirements. Density will be dictated by what can be accommodated in accordance with these other regulations, rather than the traditional approach of regulating density using unit caps per hectare.

Proposed Official Plan Amendment No. 90

The site-specific Official Plan amendment proposed through the By-law in Appendix C includes:

- An amendment to policy 8.4.6.3 to remove the maximum density restriction
- An amendment to policy 8.4.6.3 to limit the maximum height to four storeys.

Proposed Zoning By-law Amendment

The site-specific Zoning By-law Amendment proposed through the By-law in Appendix D includes:

- Permission to building a wide variety of residential building types
- Maximum height of 4 storeys and 14 metres
- Minimum parking rates of 1 space per dwelling unit for residents and 0.25 spaces per dwelling unit for visitors.
- Minimum building setbacks and building separation requirements
- A Holding Provision which requires a noise study to be completed prior to it being lifted

Official Plan Review

The subject lands are currently designated Low/Medium Density Residential in the City's Official Plan. This designation contemplates the full range of housing types, from singles to apartments, with a maximum of 40 units per gross hectare (Section 8.4.6.3). Considering the preferences expressed by Council for the future development of the site, Planning Staff offer the following official plan policy review and recommendations:

- **Remove Density Limits:**

Council requested that the maximum density of the site be increased above the current limit of 40 units per hectare. The Official Plan amendment proposes that no maximum density apply to the site. This is consistent with the approach to the updated comprehensive zoning by-law (expected in the fall of 2025) which relies on other regulations, such as height, setbacks, parking etc., to control the number of dwelling units that can be accommodate on a site.

- **Introduce a Height Restriction:**

There are no height restrictions applied to this site in the Official Plan, as it is not within a Growth Centre, Core Area, Regeneration Area, Urbanization Corridor or Node. Given the importance which Council has placed on having a maximum height of 4 storeys, the Official Plan Amendment proposes to limit height to 4 storeys to correspond with the site-specific zoning regulation limiting height to 4 storeys. This makes any future application to increase height more challenging to justify, and not likely to be considered through a minor variance application.

- **Expanded Housing Types to Address the ‘Missing Middle’:**

Section 8.4.3 of the Official Plan contains criteria for the preferred location for new multi-unit residential development. Staff considered the criteria in evaluating a rezoning of the lands from the R5 Zone, which only permits single detached dwellings, to the RM3 Zone which permits the full range of housing types, including stacked townhouses and apartments. This evaluation is summarized in Table 1 below:

Table 1	8.4.3 Criterion	Evaluation of Subject Lands
a	Located on Arterial or collector road or in close proximity	Subject lands abut an arterial road.
b	Located in reasonable distance to amenities	Subject lands are located on public transit route, within close proximity to Twin Cedars Park.
c	Is a suitable size and configuration	Proposed zoning requirements will appropriately shape design alongside site plan control process.
d	Compatibility with neighbouring uses	Proposed zoning will limit the future development to a gentle intensification of the site with a height and scale similar to that of the established neighbourhood zoning

Table 1	8.4.3 Criterion	Evaluation of Subject Lands
e	Will preserve and protect the natural environment and cultural heritage resources.	There are no designated features or cultural heritage resources identified on the subject lands. Staff have confirmed there is no need for any archaeological assessments. The lands are vacant with overgrown vegetated areas

Section 3.A of the Regional Official Plan (ROP, now City of Cambridge Official Plan), characterizes the current housing market as being predominantly high density, high rise condominium buildings, and low-density single detached homes, and calls for further diversification of housing options. This application conforms to the ROP (now City of Cambridge Official Plan) policy by allowing a full range of missing middle housing types, such as townhouses, stacked townhouses and low rise apartments, to further diversify the housing stock available within established areas of the City.

The application also conforms to ROP (now City of Cambridge Official Plan) policy 3.A.2 by enabling the creation of more affordable or attainable housing to meet the overall target of 30 percent of new ownership and rental housing being affordable to low- and moderate-income households.

- **Evaluate Compatibility:**

Section 8.4.2 of Cambridge's Official Plan identifies factors which are to be taken into account when evaluating the compatibility of a residential development. These are explored below:

- a) the density, scale, height, massing, visual impact, building materials, orientation and architectural character of neighbouring buildings and the proposed development.
Response: The Council direction provides a height restriction which will limit the visual scale and shadow impacts on adjacent and nearby properties. Details around the architecture and building materials are not part of this application. There are opportunities to shape features of any future development through the Site Plan process and future purchase and sale agreement with the selected housing operator/builder.
- b) the conservation, protection, maintenance and potential enhancement of the natural environment and cultural heritage resources.

Response: The subject lands are in close proximity to natural features but are not expected to negatively impact them in any way. The site plan process will shape and ensure off site features are not impacted by the proposed development.

- c) the continued viability of neighbouring land uses.

Response: The proposed residential development will not hinder the viability of the neighbouring residential uses. The site is in close proximity to an aggregate operation however the site was designated for residential use prior to the establishment of any aggregate operation.

- d) pedestrian and vehicular movement and linkages, as well as parking requirements and design in both existing development and proposed developments.

Response: This site is well connected to an existing road network. A bus stop exists adjacent to the site along Grand Ridge Drive. There is a sidewalk along Grand Ridge Drive that connects to the broader sidewalk network through this neighbourhood. A section of sidewalk along the Cedar Creek Road frontage connects to a pedestrian refuge island to allow for crossings to the north side of Cedar Street, which has a full sidewalk to the east.

- e) landscaping, setbacks, sun and shadow effects, wind effects, signage, lighting and buffering of existing development and proposed developments.

Response: Strategic setbacks are proposed to buffer the proposed development from neighbouring properties for the benefit of all parties.

- f) noise attenuation.

Response: Through the site-specific zoning by-law, a holding provision is proposed to restrict development of the site until a detailed noise study has been completed and any noise attenuation measures have been supported.

- g) odour, dust, and emission impacts.

Response: The site is within close proximity to an aggregate/quarry operation and an arterial road, both of which has the potential to generate higher than normal levels of noise and airborne dust. As described above, a noise study will be a requirement to develop this site. Under current provincial legislation, for aggregate/quarry operators to obtain and maintain a license, they must:

- Obtain an Environmental Compliance Approval. This requires the operator to demonstrate how they are operating their facility with environmental controls that protect human health and the natural environment. For example, as part of the adjacent operators ECA, they are required to install a berm and line of trees, adjacent to the residential neighbourhood, and apply proper dust suppressants along internal truck routes; and
- Submit annual Compliance Assessment Reports under the Aggregate Act.

These measures are in place to protect the future residents of the subject lands and surrounding neighbourhood residents.

h) transportation implications; and

Response: A traffic impact study was conducted to evaluate potential impacts from the proposed development. In the future, with or without development of this site, there is a below acceptable service level at Grand Ridge/Cedar Creek Road. The City has shared the report with the Region, who is responsible for addressing service levels at this intersection. A detailed summary is provided in the Analysis section below. transitions between different land uses and between sites having varying permitted uses.

Response: As noted previously, buffering setbacks are being proposed to ensure appropriate transition between permitted uses in the area.

In summary, planning staff have considered the applicable City policies and the preferences expressed by Council for the future development of the site. The Official Plan and Zoning By-law Amendment proposed in Appendices C and D conform to and are consistent with the intent of these applicable policies.

Zoning By-law Review

The subject lands are currently zoned both Residential Five (R5) and Open Space One (OS1) Zones. The R5 zone only permits detached single-family dwellings, and the OS1 zone permits conservation areas, environmentally significant areas, woodlots, wildlife sanctuaries, farming, arboretums, as well as other accessory uses.

Considering the preferences expressed by Council for the future development of the site Planning Staff offer the following zoning by-law review and recommendations:

- **Zoning Categories and Land Uses**

Through previous Council workshops and Council meetings, the opportunity for an apartment, a townhouse, or an alternative cluster housing development were all considered potentially desirable. To ensure a flexible range of housing types could be accommodate along with other amenities, the lands are required to be rezoned.

As previously discussed in the Official Plan Review section of this report, apartments and other multi-unit housing types are considered appropriate for this site, subject to site specific zoning regulations to control scale and function.

This report previously noted that the site contains no natural heritage features that would warrant the continued use of the Open Space zone. For this reason, the Open Space zoning is no longer contemplated or applicable to the site.

- **Land Use Compatibility, Building Height and Massing**

As part of the Council resolution, a maximum height of four storeys was outlined. Under the current Zoning By-law, no maximum height is identified for residential zones or uses outside of the Galt City Centre Core and outside the vicinity of the Waterloo Regional Airport. To address Council's motion and also public concerns with respect to compatibility and scale, staff are recommending a series of site-specific performance regulations to guide the future density, form and function of the development of the site, including:

- Maximum Height of 4 Storeys
- Minimum Parking Requirements, including separate visitor parking requirements
- Minimum Landscaped Open Space
- Minimum Common Amenity Area
- Minimum Planting Strips and Fencing
- Minimum Lot Line Setbacks and Building Separation, with a graduating increase in setbacks with increased height
- Storage of Garbage
- Yard Encroachments

This approach is consistent with the residential zones in the new comprehensive zoning by-law which is being drafted and currently scheduled to be brought to Council in the fall of 2025. The intent is to create a flexible zoning framework for a future mixed-use low-rise development concept to evolve within.

Another component of land use compatibility contemplated as a part of this application was concerning noise, both coming from and having an impact on any future development on the subject lands. This is guided by policies within the ROP which outline that the subject development must be assessed to determine impacts and mitigation in terms of stationary noise sources. Given the preliminary nature of the subject application, city staff do not have sufficient information from a conceptual plan to evaluate noise. Therefore, staff propose that a holding provision through the site specific zoning by-law requiring a detailed stationary and transportation related noise study to be completed prior to development of the site.

- **Traffic Impact Study**

At the Public Meeting, Council directed staff to retain a consultant to prepare a Transportation Impact Study (TIS). CIMA+ was retained to review future traffic

network impacts based on the conceptual renderings presented to Council in 2024 (Appendix B), as a conservative estimate for future development.

A TIS study evaluates how a proposed development or project will affect the surrounding transportation network, including traffic patterns, road capacity, and safety. It typically includes recommendations for mitigating negative impacts, such as road improvements, traffic signal adjustments, or alternative transportation options.

All TIS reports are established in accordance with the City of Cambridge and/or Region of Waterloo “Transportation Impact Study Guidelines”. Based on these guidelines, intersection level of service is evaluated to determine the impacts of a development on specific roadways and for individual traffic movements using the following criteria.

- Level of Service (LOS) – measures the delay experienced by individual vehicles to complete a movement, represented by letters “A” to “F”, with “F” being the longest delay.
- Volume to Capacity Ratio (v/c) - compares traffic volume to the estimated road or movement capacity, a ratio greater than 1 is an indication that capacity is exceeded, potentially leading to congestion and delays.
- 95th Percentile Queue - represents the length of the queue that, during a specific time period (e.g., peak hour), has a probability of being exceeded 5% of the time. It is used to determine storage length for turn lanes and overflow into through lanes.

A TIS will also aim to provide mitigating measures, if feasible, for intersections that present a LOS of E or worse, however, it should be noted that LOS F may be acceptable for left-turn movements at peak times, depending on delays.

Mitigating measures will also be considered when the v/c ratio is greater than 1.0 and/or when 95th percentile queue lengths exceed the available storage length or spill into through lanes.

The TIS completed for the proposed development presented the following conclusions:

- Under current conditions, the surrounding intersections are operating at acceptable service levels.
- Under future conditions, with or without development of this site, the study found:
 - the northbound approach to Grand Ridge Drive and Cedar Creek Road/Cedar Street during both peak AM and PM periods will

operate at a level of service of E or worse; however it will have an acceptable v/c ratio of 0.84 and 0.87.

This intersection is under the control of the Region. Any changes to the intersection to improve the future service level will be the responsibility of the Region to review and approve. No traffic operations mitigation measures are recommended under any of the 2035 future total scenarios.

The full study has been posted to the City's Development Applications webpage and the Engage page associated with the application.

- **WPSA protection**

The subject lands fall within Wellhead Protection Area 6. Accordingly, appropriate precautions are required to protect the vulnerable drinking water supply. Staff propose an additional provision prohibiting geothermal wells as a precaution previously commonly applied by the Region of Waterloo as approval authority.

Recommendation:

In summary, planning staff have considered the applicable Provincial and City policies, comments from staff, agencies and the public, the preferences expressed by Council for the future development of the site, and the traffic impact study conclusions. The Official Plan and Zoning By-law Amendments proposed in Appendices C and D conform to and are consistent with the intent of these applicable policies.

Approval of these amendments would facilitate the appropriate infill development of an underutilized site within the established Southwood/ Cedar Heights neighbourhood.

EXISTING POLICY / BY-LAW(S):

City of Cambridge Official Plan, 2012, as amended

Existing Land Use Designations: Low/Medium Density Residential

Proposed Land Use Designations: Low/Medium Density Residential with site specific policy 8.10.125

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

Existing Zoning: R5 – Residential and OS1 – Open Space

Proposed Site-Specific Provisions:

Development Standard	Existing R5 Zoning By-law No. 150-85 Requirements	Proposed Zoning for Site Specific RM3 Zone
Permitted Uses	<p>A detached one-family dwelling</p> <p>A residential special care facility (subject to section 3.1.1.3(b))</p>	Any Building Type exclusively for residential uses containing one or more dwelling units.
Lot Frontage	17 metres, minimum (corner)	5.5 metres, minimum
Height	N/A	4 storeys and 14 metres, maximum
Parking	<p>1 space for the first 4 bedrooms in the dwelling unit plus 1 space for each additional 2 bedrooms (single detached)</p> <p>2 spaces for the first 6 residents; plus 1 space for each additional two residents (tandem parking may be provided) (residential special care facility)</p>	<p>1 space per dwelling units for residents, minimum; and</p> <p>0.25 spaces per dwelling unit for visitors, minimum.</p>
Landscaped Open Space	30% of lot area, subject to S. 3.1.1.4, minimum	30% of the lot area, minimum, provided no more than 15% of the landscaped open space has an impervious or hardscaped surface.
Planting Strip and Fencing	Refer to Section 2.4 of By-law 150-85	In addition to the requirements of section 2.4.1 and 2.4.2, and except where crossed by an

Development Standard	Existing R5 Zoning By-law No. 150-85 Requirements	Proposed Zoning for Site Specific RM3 Zone
		access driveway, a landscaped strip of land not less than 3 metres in width shall also be provided and maintained adjacent to any street line.
Common Amenity Area	N/A	<p>15 sq. m. per dwelling unit, minimum, provided the area:</p> <ul style="list-style-type: none"> • Is located at grade; and • Is one contiguous area; and • Has a minimum width of 7.5 metres; and • Is not to be located between Cedar Street and any building façade, <p>Except this regulation does not apply to any unit with at least 15 sq. m. of private amenity area which is directly adjacent to and accessible from that unit.</p>
Garbage	Refer to Section 2.1.16 of By-law 150-85	<p>Garbage shall be kept at all times within the dwelling unit or within a structure that is fully enclosed and secured to the ground (outdoor garbage enclosure); and,</p> <p>Minimum separation between any habitable window and any</p>

Development Standard	Existing R5 Zoning By-law No. 150-85 Requirements	Proposed Zoning for Site Specific RM3 Zone
		outdoor garbage enclosure outside of a residential building shall be 6 metres.
Separation Between Adjacent Buildings	N/A	3 metres minimum plus 1.5 metres for every storey that each adjacent building exceeds 3 storeys.
Setbacks from Lot Lines	<p>Front yard setback, 3 metres, minimum</p> <p>Exterior side yard setback, 6 metres, minimum</p> <p>Interior side yard setback, 1.2 metres, minimum, subject to S. 3.1.1.5</p> <p>Rear yard setback, 7.5 metres, minimum</p>	<p>Front Lot and Street Line Setback, 3 metres, minimum, except 6 metres, minimum to a garage door; and</p> <p>Rear Lot Line and Interior side lot Line Setback, 3.0 metres, minimum, plus 1.5 metres for every storey that each adjacent building exceeds 3 storeys.</p>
Decks, Patios and Other Encroachments	Refer to Section 2.1.15 of By-law 150-85	Refer to Section 2.1.15 of By-law 150-85

Holding Provision

The Region requires a Holding Provision be added to the Zoning By-law Amendment for the Subject Lands until the following requirements have been satisfied:

- An Environmental Noise Study has been completed and implementation measures addressed to the satisfaction of the City of Cambridge. The Environmental Noise Study shall be undertaken in accordance with NPC300 and complete the review of transportation and stationary noise sources in the vicinity of the site and the potential impacts of noise (e.g. HVAC systems) on the on-site sensitive points of reception.

FINANCIAL IMPACT:

- A planning application fee in the amount of \$24,280.00 has been paid to the City of Cambridge to process the Official Plan and Zoning By-law Amendments funded through the Housing Accelerator Fund (HAF).
- Future planning application fees will be required as part of the submission of any complete Site Plan Application.
- Any further costs associated with the development of the site are to be borne by the Proponent.
- As per requirement 4.1 (iii) of the HAF Contribution Agreement, the City is required to report on the progress towards the identified milestones. Missing the milestone completion date may result in CMHC determining that there isn't sufficient progress on the initiative and therefore the third instalment may be delayed or withheld. Additionally, the final HAF installment payment is dependent on achieving the Housing Supply Growth Target and the Additional Targets, as per section 4.1 of the HAF Contribution Agreement.

PUBLIC VALUE:

A statutory public meeting required under the Planning Act was held on November 12, 2024. Following the Public Meeting, a neighbourhood meeting was held on February 6, 2025, to provide the public with further information on the application. Further, any person that provided their contact information on the sign-in registry at the public or neighbourhood 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:

Advisory Committees Consulted:

Not Applicable.

PUBLIC INPUT:

Members of the public spoke at the public meeting held on November 12, 2024, and at the Neighbourhood Meeting held on February 6, 2025, at the request of Council. Staff also received numerous written submissions regarding the applications. The general nature of the comments expressed are summarized in Table 3 below. Appendix E contains all written submissions received, redacted for privacy:

Table 3: Topics of Feedback or Concern	Comments Received / Staff Response
Traffic, Parking and Road Safety	<p>Comments Received:</p> <p>The site is accommodating too much density, concerns about congestion, safety and parking burdens on the surrounding neighborhood and road network. Cedar Street/Cedar Creek Road can be dangerous to walk down and has no sidewalks. The proposed development will overly burden Grand Ridge Drive and compound existing traffic concerns.</p> <p>Staff Response:</p> <p>A traffic impact study was commissioned and completed as part of this application to better understand the potential impacts of the proposed development on the surrounding road network. The results of the study are contained in the Analysis section of this report of this report. Considering concerns raised by the public, the site-specific zoning by-law includes parking requirements for both residents and visitors. These rates are expected to be sufficient to ensure the parking needs of the development are met on-site without overburdening of surrounding on-street parking supply.</p>
Land Use Compatibility, Building Height and Scale	<p>Comments Received:</p> <p>The development, even at a maximum of four (4) storeys, may be tall, and out of character/incompatible with the adjacent low density established residential neighborhood. Consider a park or residential uses that are similar to the current single detached homes.</p> <p>Staff Response:</p> <p>The lands surrounding the site contain no maximum height restrictions. Most buildings are 2storeys in height. Permission for 4 storeys, and 14 metres, on this site is not considered to be incompatible with or significantly taller than what currently exists in the surrounding area.</p> <p>Consistency and continuity in community design are important for neighbourhood character and resident experience. However,</p>

	<p>consistency and continuity do not require the creation of the exact same. In the case of the proposed development, staff are confident that existing planning tools such as the Site Plan Control process and the proposed Zoning By-law provisions can guide the development to a result which provides gentle density and respects the existing neighbourhood character while also meeting modern community needs.</p> <p>Land use compatibility and the appropriateness of the scale were evaluated considering the existing parameters for the site and the surrounding area as well as impacts to neighbouring properties. Sufficient setbacks can be made to accommodate a four (4) storey building or buildings with limited impact to neighbouring properties. This is best evaluated at the time of site plan evaluation.</p>
Affordable Housing	<p>Comments Received:</p> <p>The proposed use and associated residents may not fit the existing neighbourhood well. Alternatively, the use for the site and the creation of housing is necessary, important, and appropriate for the community.</p> <p>Staff Response:</p> <p>The development application process for Official Plan and Zoning Amendments, as laid out in the <i>Planning Act, R.S.O. 1990</i>, is intended to plan for land uses and building types, and not the affordability of the units.</p>
Environment	<p>Comments Received:</p> <p>The proposed development could negatively impact the surrounding environment including the wildlife associated with the nearby Provincially Significant Wetland (PSW) and adjacent stormwater management pond.</p> <p>Staff Response:</p> <p>While the eastern portion of the site is currently zoned Open Space, there are no natural heritage features present on the subject lands that would warrant the continued use of the Open Space zone. The lands adjacent to the subject lands contain a wetland, which is considered a core environmental feature. The</p>

	feature and its buffer are entirely located on the north side of Cedar Street and east of Grand Ridge Drive which creates a natural separation from the subject site. No impacts to protected natural features will occur from the future development of this site.
Site Selection and the Housing Accelerator Fund Program	<p>Comments Received:</p> <p>Concerns about the appropriateness of the site for the proposed affordable development and with the HAF project and the City's affordable housing initiatives as a whole.</p> <p>Staff Response:</p> <p>The development application process for Official Plan and Zoning Amendments, as laid out in the <i>Planning Act, R.S.O. 1990</i>, is intended to plan for land uses and building types, and not the affordability of the units.</p>

Council Direction to Staff:

At the Statutory Public Meeting held on November 12, 2024, Council provided direction to Staff to organize a Neighbourhood Meeting with residents, as an opportunity to gain their feedback and answer questions. Council also directed staff to undertake a Transportation Impact Study of the proposed redevelopment on the surrounding network to understand the impact of future traffic levels and recommendations for local improvements.

In response to this direction, staff facilitate a Neighbourhood Meeting at Cambridge City Hall on February 6th, 2025. Notice was mailed to property owners and occupants within 240 metres of the Subject Lands and those who signed the registry or contacted staff. The meeting was also advertised through a dedicated Engage Cambridge page which was created for the project to reach a broader audience and to ensure transparency throughout the process. Feedback gathered in the preparation of this report. CIMA+ was retained by the City to complete the Traffic and Safety Study. The results and recommendations of the study are contained in the Analysis section of this report.

INTERNAL / EXTERNAL CONSULTATION:

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

Staff has received comments from applicable City departments and outside agencies in regard to the proposed Official Plan and Zoning By-law Amendments. These comments

have been acknowledged and will be implemented within the Proposed Official Plan Amendment (Appendix C) and/or the Zoning By-law Amendment (Appendix D).

CONCLUSION:

Council has identified the city-owned lands at 579 Grand Ridge Drive as underutilized and an opportunity for a low-rise residential development, containing affordable housing. As a result, Staff were directed to advance an Official Plan Amendment and Zoning By-law Amendment to facilitate this redevelopment.

The proposed development represents an efficient use of land, existing municipal water and sanitary sewer services, and roads, and will expand the range of affordable housing options in close proximity of public transit, schools, parks and other commercial and community services. The planned built form is compatible with the surrounding area.

It is the opinion of Planning staff, the proposed Official Plan Amendment and Zoning By-law Amendment by-laws contained in Appendix C and D of this report are consistent with the Provincial Planning Statement, conform with the policies of the Provincial Growth Plan 2020, the City Official Plan, and represent appropriate land use planning in the public interest.

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. 25-010-CD Appendix A – Photographs of the Site
2. 25-010-CD Appendix B – Excerpt of Appendix C of 24-052-CD (Conceptual Renderings Presented to Council September 2024)
3. 25-010-CD Appendix C – Proposed Official Plan Amendment
4. 25-010-CD Appendix D – Proposed Zoning By-law Amendment
5. 25-010-CD Appendix E – Written Public Submissions (Redacted)
6. 25-010-CD Appendix F – Internal/External Consultation and List of Supporting Studies