Today’s Agenda

6:00 pm – 6:30 pm: Open House
6:30 pm – 7:00 pm: Presentation
7:00 pm – 8:30 pm: Continuation of Open House

Welcome!

- Please sign in at the registration table.
- We encourage you to review the display boards and take a handout.
- Members of the project team are available to answer your questions.
What is the purpose of the Stage 2 Lands Master Environmental Servicing Plan (MESP) and Secondary Plan?

- The purpose of the project is to plan for future development in portions of the Stage 2 Lands.
- Not all of the Stage 2 Lands will be planned for development through this process. The project involves:
  - Determining which areas are not suitable for development
  - Identifying required infrastructure (water, transportation, wastewater, stormwater) to support development
  - Identifying up to 170 hectares of land to be developed for urban uses and identifying appropriate land use and built form for these areas

What is the purpose of this evening’s PCC?

- The purpose of this PCC is to present a preliminary preferred urban area designation and a land use concept for portions of the Stage 2 Lands.
A Class EA has been completed for a new north-south collector road and other services within the Stage 1 Lands.

The Stage 1 Lands are planned for large-lot employment uses. The Stage 1 lands are located just south of the Stage 2 Lands in Cambridge.

The Stage 1 Lands were completed in 2014 for a new north-south collector road and wastewater works being required. This project has since been approved.

In 2015, the Region of Waterloo's new Official Plan (ROP) came into effect. The ROP identifies the need to plan for up to 170 hectares of new urban area (primarily for residential uses). The Stage 2 Lands MESP process is intended to implement these policies by determining areas where development will occur and what land uses will be planned for.

In late 2017, an Addendum to the Subwatershed Study was initiated to address lands west of Riverbank Drive, which were not addressed by the Subwatershed Study initiated in 2016. The preliminary results of the Addendum are shown on the next display board.

On November 2, 2017, a series of land use and urban area designation options were presented for public input. These options are shown on a subsequent display board for reference.

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The Subwatershed Study for the Randall and Breslau was prepared and presented in draft at PCC #2 in December 2016. Since completing the Subwatershed Study, a Draft Addendum to the Subwatershed Study has been underway.

- The Subwatershed Study identifies constraints to development in the Stage 2 Lands, such as:
  - Natural heritage features, such as wetlands, woodlands, habitat, valleylands and other features that should be protected from development
  - Recommended setbacks and buffers to support natural heritage features
  - Hazardous lands such as floodplains, where development is not permitted to protect people and property. Slope hazards will be reviewed at the time of development where applicable.
  - GRCA’s Regulation Limit mapping will be updated to integrate the recommendations of the Subwatershed Study

- An Addendum to the Subwatershed Study is being completed to update environmental constraints for lands west of Riverbank Drive. The map shown includes an updated Recommended Greenlands Network within this area.
  - The Draft Subwatershed Study Addendum Report will be posted to the Region’s website by April 16, 2018 for formal review and comment. This document only addresses lands west of Riverbank Drive.
Land Use Options for the Stage 2 Lands were previously presented at a PCC on Nov. 2, 2017. Four options were identified for North Cambridge, and one option was identified for the Township of Woolwich. **These options were previously presented and included here for reference.**
To evaluate the Land Use Options, a series of evaluation criteria have been developed. These criteria build upon the criteria presented for consultation at Nov. 2, 2017, to evaluate infrastructure. The preferred land use concepts being presented are developed to best meet these criteria.

- We received many written comments from the public and landowners regarding the land use options presented on Nov. 2, 2017. Later in this process we will provide a written response to all comments received through the project. The written responses will be compiled and made publicly available.

### Evaluation of Options

#### Evaluation Criteria

<table>
<thead>
<tr>
<th>Theme</th>
<th>Objective</th>
<th>Evaluation Criteria</th>
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<tbody>
<tr>
<td>Natural environment and hazardous lands</td>
<td>Avoid &amp; minimize impacts to sensitive environmental features</td>
<td>All development will be required to avoid many sensitive environmental features and hazardous lands, such as floodplains. All development and other environmental features are subject to further study. Generally, areas that include (or are adjacent to) fewer features and where development will have fewer potential impacts are preferred for development. There are opportunities to consider mitigation measures and supportive guiding principles to minimize impacts. The findings of the Subwatershed Study will need to be implemented through policy, development application review, and other mechanisms as recommended in the Subwatershed Study.</td>
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<tr>
<td>Land use and development considerations</td>
<td>Maximize development opportunities</td>
<td>Development areas should represent feasible development opportunities, in consideration of parcel size, environmental constraints, and opportunities for development integration with adjacent areas including access opportunity.</td>
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<tr>
<td>Compact development form</td>
<td>The preferred concept should achieve an overall compact development form for efficient servicing and to promote pedestrian connectivity.</td>
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<tr>
<td>Mix of uses</td>
<td>The preferred concept should include a mix of uses, to provide for development of a complete community in which residents are able to live, recreate and meet their day-to-day shopping needs, with opportunity to walk, cycle or take transit to nearby employment uses.</td>
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<tr>
<td>Ensure land use compatibility</td>
<td>Land uses should be compatible with the Airport, and sensitive uses should be located outside the Airport Reserve Area; further, residential land uses should be compatible with planned commercial and employment uses. Noise impacts from road and rail may be considered further through supportive secondary plan policies.</td>
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<tr>
<td>Achieve minimum density</td>
<td>The Region intends for greenfield areas to achieve minimum density to promote more efficient use of land and infrastructure. The preferred concept should best achieve a mix of potential housing types for all income levels and an overall minimum density of 55 persons/jobs per hectare.</td>
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<tr>
<td>Socio-economic considerations</td>
<td>Conserve heritage resources</td>
<td>There is need to consider the interface and impact of new urban development on views from Riverbank Drive, and impact to the Grand River from a cultural heritage perspective, as well as integration or impact to existing heritage properties.</td>
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<tr>
<td>Minimize impacts to existing community, businesses, and agricultural operations</td>
<td>The preferred concept should best minimize impacts and disruption to existing residents, businesses (including agricultural uses and fragmentation of agricultural operations) and traffic.</td>
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<tr>
<td>Cost and sustainability</td>
<td>Capitalize on existing planned infrastructure</td>
<td>The designation of new urban area should capitalize on existing infrastructure and currently planned infrastructure improvements, such as the planned North-South collector road associated with the North Cambridge Business Park and the planned future Township of Woolwich collector road (“Ottawa Street extension”).</td>
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<tr>
<td>Efficient servicing</td>
<td>Ensure that the preferred option maintains an efficient, compact development pattern that best enables extension of existing and future services.</td>
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<td>Transportation considerations</td>
<td>Support active transportation</td>
<td>The preferred concept and development patterns should promote active transportation and alternative modes of transportation through identification of trails, a compact development pattern, provision of sidewalks, and well-connected street network.</td>
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<td>Support transit</td>
<td>The preferred concept should take into account potential transit service, by considering existing transit routes and potential for new transit route availability.</td>
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<tr>
<td>Provide efficient &amp; safe road network</td>
<td>The preferred concept should provide for an efficient and safe transportation network.</td>
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</table>
The Region’s Official Plan intends to designate up to 55 hectares of land for mainly residential purposes west of Fountain Street and north of a future Ottawa Street extension (subject to study). The proposed preferred option for Breslau represents an appropriate land use scenario that resulted from the application of the evaluation criteria and implements policies of the Regional Official Plan.

This option provides for **residential uses**. The specific nature of the uses (unit types, net density and ancillary uses) and future road network will be subject to future Planning Act applications, which will be submitted by developers and reviewed by the Township of Woolwich.

NOTE: All potential development blocks are exclusive only of Provincially Significant Features. Actual developable areas will be subject to confirmation of all development constraints.
The ROP intends for up to 115 ha of land to be designated for future residential and related uses in North Cambridge. The preliminary preferred option is a hybrid of the four options presented previously with some further modifications to best meet the evaluation criteria. This option best meets the ROP policies and the evaluation criteria.

This option provides for residential uses, a mixed use node providing commercial and neighbourhood services, and provides for minor rounding out of existing employment areas. Detailed policy to guide these uses will be identified in a Draft Secondary Plan, which will be presented at the next PCC in late spring 2018.

NOTE: All potential development blocks are exclusive only of Provincially Significant Features. Actual developable areas will be subject to confirmation of all development constraints.
A planning evaluation has been conducted to identify the preferred option. Further refinement and review of servicing requirements is being finalized. The detailed analysis of options and recommendations will be presented in a Planning Rationale Report which will be available later in spring 2018.

Avoid & Minimize Impacts to Natural Features and Hazards
- Development will be required to conform to policy to maintain natural heritage features. Development within hazardous lands will be prohibited. The preferred concepts will best ensure the maintenance of a healthy natural heritage system. There are opportunities to consider mitigation measures through supportive policies and monitoring activities. Supportive policies and development applications will need to reflect the Subwatershed Study.

Maximize Development Opportunities
- The preferred concepts identify appropriate development parcels with sufficient development opportunity. Development areas are provided in a contiguous manner to enable an efficient and well connected road network and efficient servicing.

Compact Development Form
- The preferred options provide a very compact, contiguous development form that will support an efficient extension of services and promote a more walkable, compact community. The mixed use node will facilitate higher densities of development to provide for a mix of unit types and more compact development forms.

Mix of Uses
- All options presented in North Cambridge included a mix of uses. In North Cambridge, a mixed use node located NW of Middle Block Rd./Fountain St. is preferred over other commercial/mixed use options as it best contributes to a more contiguous, compact format and efficient use of land. The mixed use node will help provide an anchor for this new community, integrating future residential uses, commercial uses and employment uses into a complete community. The proposed conversion of employment uses to mixed use and the proposed new employment areas best provides for a well-rounded, complete community.
- In Breslau, the intent of the Official Plan is to provide for principally residential uses, and other appropriate ancillary uses could be contemplated as part of development application review.

Ensure Land Use Compatibility
- The preferred concepts are compatible with the Airport and the Airport Master Plan, which sets out guidance for the location of sensitive uses to protect Airport operations and compatibility. No lands are proposed to be designated urban area within the Airport Reserve Lands as shown in the Airport Master Plan.
- The roadways provide a separation between residential uses and adjacent employment uses. The interface of these uses and other compatibility measures will be considered further through the Secondary Plan.
- The proposed development area in North Cambridge is sensitively integrated with existing rural residential areas. Further policy guidance will be required to identify policies to provide for transition and interface of new neighbourhoods with the existing low density rural area.

Achieve Minimum Density
- The preferred urban area designations provide opportunity for a mix of different densities and unit types which will contribute to achieving the Region’s minimum density target of 55 residents/jobs per hectare. The preferred concepts provide the most flexibility to enable a mix of unit types. It is anticipated that the majority of land designated urban area will be able to flexibly achieve low and medium densities (singles, semis, townhouses) while maintaining compatibility with adjacent areas. Some areas will also be suitable for higher density development (stacked townhouses, low and mid rise apartments), as identified in the subsequent local planning documents (Secondary Plan / Official Plan policies, and/or zoning by-laws).
- Further consideration for policies to guide the mix and location of densities will be considered in the Secondary Plan for North Cambridge and as part of development application review in the Township of Woolwich.

Evaluation of Options
Commentary and Analysis – Part 1 of 2
(...Continued from previous display board)

Conserve Heritage Resources

- There is one listed heritage property (1035 Riverbank Dr.) in the preferred urban area designation in North Cambridge, as well as two listed properties adjacent to this area. Listed properties are not subject to specific constraints, but may be candidates for future designation under the Ontario Heritage Act. Further consideration will be made in the Secondary Plan policies to facilitate compatibility and the opportunity for continued use and conservation of the listed heritage property within the proposed urban area designation.

- Riverbank Dr. is noted as a scenic route, though there is no specific guiding policy or criteria. Further evaluation of how the scenic route designation will be addressed through supportive secondary plan policies, which contemplate how new urban uses will interface with Riverbank Drive.

Minimize Impacts to Existing Community, Businesses, and Agricultural Operations

- A number of existing businesses and operations will be brought into the urban area to accommodate development as required by the ROP. There are no other feasible alternatives besides incorporating existing rural and agricultural uses into the urban area. All options identified lands designated for prime agriculture, so all the scenarios were similar in terms of impacts to existing agricultural uses. Existing rural/agricultural uses may continue to operate until such time as the owner wishes to develop. Some of the lands are being held by owners with the intention to develop.

- The proposed urban area designation includes some residences (e.g., on the east/south side of Riverbank Drive). The majority of rural residential residences on Riverbank Drive (i.e., west of Riverbank Drive) are not included within the urban designation, so consideration has been made to minimize direct impacts on these homes. Further guidance will be included in the Secondary Plan to consider how future urban uses will be compatible with adjacent existing residential uses.

Capitalize on Existing Planned Infrastructure

- The location of development in North Cambridge capitalizes on existing planned road improvements including the North-South collector road south of Middle Block Road and the planned Township of Woolwich Collector Road (“Ottawa Street extension”).

Efficient Servicing

- Generally, based on preliminary analysis conducted to date, the compact, contiguous nature of the proposed urban area designations will provide for an efficient extension of services.

- Detailed analysis for achievement of this criteria will be completed upon advancement of the Draft MESP, which will examine infrastructure options for the Stage 2 Lands.

Support Active Transportation

- The compact nature of the preferred concepts present opportunities for a more walkable, well-connected community with active transportation connections. Specific active transportation opportunities will be explored as an element of the Secondary Plan in North Cambridge.

Support transit

- The proposed urban area designation best facilitates future transit opportunity and ridership by creating a compact development pattern.

Provide Efficient and Safe Road Network

- The preferred urban area designation builds upon the existing network of arterial and collector roads. Some of these roads are planned for, or are already suitable for, vehicular traffic in an urban setting.

- Detailed analysis will be undertaken as part of the transportation assessment which will examine the impact of anticipated traffic on the existing road network in the Stage 2 Lands.
Next Steps
Thank you for your participation!

What happens after this meeting?

- We will complete and refine further technical analysis (servicing requirements) of the preferred options as part of on-going technical infrastructure assessments. **The preliminary preferred options may be modified based on the findings of the technical analysis.**
- A Planning Rationale Report will be completed to provide the narrative associated with the preferred land use concepts.
- PCC No. 5 will be held in late spring 2018 to present the Report, the Draft Secondary Plan for the preferred concept in North Cambridge, updated GRCA regulation mapping, and proposed infrastructure to support development in the urban area designations. This includes completion of a Draft Water/Wastewater Servicing Assessment, Draft Transportation Assessment and Draft Master Drainage Plan.

To provide input, ask questions or be added to the study contact list, please contact:

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Please visit the project webpage to view materials presented at previous meetings and from today, which will be posted after this PCC: