

To: COUNCIL

Meeting Date: 10/19/21

Subject: Galt Core Area Draft Height Guidelines - Recommended Next Steps

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Report No.: 21-206(CD)

File No.: D00-01

Recommendations

THAT Council receive report 21-206(CD) - Galt Core Area Draft Height Guidelines - Recommended Next Steps - as information;

AND THAT Council direct staff to continue work to complete the draft guidelines and conduct public consultation on the draft guidelines in Fall/Winter 2021.

Executive Summary

Purpose

- The purpose of this report is to seek Council endorsement to continue work with the Galt Height guidelines and proceed to conduct the public consultation for the guidelines concurrently with the public consultation for the Galt Core Heritage Conservation District Plan in the Fall of 2021.

Key Findings

- The Galt Height Guidelines project was put on hold in 2020 to allow the Galt Core Heritage Conservation District Study to proceed and help inform the Height guidelines.
- The Galt Core Heritage Conservation District study is now complete which defines the district boundary and was presented to Council on August 10, 2021. The matter was deferred to allow Council more time to review and was presented to Council for a second time on October 5, 2021 (Report 21-184(CD) Proceeding from Study to Plan Phase for the Galt Core Heritage Conservation District Study). The next step is to conduct the Galt Core Heritage Conservation District

Plan. Staff are recommending that the public consultation for the height guidelines be conducted concurrently with the consultation for the Heritage Conservation District to ensure a coordinated approach which balances heritage and development.

- The combined outcomes of the Galt Height Guidelines, Growth and Intensification Study and city-wide Zoning by-law are intended to provide a geographic-specific, focused vision and framework as building blocks for future growth.
- The outcomes of the height guidelines will be Official Plan policies, zoning regulations for heights, building step backs, preservation of key views along public property and acknowledgement of key heritage sites in conjunction with the Galt Heritage Conservation District Plan.
- The draft Galt Height Guidelines prepared by the Planning Partnership are included in Appendix 1.

Financial Implications

- The capital project for Urban Design Guidelines was approved in 2016 for \$50,000. An additional \$30,000 was added to the budget from the Region of Waterloo for visualizations to support the densities required for the future Light Rail Transit.

Background

A capital project for urban design guidelines in the amount of \$50,000 was approved in the Planning budget in 2016 and had been carried forward for several years due to advancing other projects. This project was never intended to be city-wide guidelines and the scope of the work changed over the years to align with other planning work. In 2019, staff narrowed down the focus to just the Galt core area due to:

- the budget;
- the need to align with work underway for the city-wide zoning by-law which includes new regulations and for the core and would carry forward the existing outdated height schedule if this work is not completed;
- accommodating the height and density required to meet the Provincial, Regional and Official Plan policies for the area to support future Light Rail Transit.

The Growth and Intensification study with the Major Transit Station area project will identify the areas where significant density can be accommodated. The heights determined through the Galt Height Guidelines will provide a framework to determine what the coverage of a site must be in order to meet the density required for the area

and how the height can be accommodated while addressing significant public views and heritage. Preserving key views along public property and acknowledging key heritage sites are important considerations for preparing the guidelines. This information will be used to create a cohesive set of policies and zoning regulations to provide certainty for the development industry, landowners and the public rather than incremental changes.

Location

The Galt Height Guidelines will apply only to the existing Galt core area boundaries as shown on Appendix 2. This boundary is established in the City of Cambridge Official Plan and zoning by-law. A portion of the study area is also designated the Urban Growth Centre by the Province. Significant public viewsheds and heritage buildings are being considered as part of this work to focus increase densities in ways that protect these structures and views. The Galt Heritage Conservation District Study identifies the boundaries of the district which lay within the Galt Height Guidelines boundaries.

Analysis

Strategic Alignment

PROSPERITY: To support and encourage the growth of a highly competitive local economy where there is opportunity for everyone to contribute and succeed.

Goal #1 - Community Wellbeing

Objective 1.4 Promote, facilitate and participate in the development of affordable, welcoming and vibrant neighbourhoods.

The Galt Height Guidelines will provide clarity and direction for future development to ensure that appropriate heights and density can be accommodated and also provide guidelines for design to address significant views and the character of a vibrant downtown core.

Having additional housing units in the core, as well as other commercial space will contribute to a vibrant core, increase supply of housing, support cycling/public transit and provide a range of housing options and affordability.

Comments

The combined outcomes of the Galt Height Guidelines, Galt Heritage Conservation District, Growth and Intensification Study and city-wide zoning by-law update will provide a framework as building blocks to then guide development in the Galt core. The Galt core is the location of the Urban Growth Centre as defined by the Province and two light rail transit (LRT) stations are planned for the area. The City is now in a position where the planning framework needs to be in place for future development of the area. The City is already receiving enquiries and applications for significant development in

the core. The goal of Planning staff is to have the planning framework in place to guide how the area is developed prior to developers submitting new applications. Following the height guidelines, the next step will be completion of the Growth Management Strategy which will further inform the City Official Plan Update and will commence in 2022 in accordance with Planning Act requirements.

The Galt Core Heritage Conservation District Study phase is now complete with recommendations for the study area boundary coming to Council on July 27, 2021. Additional heritage work for the East Galt neighbourhood Area is commencing in 2022. The intent of the heritage studies is to help implement the recommendations of the City's Heritage Master Plan and increase inventory of cultural heritage resources. As part of this Galt Heights, study height guidelines will address heritage and character of the core area and will continue to limit height in the central areas of the core where significant heritage resources and views along publicly owned property exist. The guidelines will provide direction for elements such as height, built form, compatibility, massing, step backs, significant views and shadowing impacts. The Galt Height Guidelines are needed to provide an overall vision for the development in the Galt Core area which will lead to studies with a narrow focus on heritage. This work needs to progress in advance of the heritage work to develop this vision. The guidelines will include input from representatives from the heritage community.

Staff initiated the background work to start the Galt Height Guidelines and retain a consultant in 2019 and a report came to Council in 2020 with the Terms of Reference. At this time Council put a hold on the study to allow the City to conduct the Galt Heritage Conservation District Study. Continuation with this project now is very important to establish the framework and proceed with other upcoming planning work. Delay of the project would create a gap in information needed to complete other planning work scheduled and provide uncertain information to landowners and developers in the area. This could result in developments which do not account for significant public views and heritage. A delay could also result in limitations on developments where increased height is appropriate therefore limiting the ability to accommodate required density on appropriate sites.

Existing Policy/By-Law

City of Cambridge Official Plan (2012)

Policy 2.8.3.3 in the 2012 City of Cambridge Official Plan sets out that in the Galt Core, including the Provincially defined Urban Growth Centre, the minimum building height of 2 storeys and the maximum height of 5 storeys are permitted. In addition, policy 2.8.3.4 permits consideration of development at a higher height and density provided the Official Plan's compatibility and bonusing policies are followed. Maximum height with bonusing would be determined through a negotiation with the City in exchange for community benefits.

City of Cambridge Zoning by-law 150-85

Currently the City of Cambridge Zoning by-law 150-85 includes height limits in the Galt Core which are included in Appendix 3. These heights were put in place in 2007 prior to the location of the major transit station areas being determined which require minimum densities to support the future LRT stations.

Financial Impact

The capital project for Urban Design Guidelines was approved in 2016 for \$50,000. An additional \$30,000 was added to the budget from the Region of Waterloo for visualizations to support the densities required for the future Light Rail Transit.

Public Input

With the endorsement of Council, the next steps in the process is to consult the public on the draft guidelines for their input.

Posted publicly as part of the report process.

Internal/External Consultation

Feedback from the development industry has indicated that providing a clear planning framework is important for investment in the Galt Core.

A stakeholder list has been identified by the steering committee consisting of representatives from the following:

- Developers with interest in the Galt core;
- Municipal Heritage Advisory Committee;
- Architectural Conservatory of Ontario Cambridge (ACO Cambridge);
- University of Waterloo;
- Grand River Conservation Authority;
- Downtown Cambridge BIA;
- Consultants conducting work for the City on other projects.

Stakeholders were contacted by the Planning Partnership to determine the key messages which are included in Appendix 4.

Conclusion

Continuation with the Galt Height guidelines is important to ensure coordination with other scheduled Planning work and provide guidance to the development industry, landowners and the public within the Core area, Urban Growth Centre and the Main Street Heritage District. This project was paused to allow the Galt Heritage Conservation District study to proceed and to allow a coordinated approach to address heritage and heights. This work will develop the vision for the area to allow intensification to achieve provincial targets and also protect the heritage in the area. Delay would result in uncertain information for landowners and developers in the area and could produce developments which do not meet the goals for the core area in addressing significant public views and heritage and directing significant density to appropriate sites.

Signature

Division Approval



Reviewed by the CFO

Reviewed by Legal Services

Name: Lisa Prime

Title: Chief Planner

Departmental Approval



Name: Hardy Bromberg

Title: Deputy City Manager, Community Development

City Manager Approval



Name: David Calder

Title: City Manager

Attachments

- Appendix 1 – Draft Galt Height Guidelines
- Appendix 2 – Study Area
- Appendix 3 – Core Area Height schedule in by-law 150-85
- Appendix 4 – Stakeholder Key Messages





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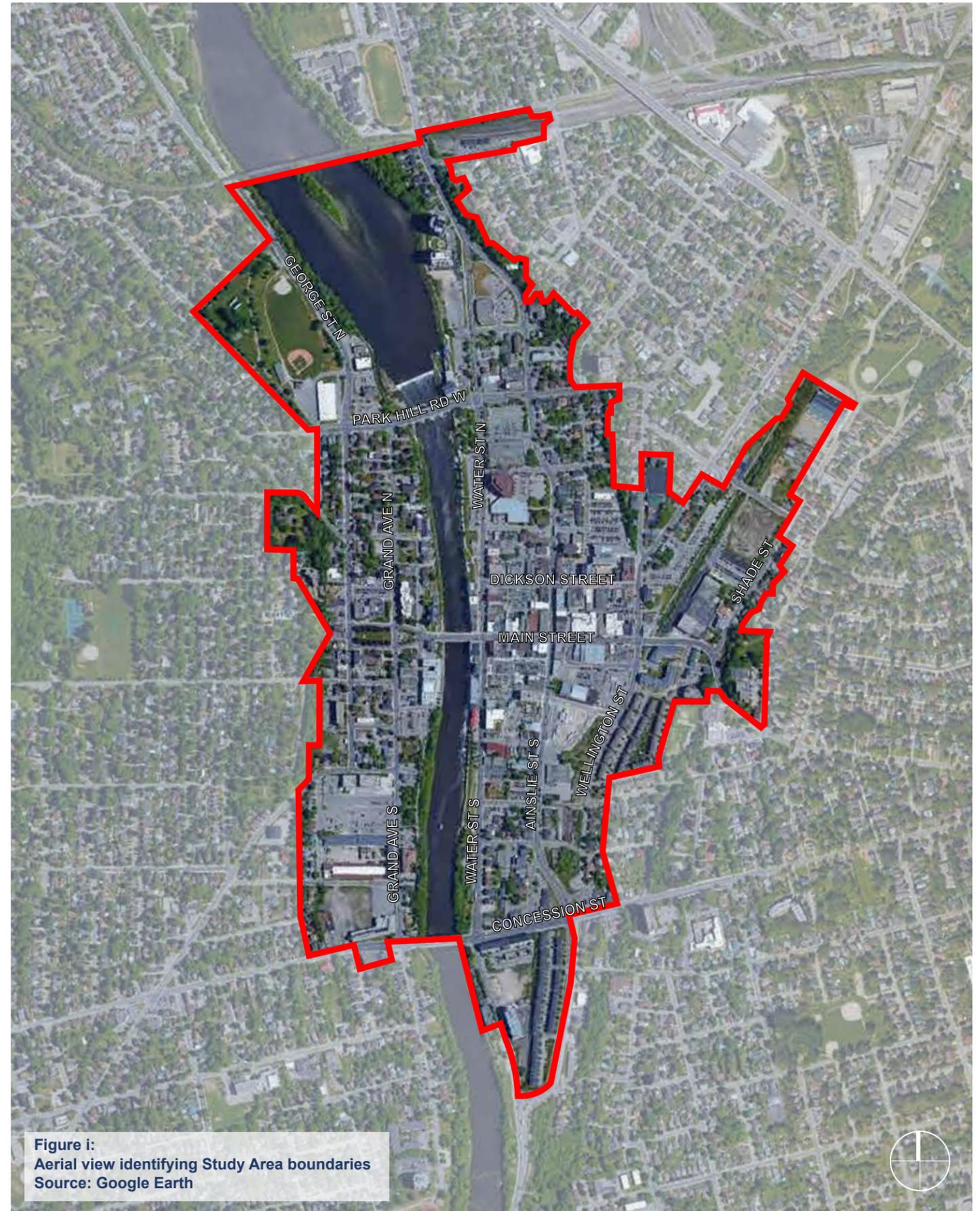


Figure i:
Aerial view identifying Study Area boundaries
Source: Google Earth

EXECUTIVE SUMMARY

i. Introduction

This study was initiated in light of a number of converging factors within the Galt Core Area. The province has identified the downtown as an “Urban Growth Centre” setting a clear minimum density of people + jobs to be accommodated. The planned extension of the ION light rail transit line into Galt will include 2 stations within the study area. Finally, development applications are being received by city staff for buildings taller than currently envisioned in the city’s height zoning by-law.

Intensification will translate into taller buildings having an impact on the character of the downtown core. Downtown Galt has numerous buildings of older vintage with many having heritage significance. This study will attempt to provide guidance for new development that allows for growth to occur without negatively affecting the city’s heritage.



Figure ii:
Figure/Ground Map, 1929

The study makes recommendations with respect to revised maximum building heights in the Galt Core Area and provides urban design guidelines for the siting, massing, and articulation of taller building developments. The intent is to provide clear direction for the evolution of the Galt Core Area that will result in an urban environment that is attractive and welcoming.

ii. Background

The study area encompasses the mixed-use centre of Galt. Straddling both sides of the Grand River the study area extends from the CP rail line to south of Concession Street. The west boundary of the study area straddles George Street and Dickson Park; the eastern edge loosely follows properties adjacent to Ainslie Street and Wellington Street with an arm extending along Mill Creek to Galt Arena Gardens.

Historically, the study area has long been a mixed use area. Fire insurance maps from a century ago illustrate a densely built core area comprised of factories, warehouses, shops, houses, and the town hall. Over time many of these activities ceased operations and have been replaced by vacant lots or surface parking areas. The result has been fewer residents and jobs and a decline in activity in the core area.

In the City’s Official Plan, the study area is comprised of 3 areas. The west side of the Grand River and eastern arm are identified as “Community Core Area”. Between the two is a narrow wedge of land identified as “Urban Growth Centre”. While both Community Core Area and Urban Growth Centre are comprised of a dense array of a mix of uses the UGC is specifically planned as a focal point with a minimum density target of 150 people + jobs per hectare. Currently, the area accommodates the approximate equivalency of 76 people + jobs per hectare, about half the target density.

In addition, 2 light rail transit stations have been planned within the study area: one at the intersection of Main and Wellington Streets, the second at Bruce Street east of Water Street South. These transit stops will be the focus of “Major Transit Areas” which are to accommodate a minimum density of 160 people + jobs per hectare.

The city’s current heights zoning by-law anticipates heights of up to 11 residential storeys. However, recent development applications have been submitted to the city for taller buildings. In order to achieve the

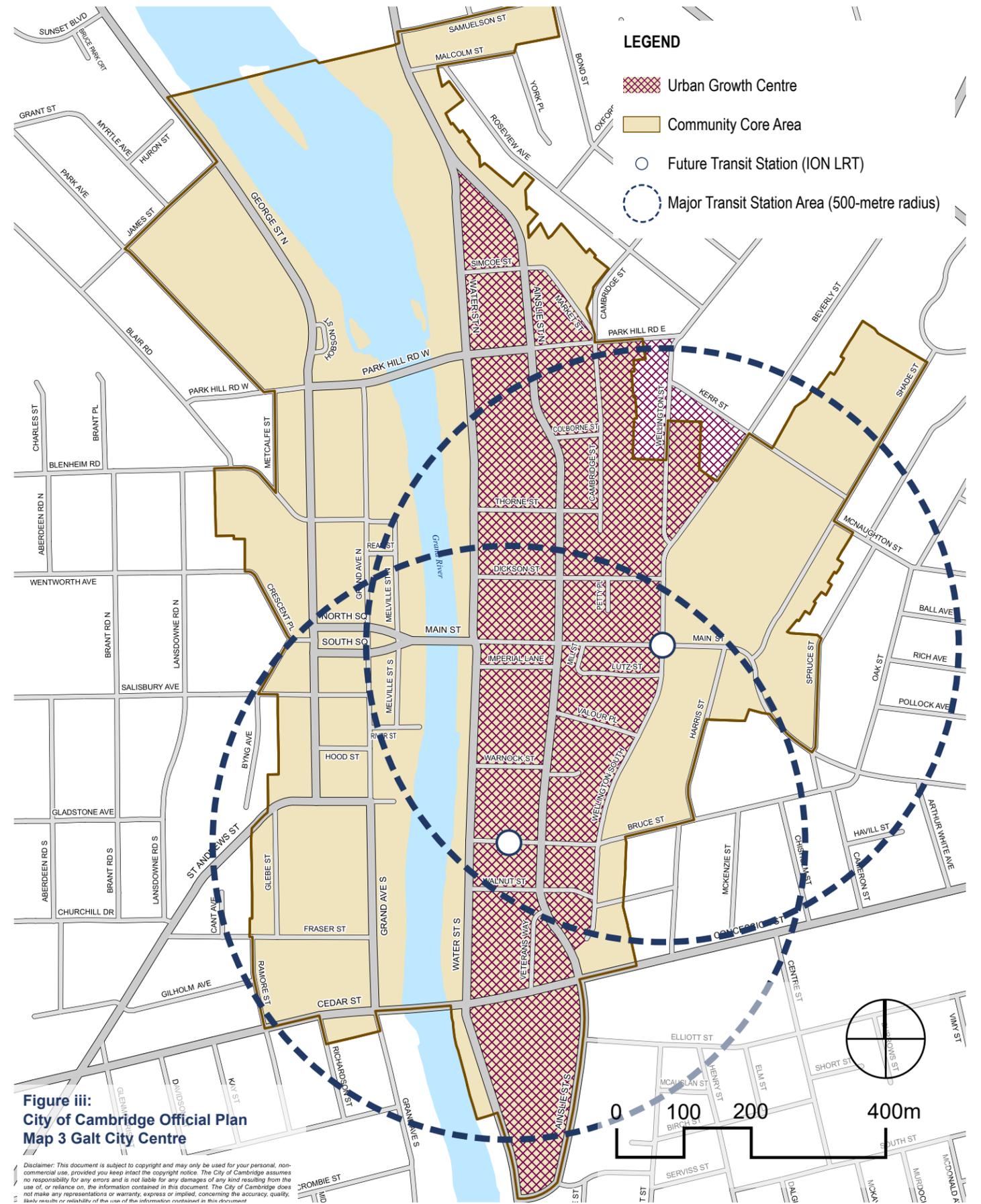


Figure iii:
City of Cambridge Official Plan
Map 3 Galt City Centre

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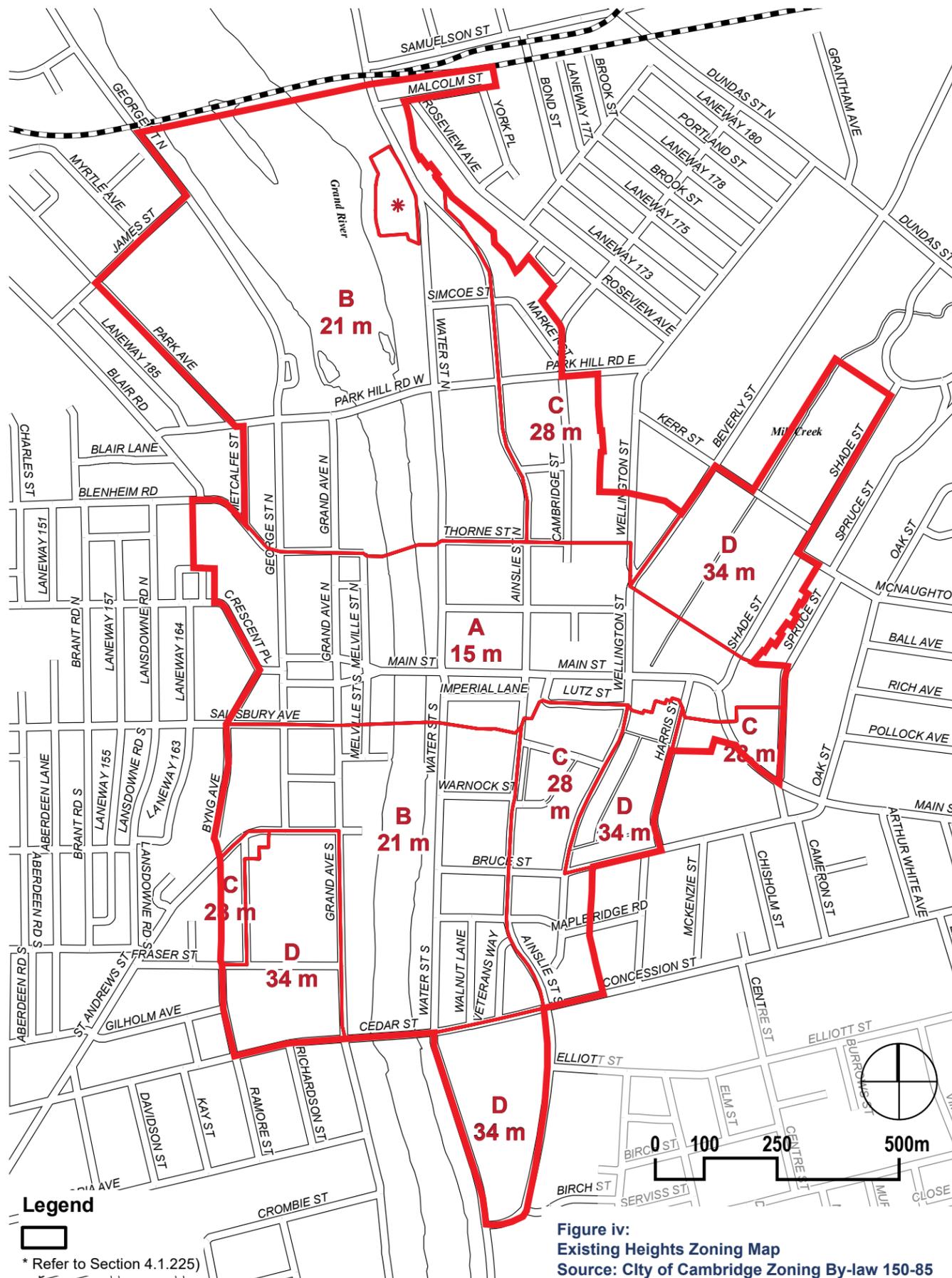


Figure iv:
Existing Heights Zoning Map
Source: City of Cambridge Zoning By-law 150-85

density targets as established by provincial policy and without demolishing existing heritage structures it will be necessary to build upwards and exceed the heights prescribed in the by-law.

Intensification will be required to address issues of geography and history that define the study area. The Galt Core Area is situated in a natural bowl with the Grand River running through its middle. Surrounded by hills that contribute to its picturesque setting, the area is susceptible to flooding. As a result, much of the study area, including the UGC, is located in a floodplain.

Heritage buildings are distributed across the study area. Many of these buildings are in a state of disrepair. A number are designated or listed on the city's heritage register. Two heritage districts can be found within the study area: the Dickson Hill Heritage Conservation District and the Main Street Heritage Conservation District. Presently, a parallel study is underway to update the city's inventory and provide recommendations for candidate properties to be considered for listing or designation.

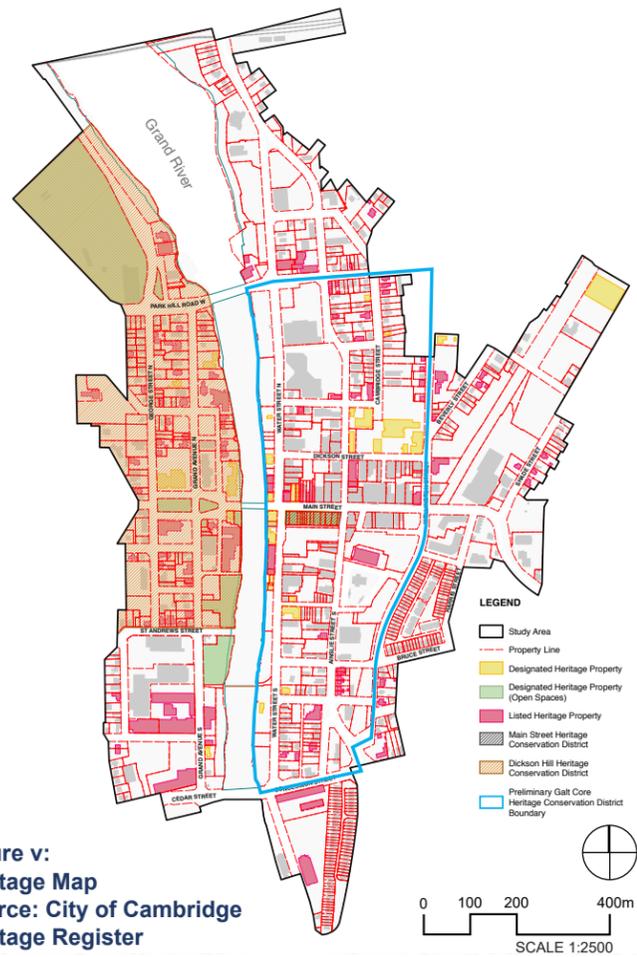


Figure v:
Heritage Map
Source: City of Cambridge Heritage Register

Associated with the study area's heritage inventory are the city views that provide a visual context for the historic architecture. The views are established along public rights-of-way and contribute to the character understanding of the Galt Core Area. The intent of identifying views is to provide recommendations on view corridors that should be protected from development encroachment of a taller magnitude.



Figure vi: View looking west along Main Street from Centennial Park



Figure vii: View from Ainslie Street looking west towards the Old Post Office Building



Figure viii: View looking north from the Grand River Pedestrian Bridge

Further understanding of the study area was provided through interviews with numerous stakeholders, city and external agency staff, and individuals active in advocating for heritage. The message conveyed focused on the opportunity to provide more and taller development but also acknowledged the need to retain heritage features. While it was stated that buildings should be sited away from heritage conservation districts there was a feeling that new development could help preserve older buildings and improve the public realm and, by adding more people to the core area, improve the vitality of the core area.

There are a number of constraints and opportunities concerning intensification in the study area. Bedrock, the floodplain, and topography all pose challenges for development. While going below-grade may not be feasible for parking, above-grade structures create other issues which will need to be addressed in order to ensure the public realm is not negatively impacted. Above-grade parking will add to the overall height of development. At the same time, new development will need to respond to contextual relationships with heritage properties and with adjacent low-rise neighbourhoods.

However, there are also significant opportunities within the study area. Large, under-utilized properties are available for developments that can achieve intensification while also providing transition in built form to adjacent neighbourhoods. The future arrival of the LRT will make movement less car reliant thereby reducing the pressure to provide a surplus of parking spaces. New development can also contribute to the enhancement of the public realm through streetscape enhancements, the inclusion of park space (both public and/or private), and improved connectivity throughout the core area making it a safer and more vibrant downtown.

iii. Benefits of Development

Development provides a number of benefits for a community while also asking it to accept a greater quantum of intensification. While a development may be taller or larger than is typical for the study area it also provides the opportunity to enhance the core area. Taller buildings mean more people living or working in the downtown which benefits businesses and the municipality alike. Bigger projects mean the city can leverage public realm or heritage building improvements with the objective of realizing a safer, more attractive, and vibrant downtown.

Public realm projects that can benefit from private development partnership should be identified to ensure a co-ordinated approach and achieving a desired result.

iv. Structuring Elements

When considering development intensification within the study area there are structuring elements influencing the configuration and height of a building project. These include natural, cultural, and community features.

Topography, geology, and the floodplain impact on below-surface structures and their viability. Natural features and open spaces are public areas that should be protected from extensive shadowing resulting from taller buildings. The street network and resulting block pattern constrains the footprint of development while also extending its frontage thereby providing an opportunity for active ground-related uses.

The alignment of light rail transit will influence the scale of as well as the type of uses in new development. Proximity to the two stations will translate into development that is less car dependent and includes a mix of uses.

Retention and adaptive re-use of heritage structures will affect the massing of development with taller building elements set back from the heritage base. Protection and enhancement of view corridors will inform building podium scale and configuration.

Neighbourhood adjacencies, and the transition from taller to lower scaled buildings will affect the massing of development and the siting of taller buildings. Abrupt changes in scale should be avoided along shared street rights-of-way and improved connectivity between new and old communities should be an over-riding objective.

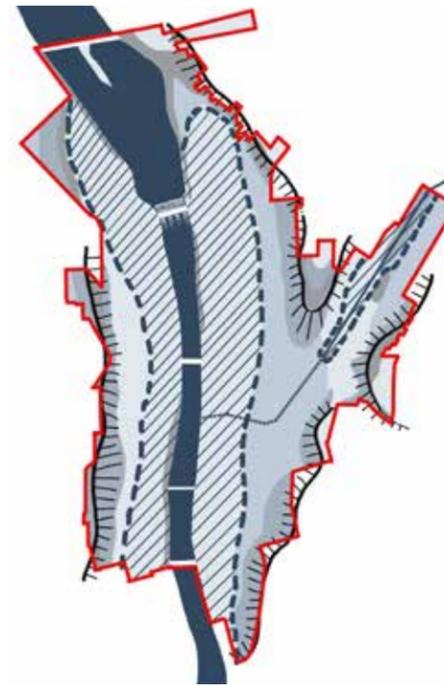


Figure ix:
Topography, Geology &
Flood Plain



Figure x:
Natural Features &
Open Space

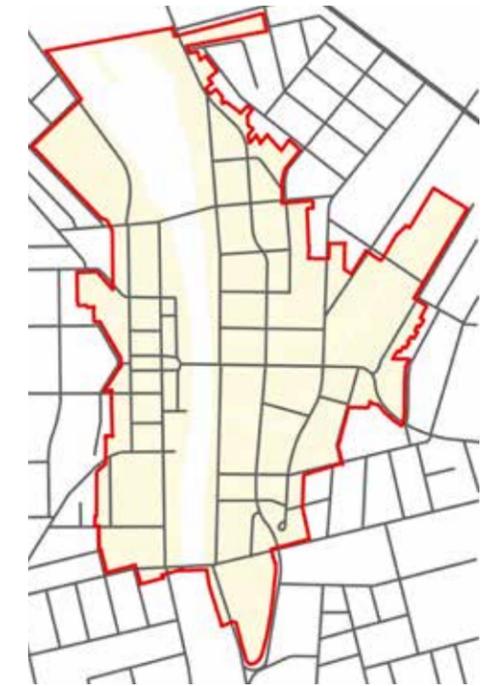


Figure xi:
Streets &
Blocks

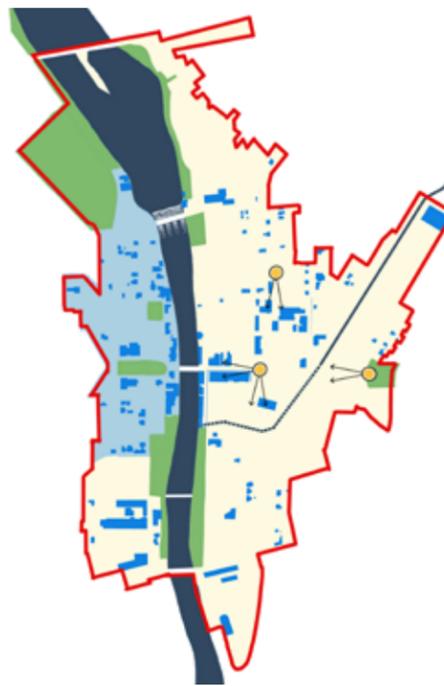


Figure xii:
Cultural Heritage &
Key Views



Figure xiii:
Higher Order
Transit

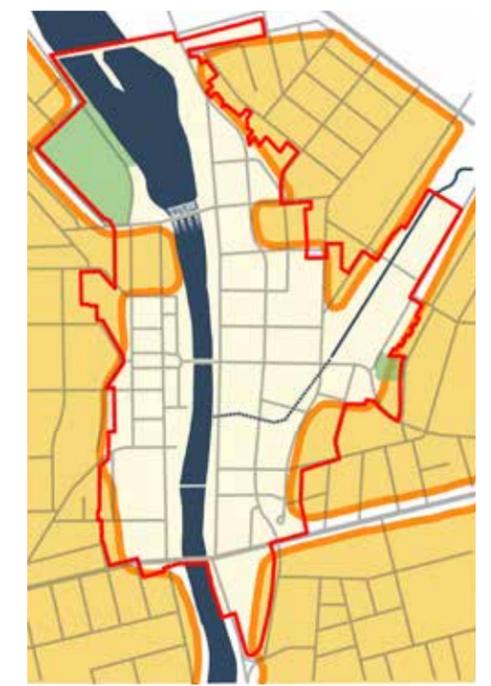


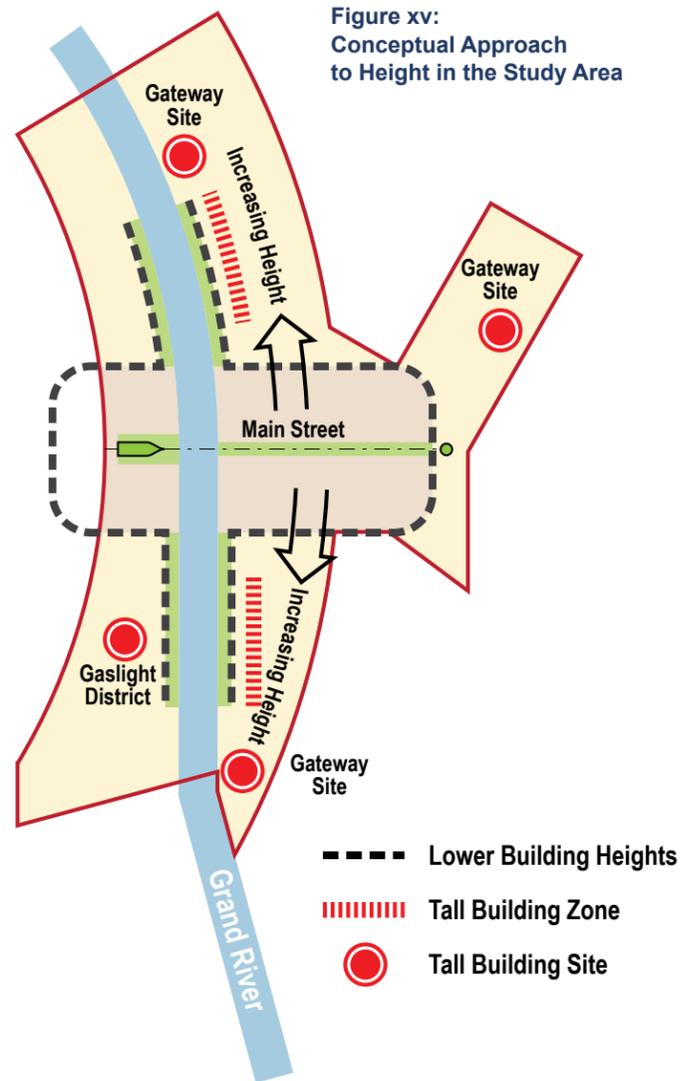
Figure xiv:
Neighbourhoods

v. Approach to Height

A number of principles suggest themselves based on the structuring elements previously described. When taken together, these principles suggest an overall approach to building height in the study area.

- PRINCIPLE No. 1:** Ensure compatibility of built form with the existing and planned urban context;
- PRINCIPLE No. 2:** Provide a transition in height from Main Street ensuring the protection for the east-west view corridor;
- PRINCIPLE No. 3:** Utilize built form as a framing element further strengthening view corridors;
- PRINCIPLE No. 4:** Focus tall buildings in areas that minimize their visual impact on neighbourhoods while also providing opportunities to contribute to the skyline;
- PRINCIPLE No. 5:** Ensure new development contributes to the enhancement of the public realm;
- PRINCIPLE No. 6:** Mitigate shadow and wind impacts on public spaces; and,
- PRINCIPLE No. 7:** Incorporate new development into the existing context with sensitivity and respect for heritage structures.

The resulting conceptual heights plan embodies the above principles. Lower height buildings are focused along and adjacent to the Main Street spine. Taller buildings are located along the east side of the Grand River, distanced away from the low-rise neighbourhoods further east. At the extremities of the study area are “gateway sites” which are candidates for tall buildings that architecturally signal arrival into the core area.



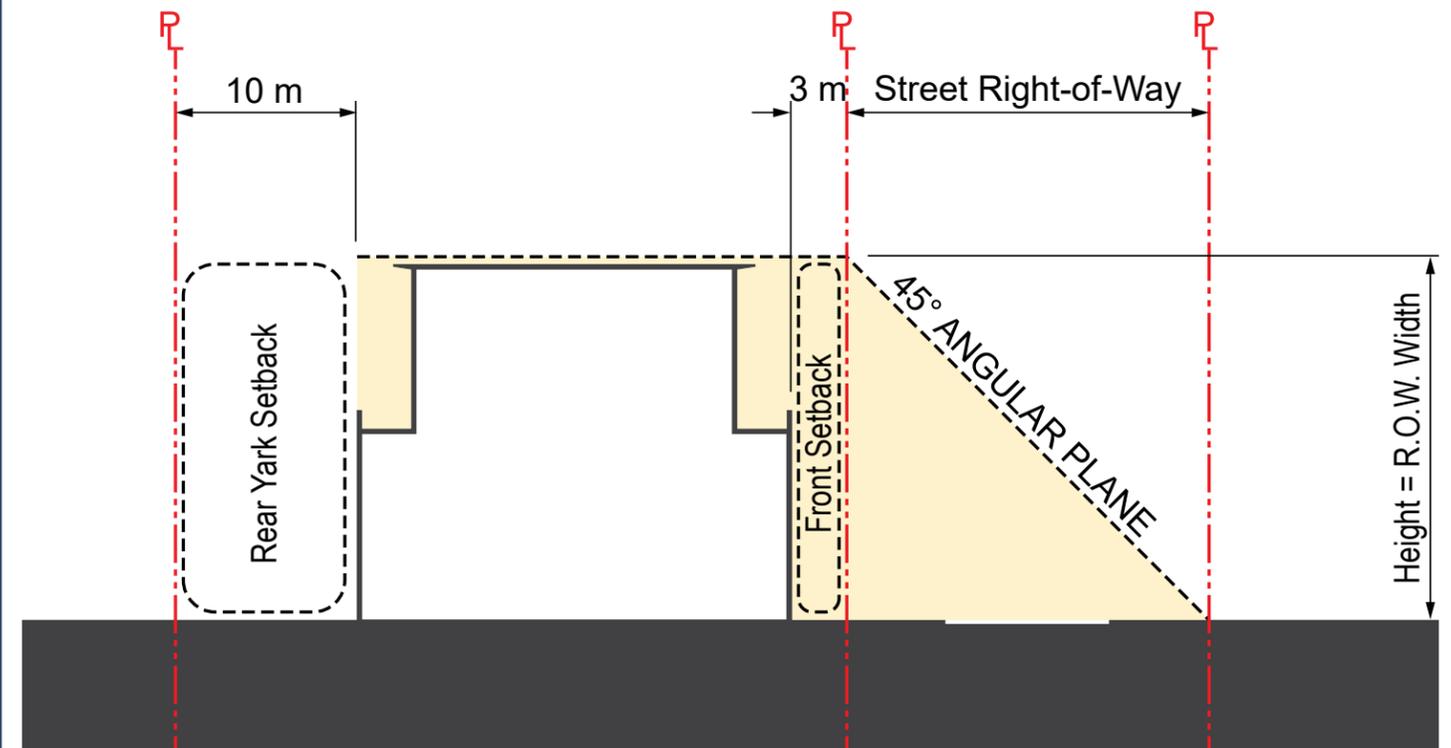
vi. Built Form Considerations

A minimum parcel depth of 39 metres is recommended for mid-rise and tall building developments. This takes into account a 3-metre building setback from the street property line and a 10-metre setback from the rear lot line shared with adjacent properties.

Mid-rise building height will be determined by the primary road right-of-way width. A mid-rise building will be defined as being no taller than the width of the road right-of-way width upon which its primary frontage is oriented. Building height will not include rooftop mechanical penthouses.

A building whose height exceeds the road right-of-way width upon which it is primarily oriented will be considered a tall building and will therefore reference the appropriate guidelines concerning height and massing.

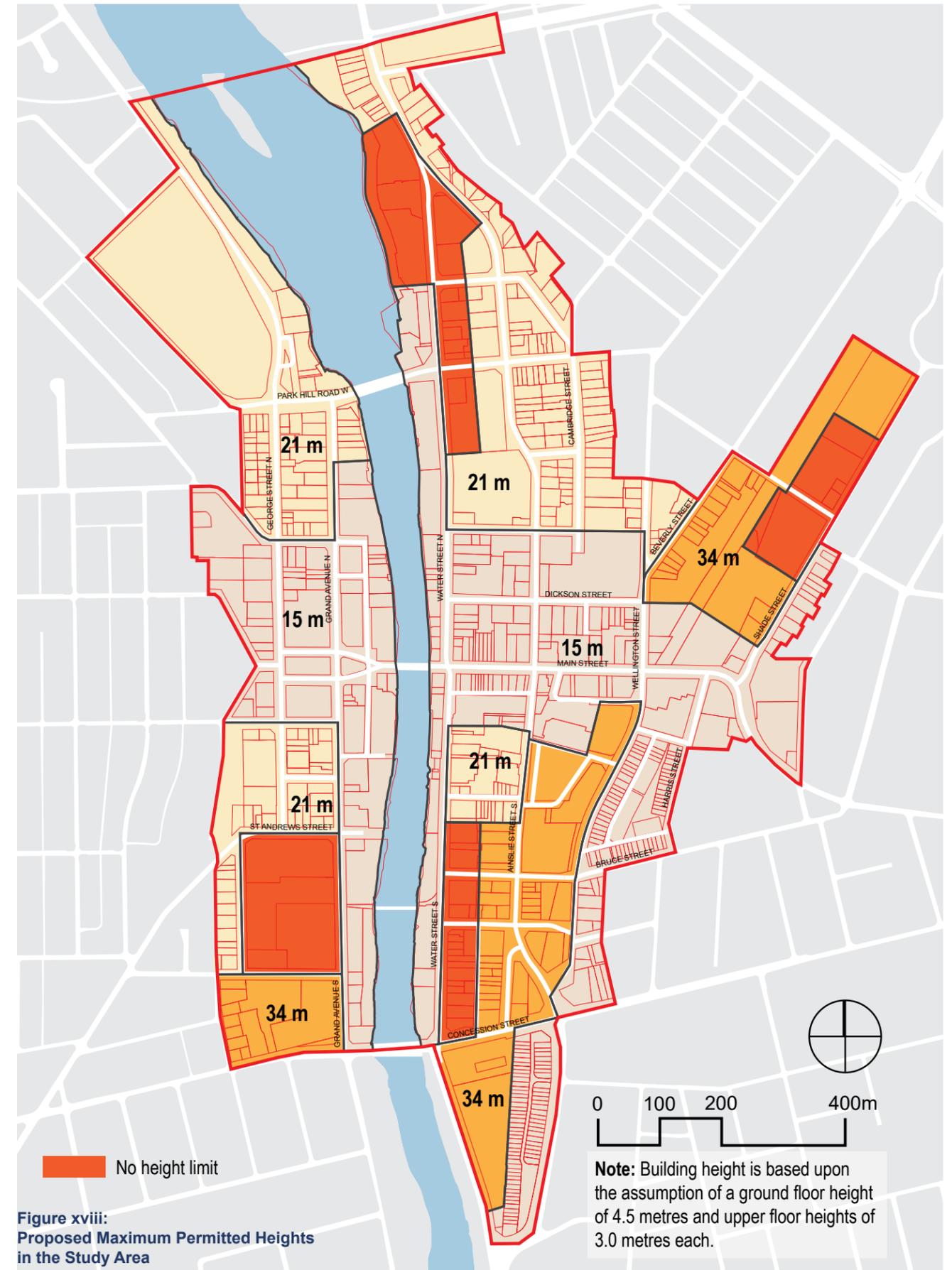
Figure xvi: Mid-rise Parcel Depth Considerations



vii. Proposed Maximum Building Heights

The proposed maximum building heights map revises the current iteration identifying opportunities for increased height that will ensure the city can achieve its population + jobs target while also protecting its heritage assets.

Areas deemed accommodating of tall buildings were not proscribed a maximum height limit as this number is seen to be arbitrarily set while other guidance such as footprint size, tower spacing, and profile will achieve a more desired result in terms of skyline profile and overall appearance.



viii. Urban Design Guidelines

Design guidelines were prepared to support the heights plan with an emphasis on the treatment of the podium base of a tall building, articulation of parking facades, and the scale and siting of taller building elements. Mid-rise buildings, implicit as a significant typology in the heights plan, is also further described in terms of setbacks, stepbacks, façade articulation, and corner treatment.

Approach to Built Form

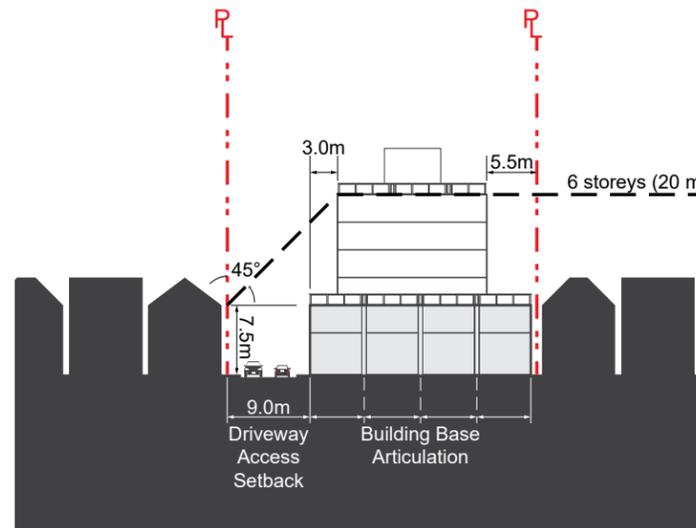


Figure xix: Infill Development
Mid-rise developments will ensure there is a good fit in response to the surrounding context providing a continuation of scale and façade articulation that contributes to and strengthens the overall urban character of the street.



Figure xx: North-South Cross-section
Lower-scale base building relates to adjacent existing context while parking is internalized so as not affect street-oriented, ground-related uses.

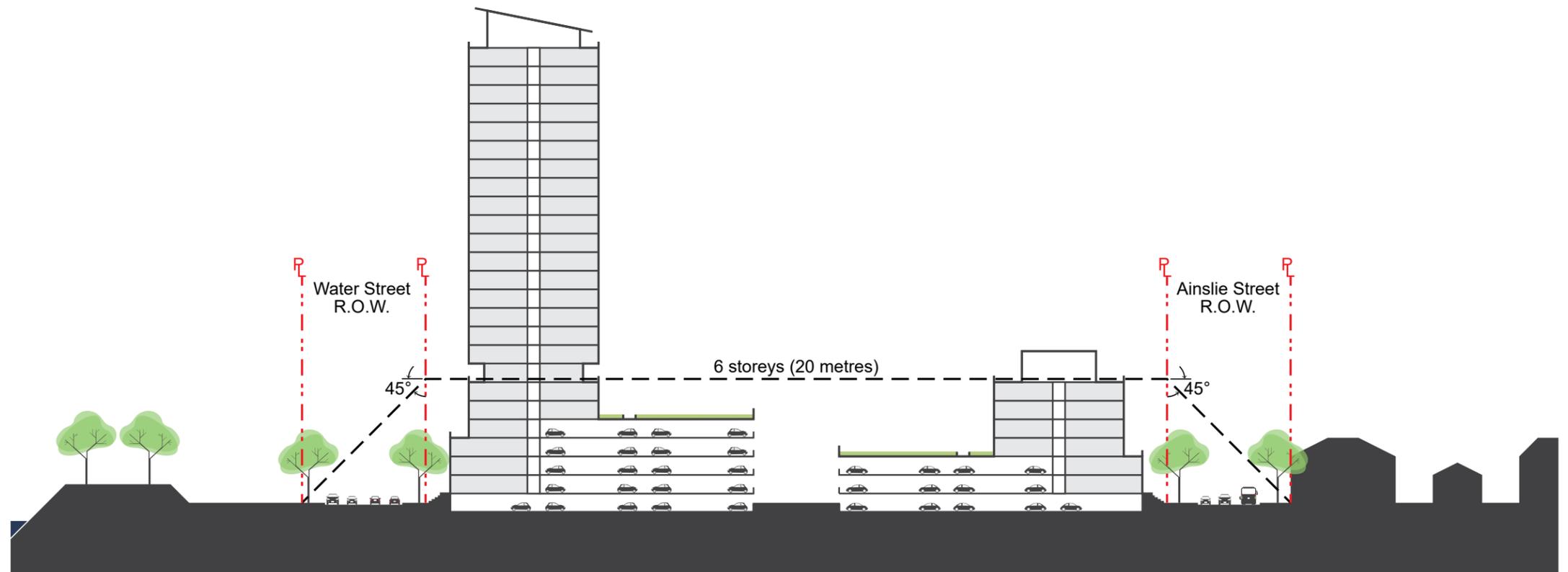


Figure xxi: East-West Cross-section
Stepping down of height from Water Street towards Ainslie Street; structured parking is internalized so as to unimpede ground-related uses along public rights-of-way.

Mid-rise Buildings

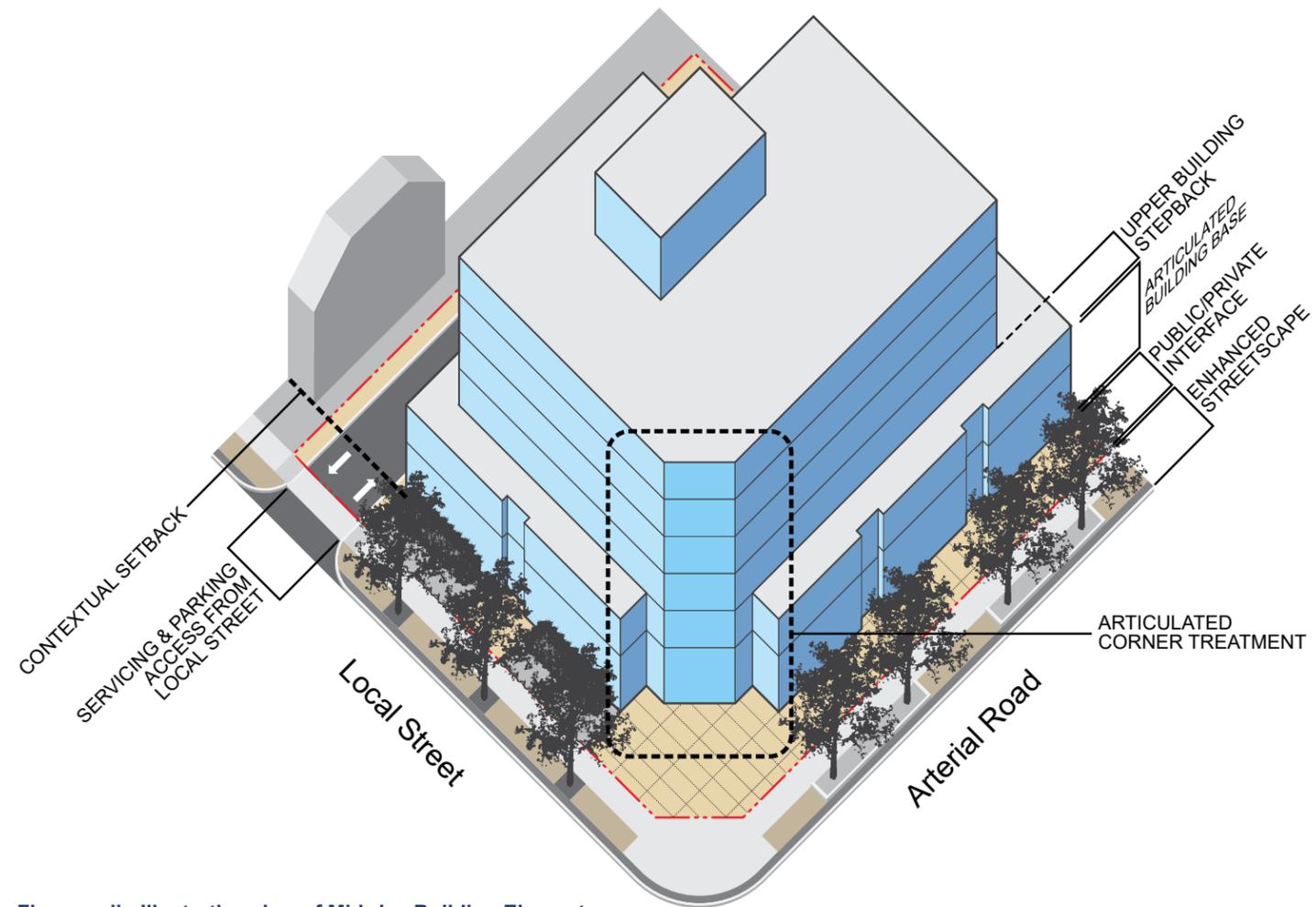


Figure xxii: Illustrative view of Mid-rise Building Elements
 Mid-rise developments provide opportunities for intensification of the downtown at scale that can provide a seamless transition to existing, adjacent low-rise communities and heritage districts.

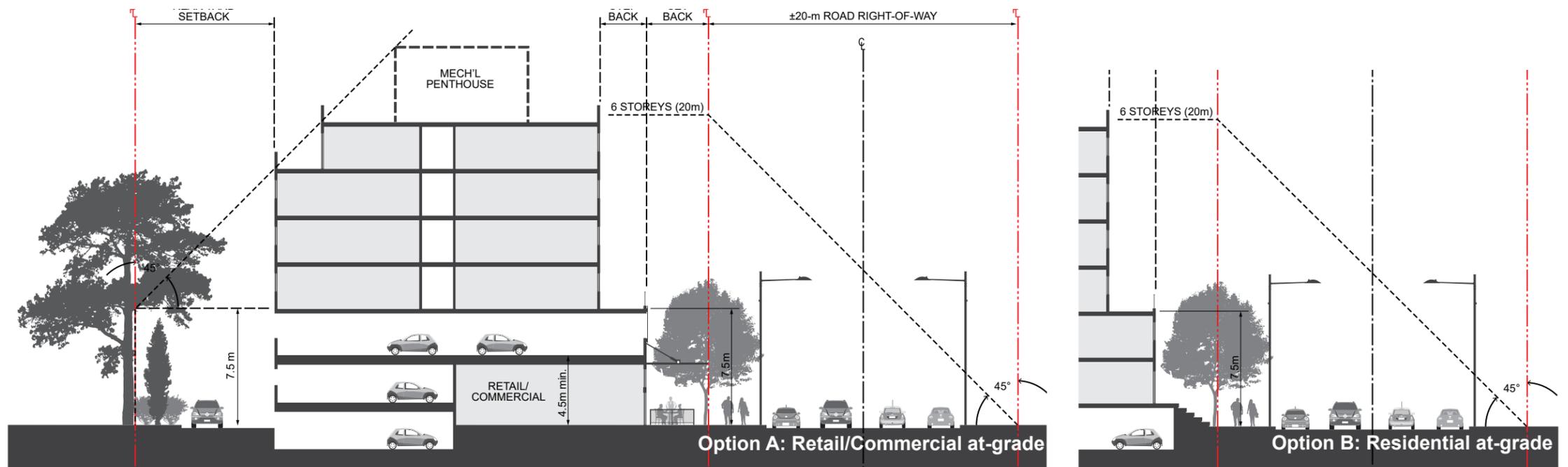


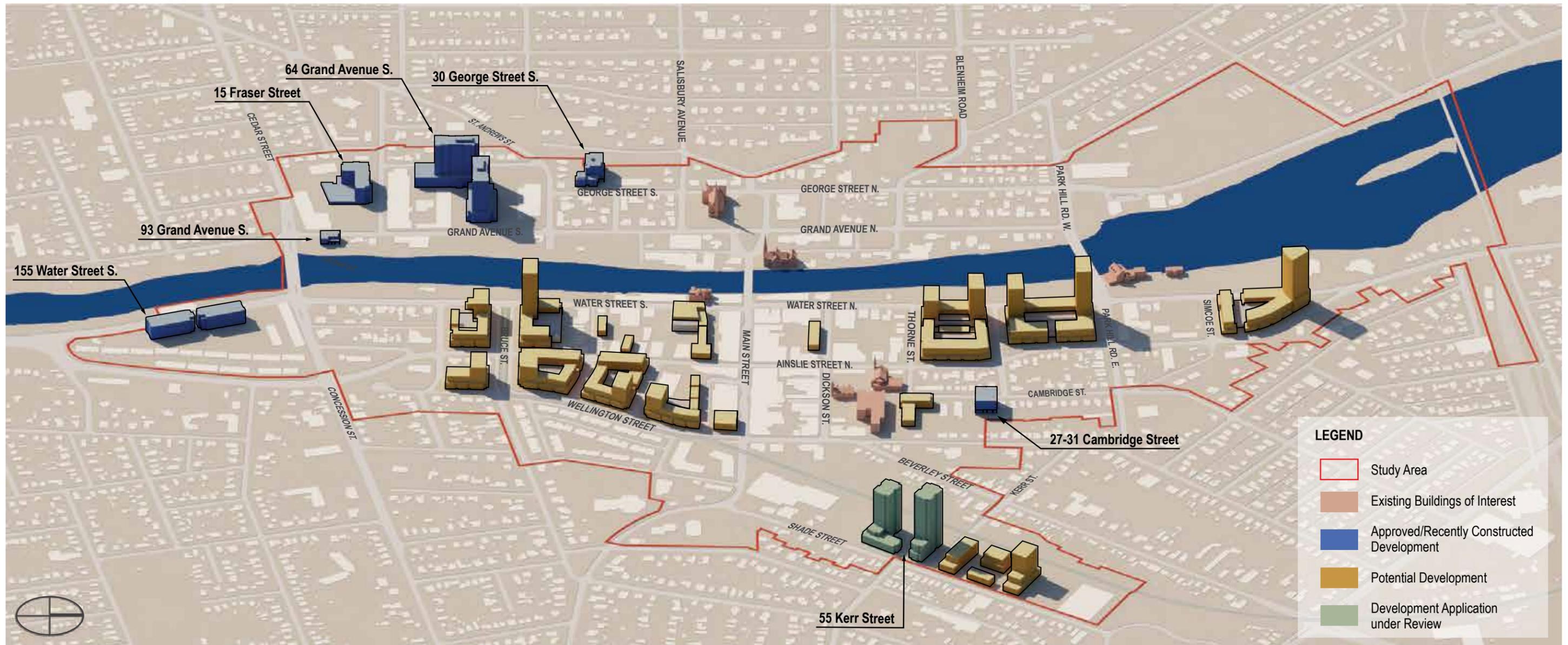
Figure xxiii: Mid-rise Development
 The massing of mid-rise development is determined by 45-degree angular planes established at both the rear property line and by the road right-of-way's width. A general rule of thumb limits the height of mixed-use and /residential developments along 20-metre wide R.O.W.s to 6 storeys, or 20 metres in height.

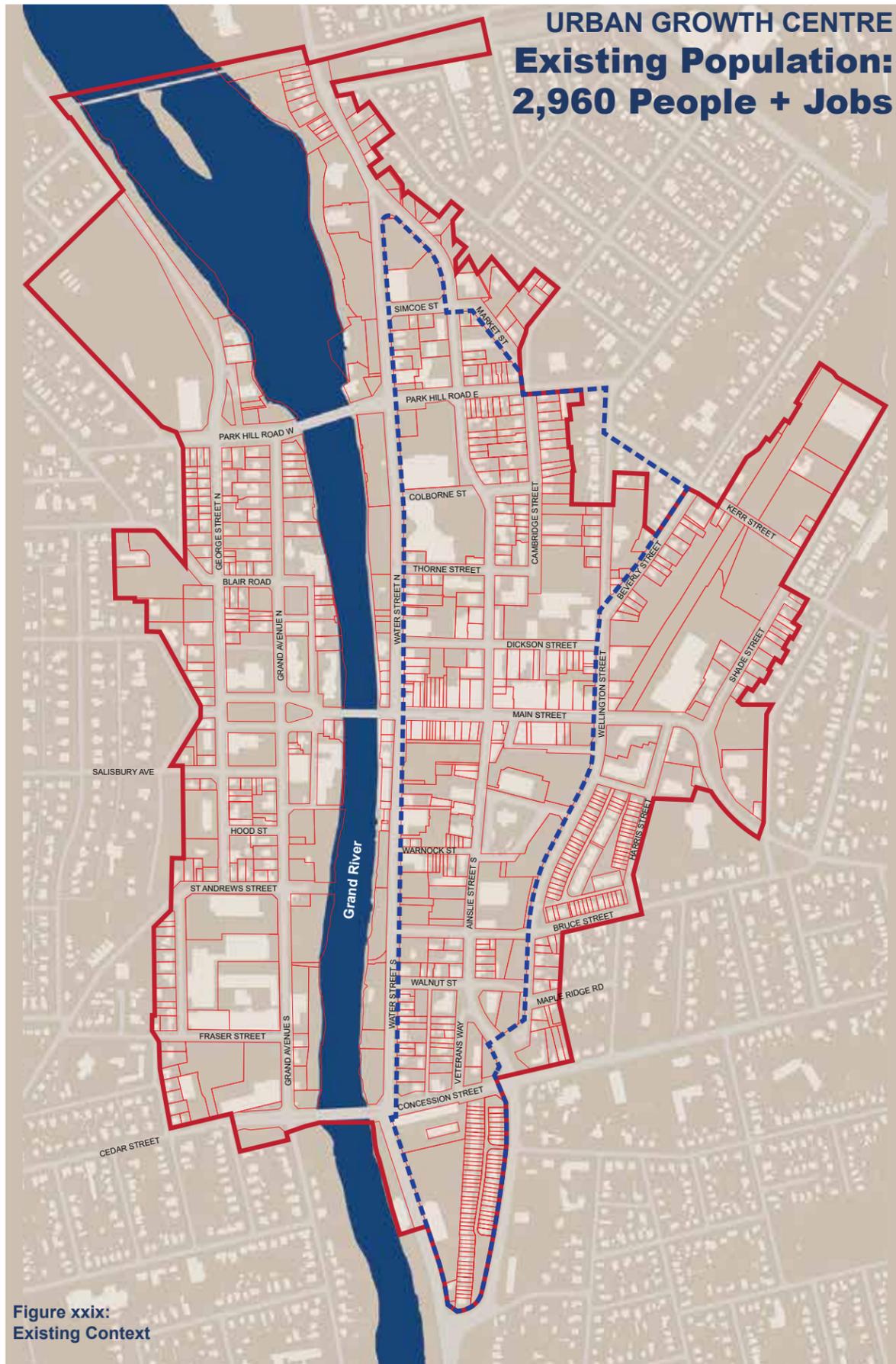
ix. **Draft Height Zoning By-law**

X. Demonstration Plan

To illustrate a long-term vision for the study area, a demonstration plan has been prepared that articulates the development potential. As illustrated, it is possible to exceed the minimum density requirements for the Urban Growth Centre and for Major Transit Station Areas while also retaining a significant amount of existing buildings.

Figure xxviii:
Aerial view illustrating development potential
in the Study Area





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1.0 INTRODUCTION

1.1 Purpose of the Study

This study was initiated in light of recent and anticipated development interest within the Galt Core Area. Taller buildings are envisioned to be the subject of more site plan applications as developers respond to opportunities for intensification. Much of the core area is occupied by low-rise buildings or by surface parking. With the proposed extension of the ION LRT line to Bruce Street and with provincially mandated intensification there is a need to accommodate a larger population and work force in downtown Galt.

Downtown Galt has numerous buildings of older vintage contributing to its character with a number of these holding heritage significance. Moving forward with this study it is desirable to ensure that key aspects of the downtown's character are respected and not overwhelmed by new development.

The current zoning by-law does not accommodate the taller heights that developers are seeking. There is an identified need by the City to provide clearly articulated guidance on the subject of built form height and building configuration in order to preserve heritage aspects of the downtown core while also ensuring that the city can continue to evolve as a dynamic place to live, work, learn, and play.

This study makes recommendations with respect to building height and the siting of new development in the context of current and future planned urban environments. This work identifies prominent and/or significant views that should be protected from encroaching development. The recommendations are supported by guidelines and a zoning by-law aimed at informing the scale and massing of taller developments.

The overall intent of this study is to provide developers with a clear sense of the City's expectations concerning built form while understanding that each new development will contribute to the shaping of an overall urban environment that will be attractive and welcoming to all.

Figure 1:
View of Idea Exchange/Old Post Office Building

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2.0 BACKGROUND

2.1 Study Area Boundaries

The Study Area straddles both sides of the Grand River extending from the CP rail line southward to Ainslie Street South below Concession Street. The west boundary of the study area straddles George Street and Dickson Park; the eastern edge loosely follows properties adjacent to Ainslie Street and Wellington Street with an arm extending northeast along Mill Creek to Galt Arena Gardens. The downtown core is defined by the abrupt change in topography on both sides of the river. The total area of the subject lands is approximately 105 hectares with an existing population of 5,565 people + jobs.

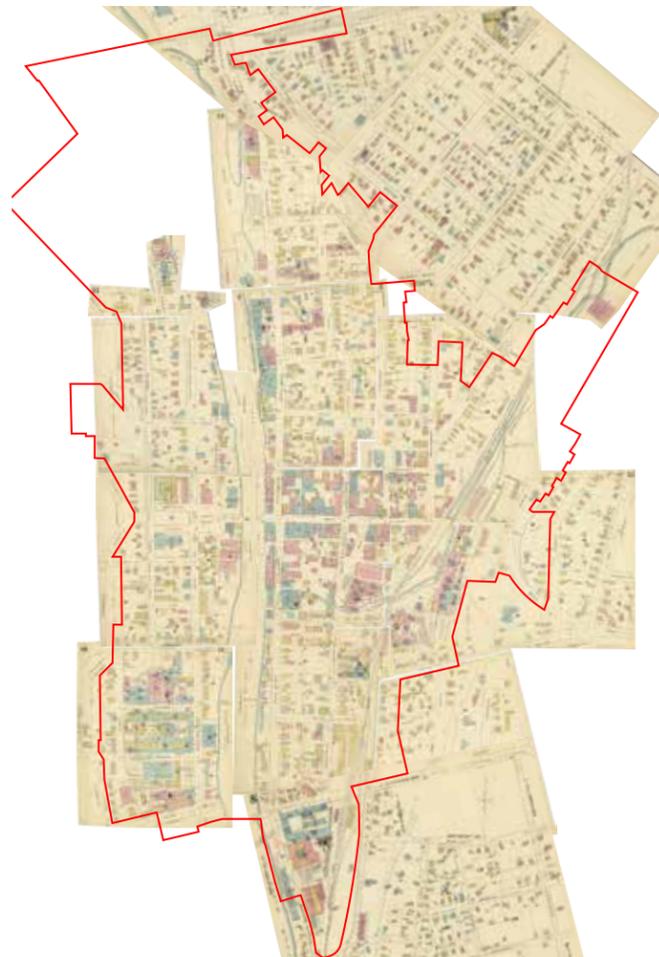
Figure 2:
StudyArea



2.2 Historical Context

The Goad Fire Insurance Maps provide a snapshot of the character and built form massing within the study area. Consolidating the maps from 1929 creates a comprehensive image of Galt in terms of density, built form, and building usage. Development was concentrated along the Main Street, Dickson Street, and Water Street spines. Larger scaled footprints belonged to industrial enterprises such as mills, manufacturers, and warehouses. The downtown was a true mixed-use area comprised of residential, retail/commercial, and manufacturing uses.

Figure 3:
Composite Goad Fire Insurance Map, 1929



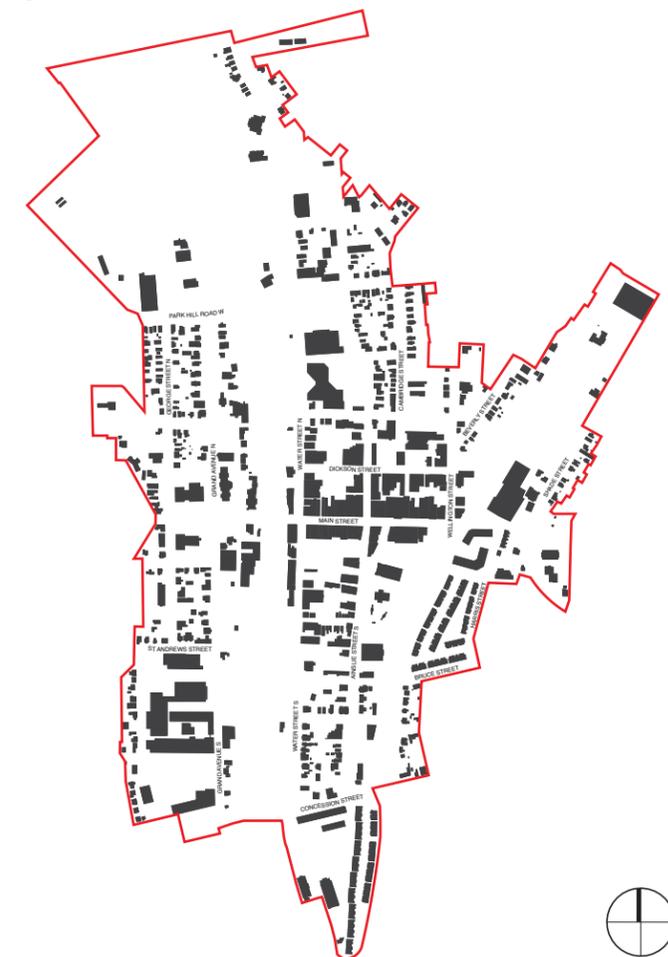
Abstracted as a figure/ground study, the resulting image contributes to our understanding of the evolution of the downtown core. The 1929 map articulates streets strongly defined by built form. Larger footprint buildings are interspersed with smaller residential buildings that comprise the majority of the built environment. 90 years later, much of that fine-knit building stock has

Figure 4:
Figure/Ground Map, 1929



been replaced by surface parking areas leaving a much more porous urban environment with fewer buildings. Apart from Main Street and abutting Water and Ainsley Streets, much of the strongly defined street edges has disappeared. More recently, large floor plate buildings have been accompanied by surface parking lots at the expense of reducing the density of the downtown core.

Figure 5:
Figure/Ground Map, 2019

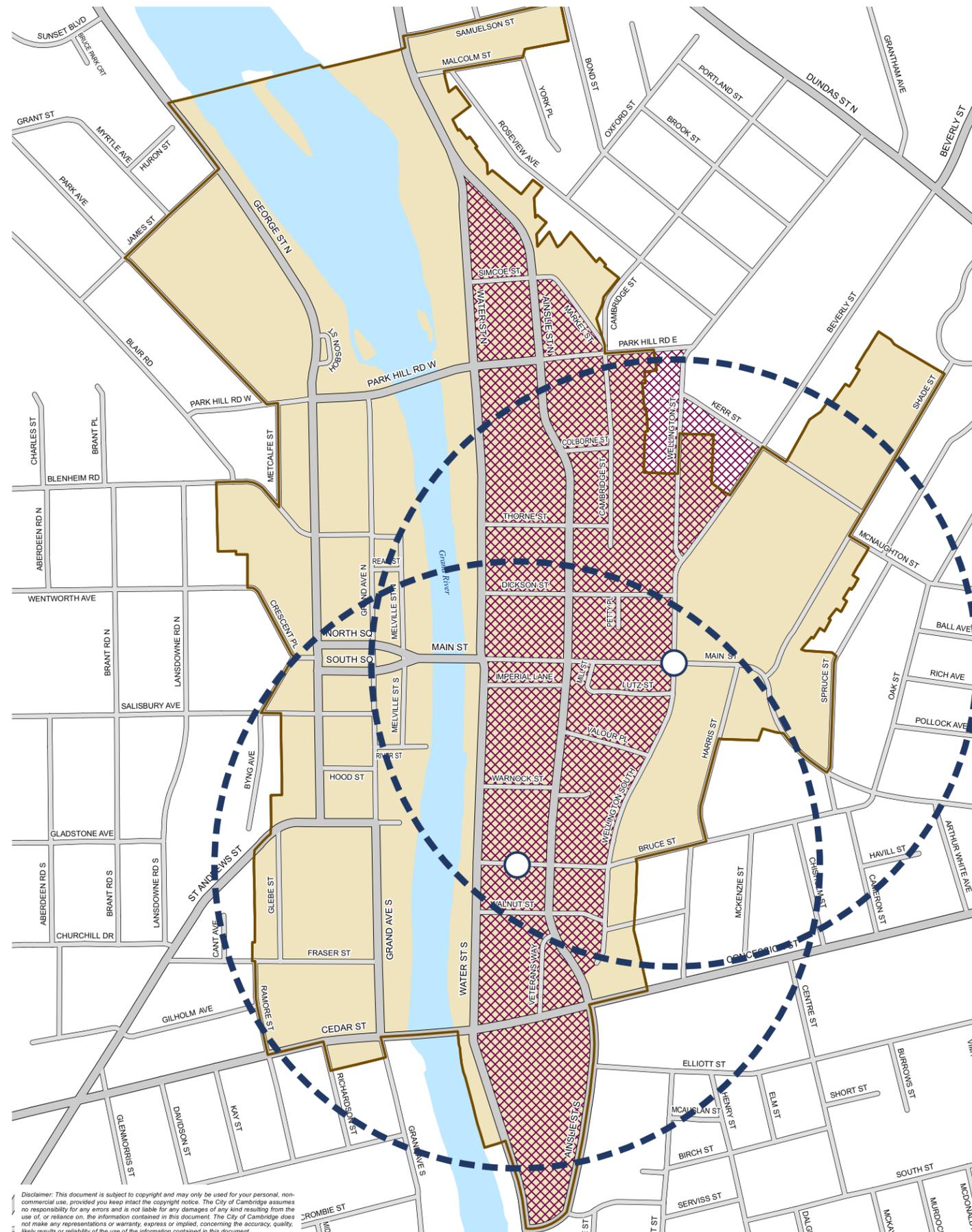


2.3 Existing Conditions

The study area is defined in the City's Official Plan as comprised of 3 areas. The west side of the area is identified as "Community Core Area" as is the arm flanking Wellington Street and extending along Mill Creek to Galt Arena Gardens. Between, and along the east bank of the Grand River, is 39 hectares of land identified as "Urban Growth Centre". Based on the Province's "Places to Grow" document, a minimum density of 150 people + jobs/hectare is to be accommodated within the UGC. This translates roughly to 5,850 people + jobs. Furthermore, 2 Major Transit Station Areas have been identified within the study area: one at Main and Wellington Streets and a second at the western terminus of Bruce Street. Within an 800-metre radius of each station a minimum density of 150 people + jobs is to be targeted. The current population within the UGC is approximately 2,960 people + jobs, equivalent to a density of 76 people + jobs/hectare.

The current Heights By-law signifies lower scale buildings to be located adjacent to the Main Street spine which, in turn, is flanked by mid-rise buildings. The tallest building zones are located along the east and south flanks of the study area with a maximum height of 34 metres (11 residential storeys) provided. Current and recently approved site plan applications consisted of buildings taller than 34 metres.

Actual building heights consist of a range between 2 and 10 storeys. A majority of the structures within the study area are 3 or fewer storeys. The only buildings currently taller than 10 storeys are at 150 and 170 Water Street North (12 and 14 storeys, respectively). Two, 20-storey mixed use buildings have been approved in the Gaslight District. An application at Kerr and Shade Streets for two residential buildings of 24 and 30 storeys is currently being reviewed by City staff.



Definitions

Urban Growth Centre

Existing or emerging downtown area to be planned and designed as a focal area with a minimum target density of 150 people + jobs/hectare.

Community Core Area

Central portion of Galt where the greatest concentration of commercial activities and heritage features are located.

Major Transit Station Area

Area within an approximate 500- to 800-metre radius of a transit station, representing about a 10-minute walk and planned to accommodate a minimum density of 160 people + jobs/hectare.

LEGEND

-  Urban Growth Centre
-  Community Core Area
-  Future Transit Station (ION LRT)
-  Major Transit Station Area (500-metre radius)

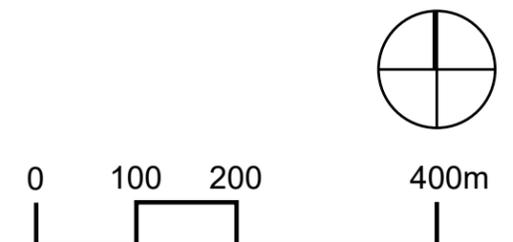


Figure 6:
City of Cambridge Official Plan
Map 3 Galt City Centre

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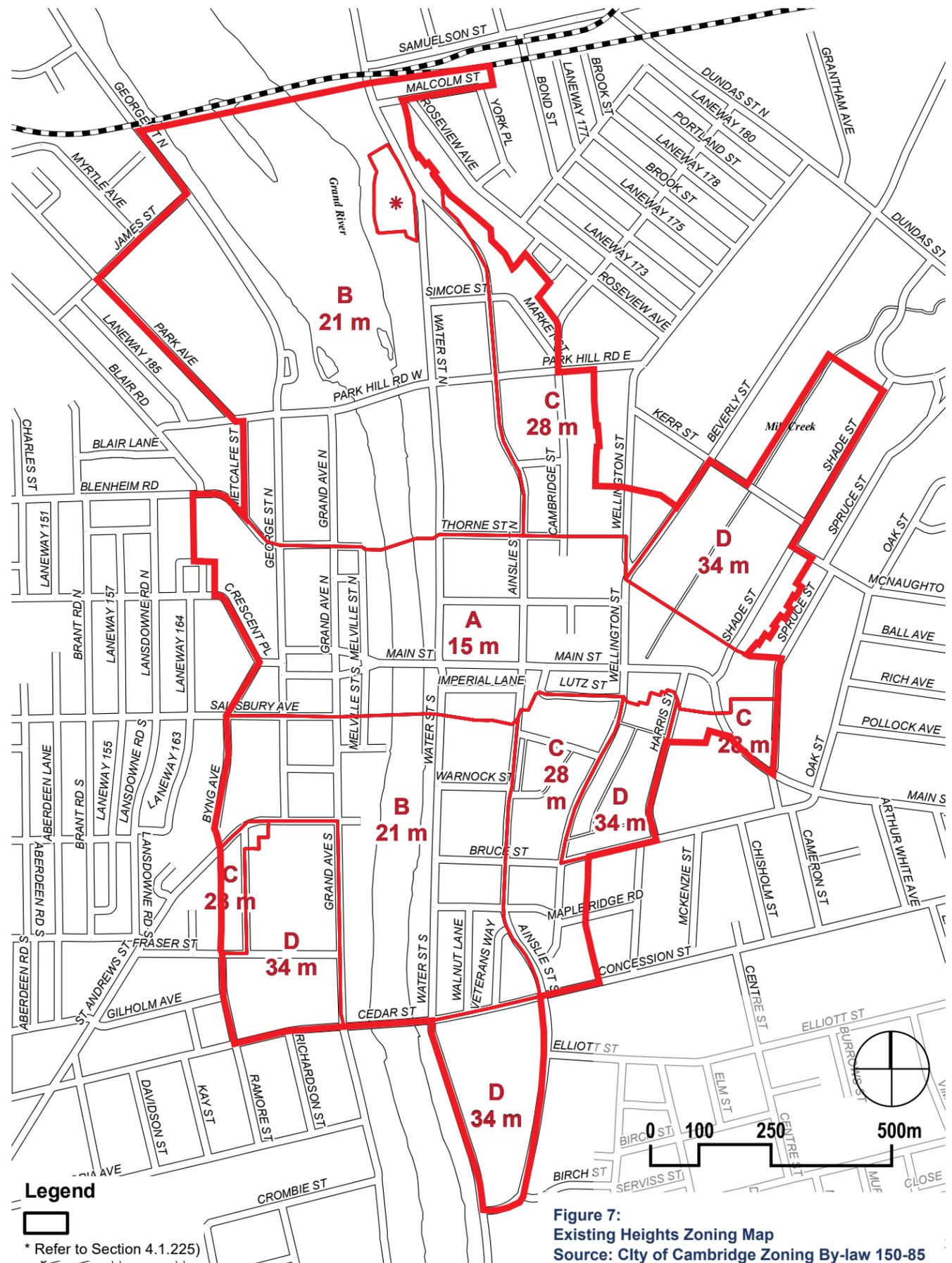


Figure 7:
Existing Heights Zoning Map
 Source: City of Cambridge Zoning By-law 150-85

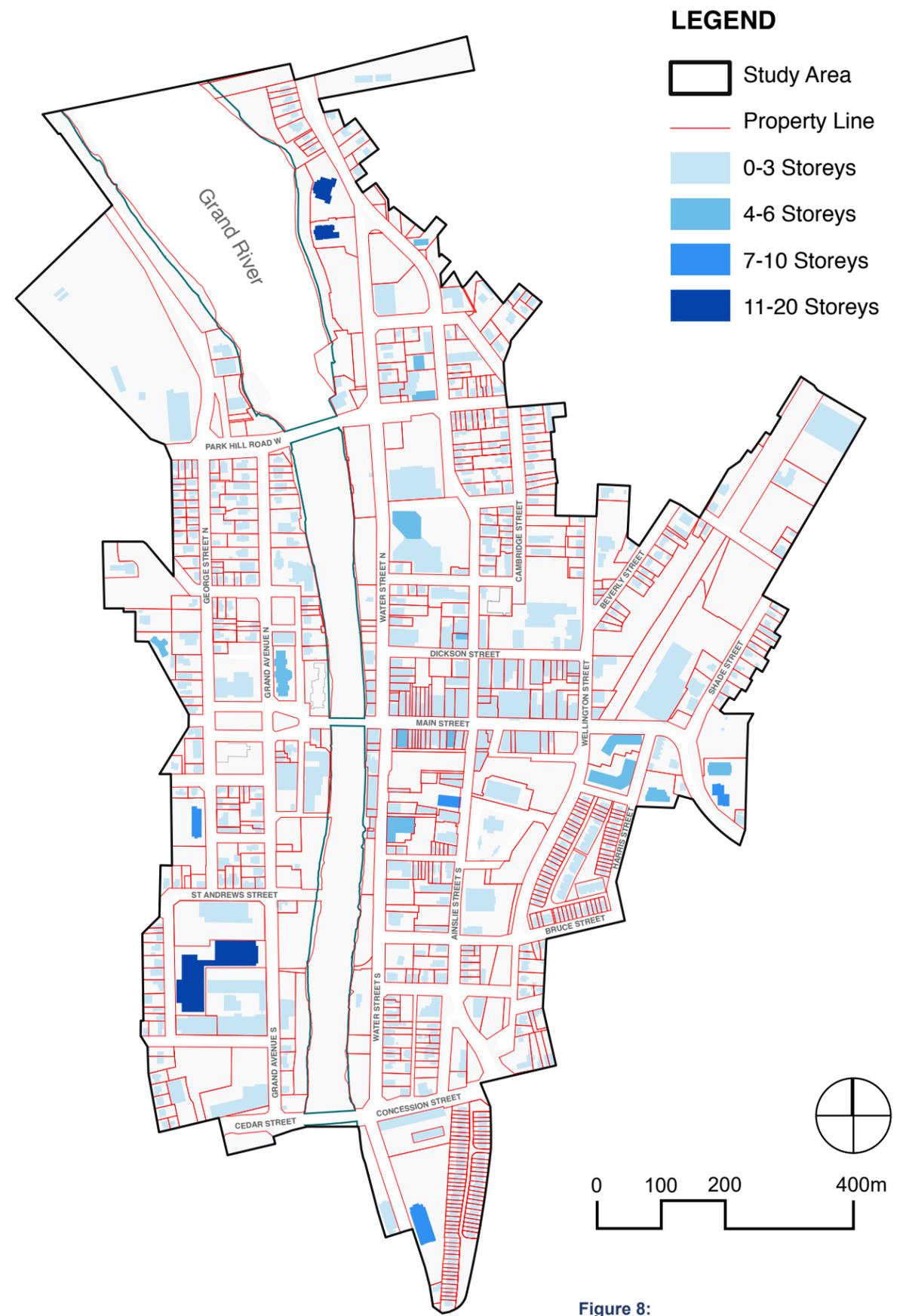


Figure 8:
Building Heights (Existing & Approved)

Two physical traits define and constrain development within the study area. The first is topography which establishes a bowl-like setting for the downtown core. This provides vantage points that offer dramatic views of the downtown. The second physical characteristic is the Grand River: its presence is central to the study area. As a result of these factors, flooding is a potential threat: much of the study area, including the UGC, is located within the floodplain.

Additional to physical considerations, cultural heritage provides a significant lens informing the current and future character of the study area. Comprised of both open spaces and buildings, heritage aids in defining the three dimensional spaces and associated experiences that comprise the public realm. These are distributed throughout the entirety of the study area but are more focused along the Main Street spine and along the river's edge.

The City has recently commenced a heritage study for the Galt Core Area which will provide recommendations on updating designated and listed heritage properties. Once completed, the revised mapping of heritage properties will provide additional criteria for contextual consideration when designing taller building projects.

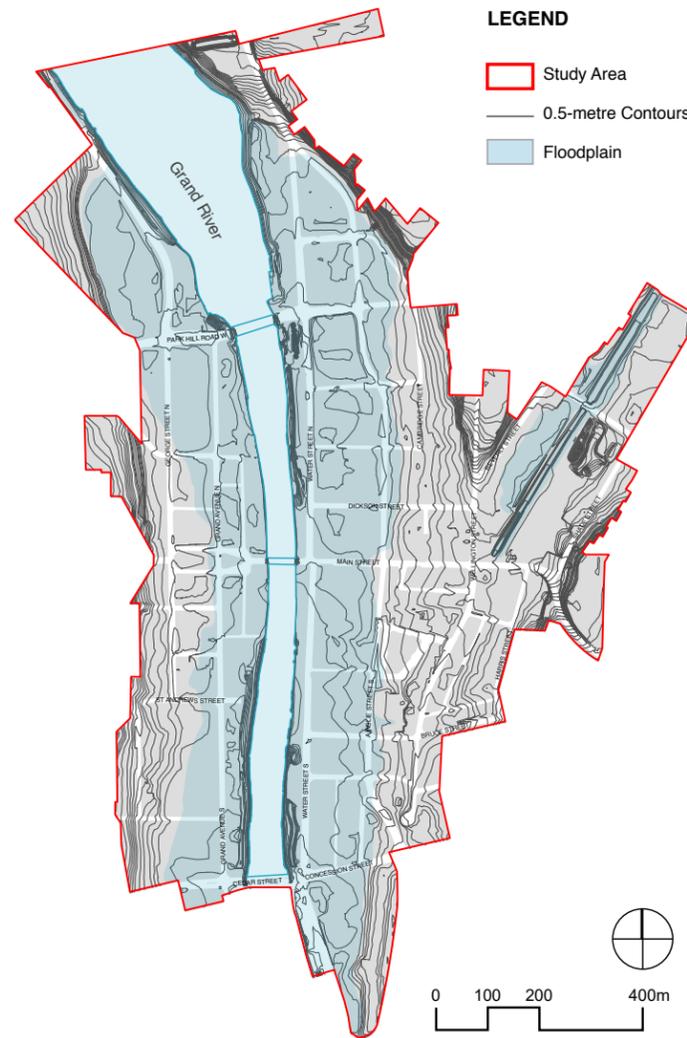


Figure 9:
Topography & Flood Plain

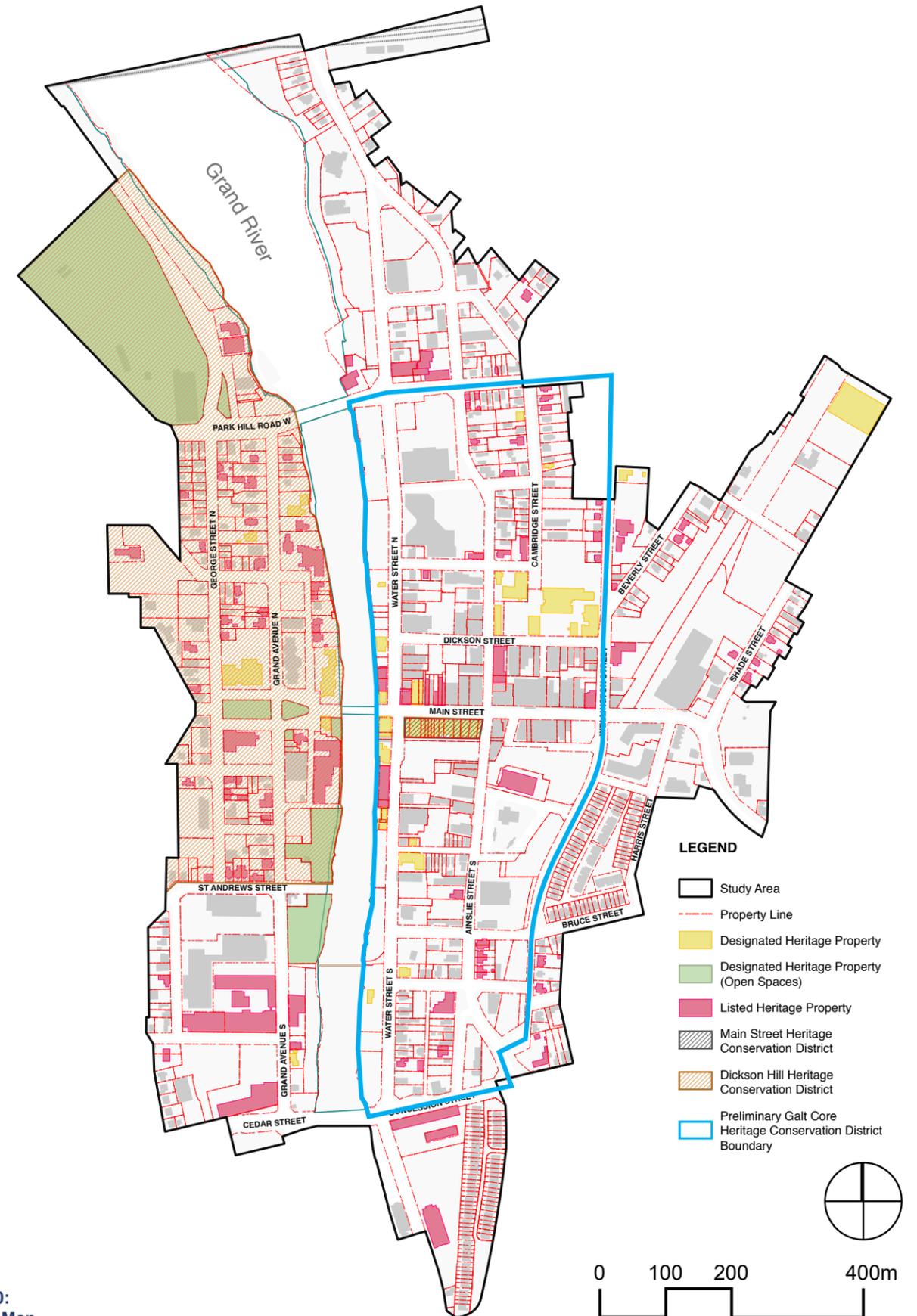


Figure 10:
Heritage Map
Source: City of Cambridge Heritage Register

2.4 Key Views

A number of views within the core area are important to preserve and, where possible, enhance. Key among them are the east and west views along Main Street as seen from Water Street and Centennial Park respectively. Framed by the facades of heritage commercial buildings the street right-of-way offers a sense of enclosure and consistency of scale. Looking westward from the park, the twin steeples of Central Presbyterian Church and Knox Galt Presbyterian Church bookend Queens Square with Victoria Park and the treed hillside of West Galt serving as a backdrop.

Other views of interest include the sightline from Ainslie Street South across the parking lot towards the Old Post Office Building, the view afforded from the Main Street Bridge towards Central Presbyterian Church, and the view terminus provided along Dickson Street and Cambridge Street by the Galt Public Library Building and the Old Town Hall respectively.

Finally, views along the river provide a mix of landscape, broad river expanse, and historical building elements that convey the unique character of Galt.

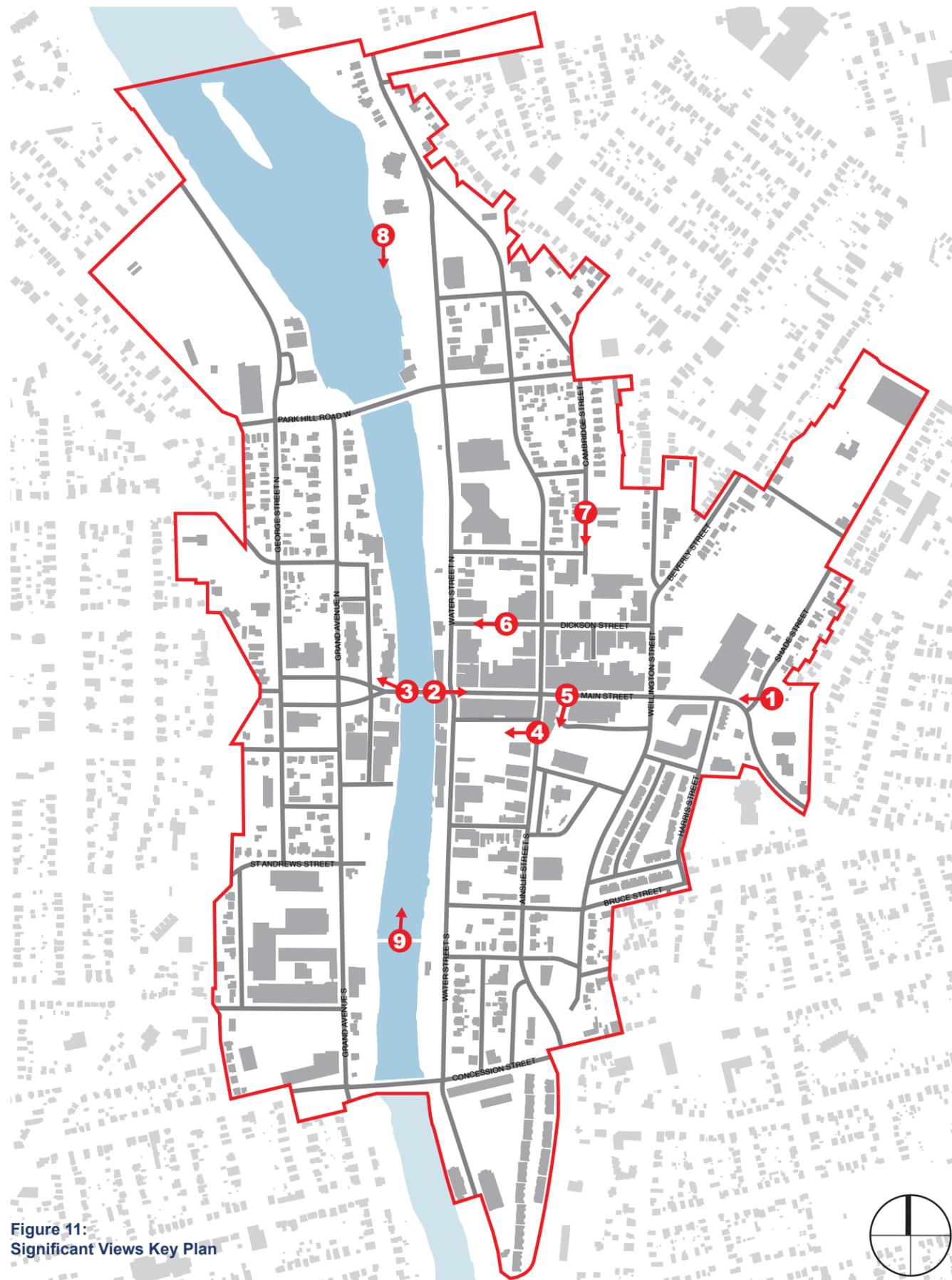


Figure 11:
Significant Views Key Plan



1 View looking west along Main Street from Centennial Park



2 View looking east along Main Street from Water Street



3 View looking west from Main Street Bridge towards Central Presbyterian Church



4 View from Ainslie Street looking west towards the Old Post Office Building



7 View looking south along Cambridge Street towards City Hall and historic City Hall



5 View looking north along Mill Street towards the Armoury



8 View from the east bank of the Grand River looking south towards Park Hill Road



6 View looking west along Dickson Street towards the former Carnegie Library



9 View looking north from the Grand River Pedestrian Bridge

Figures 12-20:
Selected views

2.5 Stakeholder Interviews

Individual interviews were conducted over a two-day period (January 15th and 16th, 2020) in order to better understand developer and other stakeholder perspectives with respect to the future of the Galt Core Area. Developers and their representatives, representatives for the Downtown BIA, Municipal Heritage Advisory Committee, the Architectural Conserancy of Ontario (Cambridge), and staff from the Grand River Conservation Authority provided insight into the evolution of the downtown. Key messages and themes that emerged from the one-on-one discussions included:

- Retention of the historic core and buildings along Main Street as a priority;
- The need for more people living and working in the downtown;
- Protection and enhancement of river views and access;
- Identification of the negative impact of transport truck traffic along Water Street and Ainslie Street (which is incompatible with the creation of a pedestrian-friendly environment);
- Development constraints of bedrock and floodplain results in parking for new development being accommodated above-grade (or intensification occurring outside of the floodplain);
- Less concern over building height per se, rather the location of height being considered away from historical areas;
- Focus on the benefits of development (investment in the public realm, economic spin-offs such as additional retail/commercial investment and office use, and the preservation of heritage buildings that ensue with an increase in population);
- Need for continued incentives for developers (Development Charges rebates, Tax Increment Grants, Façade Improvement programs, and flexible parking ratios); and,
- Acknowledgement of development costs (i.e. while construction costs are similar to Kitchener-Waterloo, the potential for revenue/square foot is lower).

2.6 Constraints

Significant constraints affect the scale and configuration of intensified development within the Galt Core Area. Primary of these are the extent of the floodplain and proximity of bedrock to the surface. Both of these existing conditions suggest a development response that will see parking for new development located above-grade. In order to achieve the minimum density objectives established by the Province for an “Urban Growth Centre” multi-tiered parking structures will need to be included in higher density developments.

The acknowledgement of heritage and open spaces, and developing an appropriate relationship through new built forms, will need to be addressed by future developments. How proposed development responds in terms of podium scale, materiality, and ground-level uses will affect the character of and experience along the streetscape.

Contextual considerations regarding building height will need to be addressed in terms of adjacent stable neighbourhoods where the building form is low-rise and detached. Future development should respond to the existing surrounding context in a manner that suggests transition in built form.

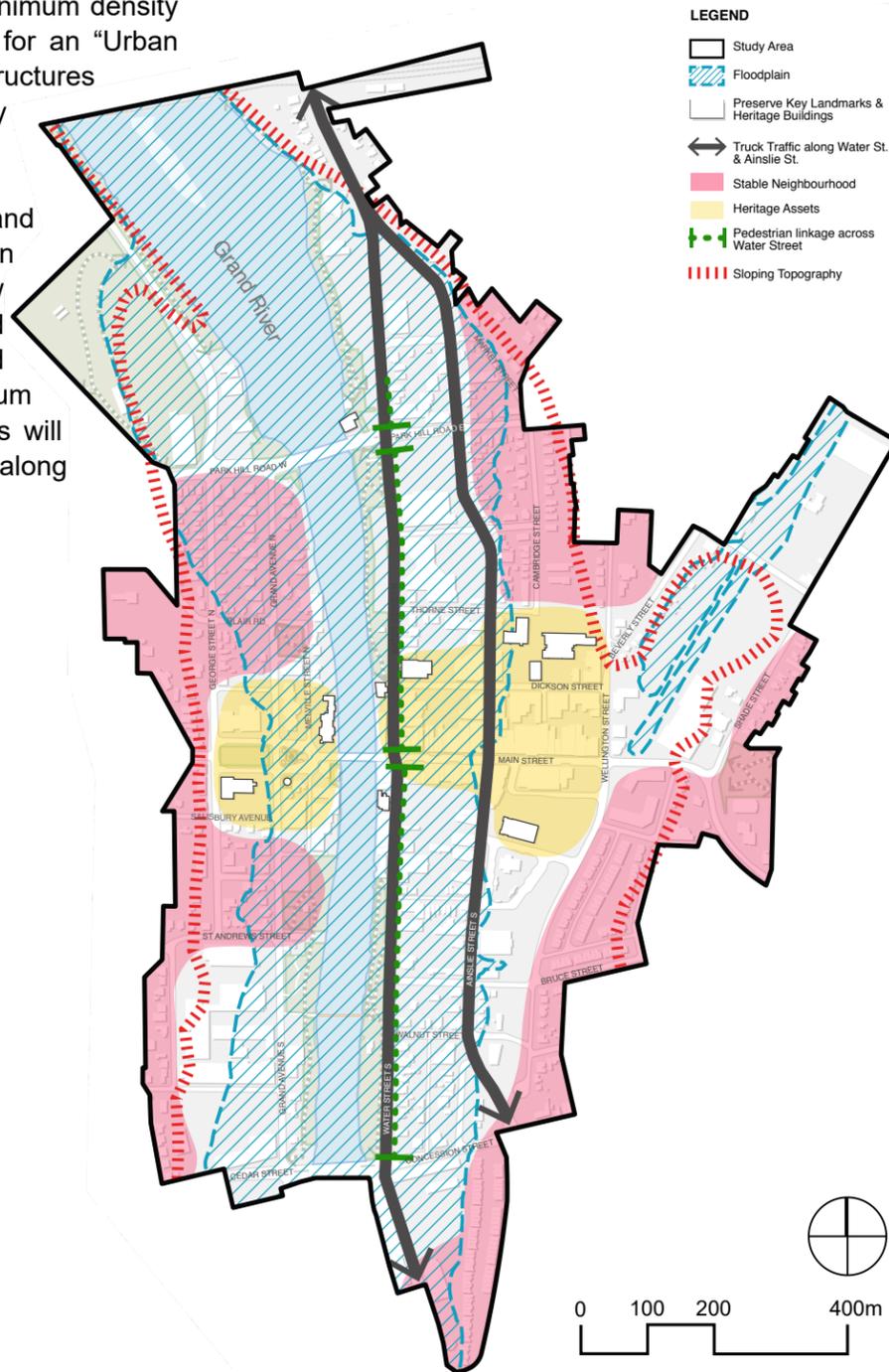


Figure 21:
Illustration of development challenges within the study area

2.7 Opportunities

While there are considerable constraint to be overcome in delivering intensified development within the core area, there are also significant opportunities. Among them is an inventory of under-utilized buildings of quality construction and appearance that can be incorporated into new development serving as the new building's base as well as contributing to the streetscape character. In many cases, new development can be leveraged against the restoration of heritage structures where reinvestment is required in order to prevent further deterioration.

Large parcels that currently are under-utilized or vacant provide accessible land for larger scale development foregoing the need for parcel consolidation. These sites can be readily developed as holistic endeavours enabling the delivery of consistent streetscapes as well as opportunities for new both public and privately owned/publicly accessible open spaces.

The current redevelopment of the Gaslight District demonstrates the opportunities possible when combining heritage structures with new buildings. This development will increase the daily activity within the core area providing housing and commercial facilities that will enhance the livability of the downtown. Subsequent development will follow Hip Development's lead in terms of learning from their experience and realizing the scale of development possible.

Finally, the future extension of the ION LRT into the core area will provide a catalyst for intensified development and investment. With two stations planned within the study area, higher order transit will be readily accessible by foot or bicycle. Direct connection to Kitchener and Waterloo will broaden the appeal for commercial, office, institutional, and residential space in the core area.

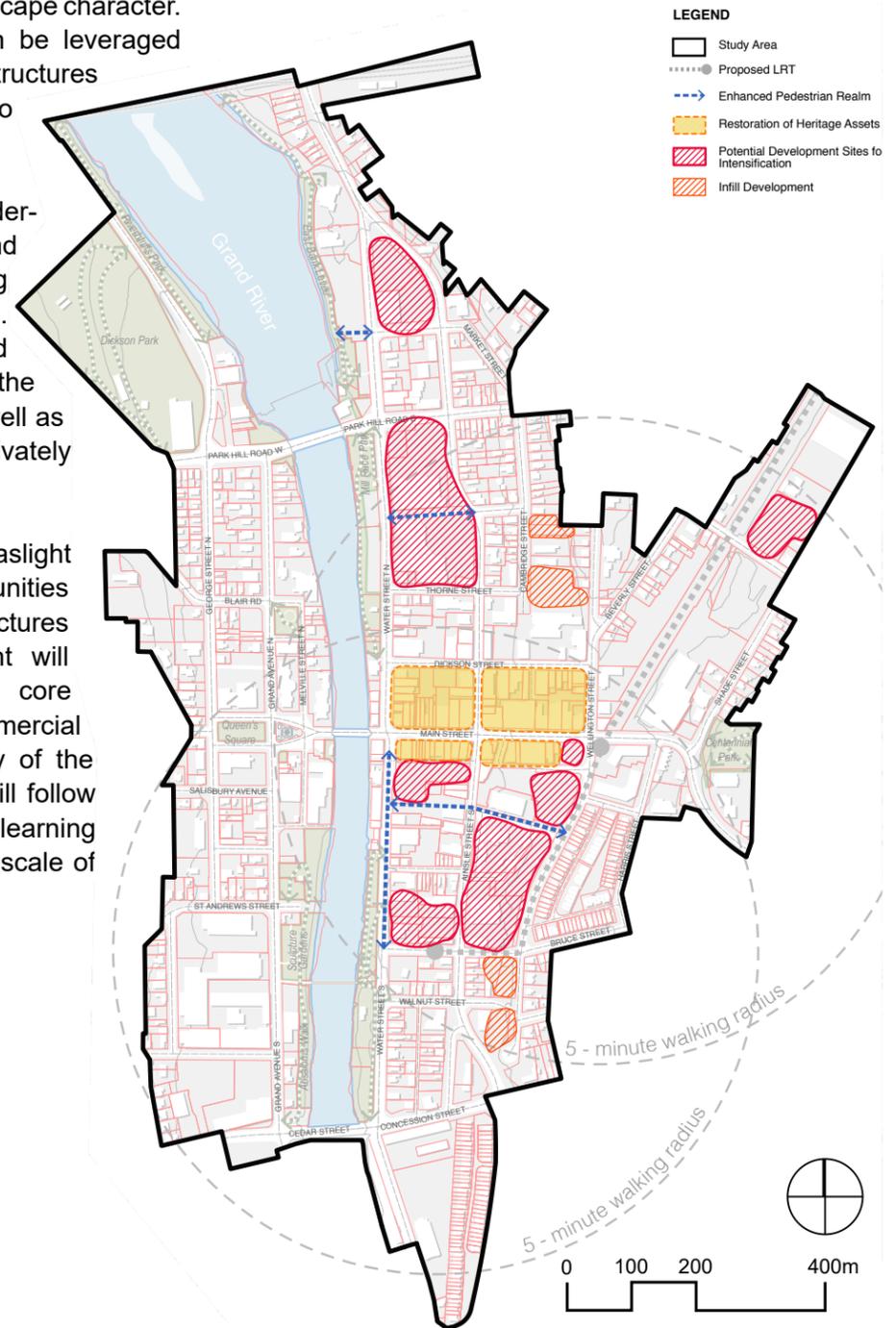
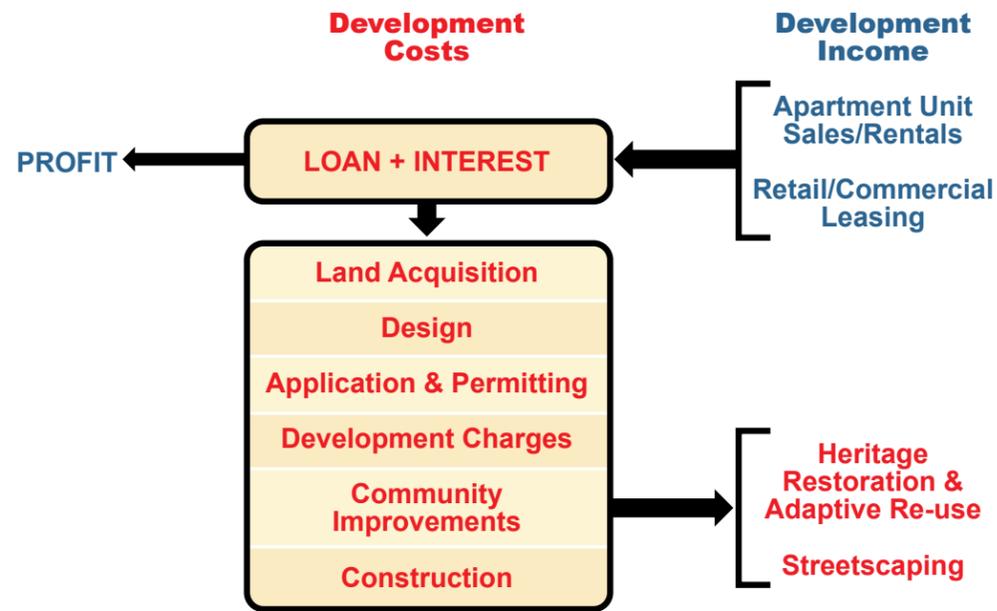


Figure 22:
Illustration identifying potential development opportunities in the study area

3.0 BENEFITS OF DEVELOPMENT



Intensification provides benefits that should be seen as desirable for the growth and prosperity of the downtown core area. However, a balance should be established between new development and the preservation of heritage structures and adaptive re-use. There is an opportunity to leverage development to offset the cost of restoring older buildings.

New development also serves as a catalyst in attracting other investments: more people living and working downtown translates into more business for stores, more activity on the street (increasing vibrancy and safety), and more tax revenue for the City.

Public realm improvements can be tied directly to development with public parks and plazas, privately owned public spaces, and enhanced streetscapes resulting. With an anticipated increase in population and jobs the City should be identifying public realm projects that can be delivered through new development within the core area.

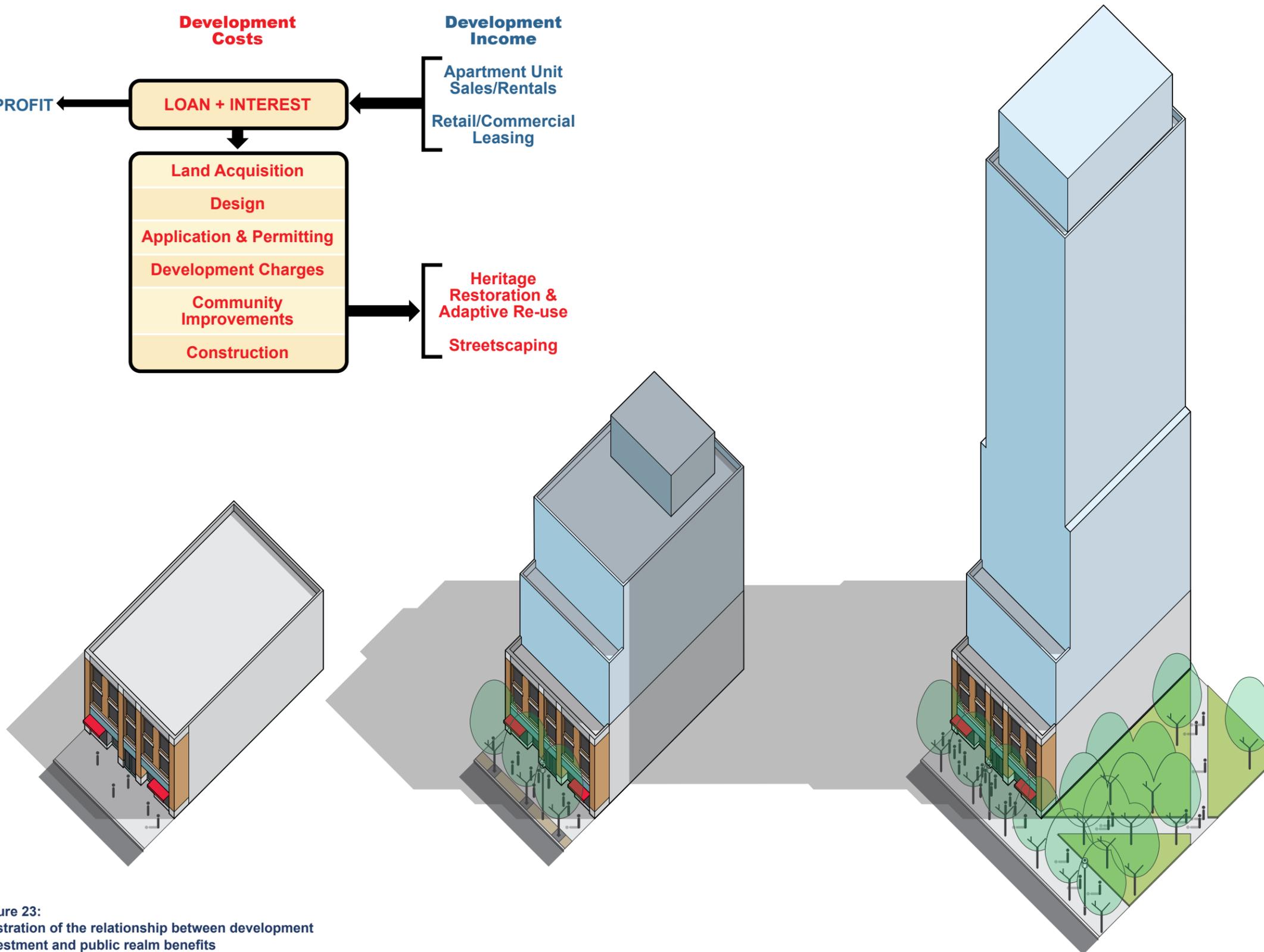


Figure 23: Illustration of the relationship between development investment and public realm benefits

4.0 STRUCTURING ELEMENTS

Built form and the siting of development is shaped by factors that are intrinsic to the urban fabric of the study area. Topography, geology, natural features, and other contextual considerations influence the siting and configuration of buildings. As a specific example, much of the study area is situated in a natural “bowl” adjacent to the river: the associated floodplain is a direct result of the confluence of topography and hydrology affecting much of Galt’s Urban Growth Centre.

In addition to the floodplain, bedrock located close to the surface makes below-grade parking difficult to achieve and cost-prohibitive for development. As a result, parking for larger scale projects can be expected to be provided in parking structures above grade as demonstrated by the approved Gasworks District project.

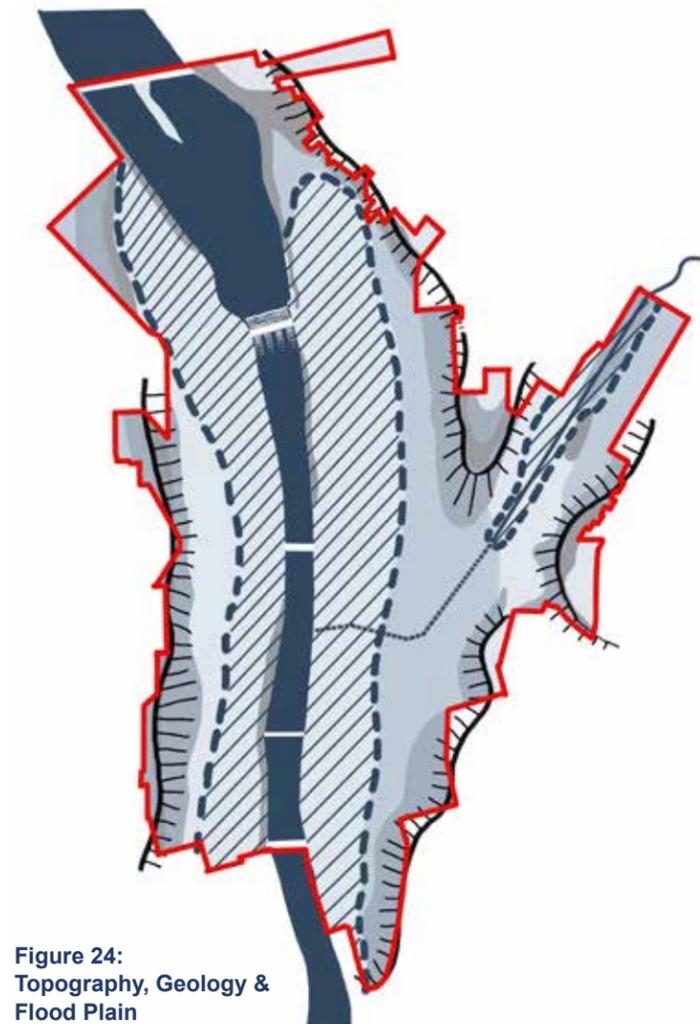


Figure 24:
Topography, Geology &
Flood Plain

Natural features such as the Grand River and Mill Run Creek act as larger framing elements while also contributing to the ambiance and character of Galt. New development adjacent to the water courses should acknowledge this and respond with buildings that enhance the skyline and water edge experience through iconic profiles and lower floor uses.

Abutting the Grand River are a number of open spaces such as Dickson and Millrace Parks. Queens Square and Centennial Park bookend the Main Street axis. These are important public places and should not be unduly shadowed by taller buildings. Additional open spaces should be encouraged with new development with the objective of contributing to and enriching the collective public realm.



Figure 25:
Natural Features &
Open Space

Other major defining factors for development are of human making. The street network within the study area forms the block structure within which development is to occur. Both Water and Ainslie Streets are regional arterial roads suggesting a more robust typology of building massing. The future extension of the ION LRT will serve as a catalyst for larger scale development with a focus on intensification around the 2 transit stations identified for the study area.

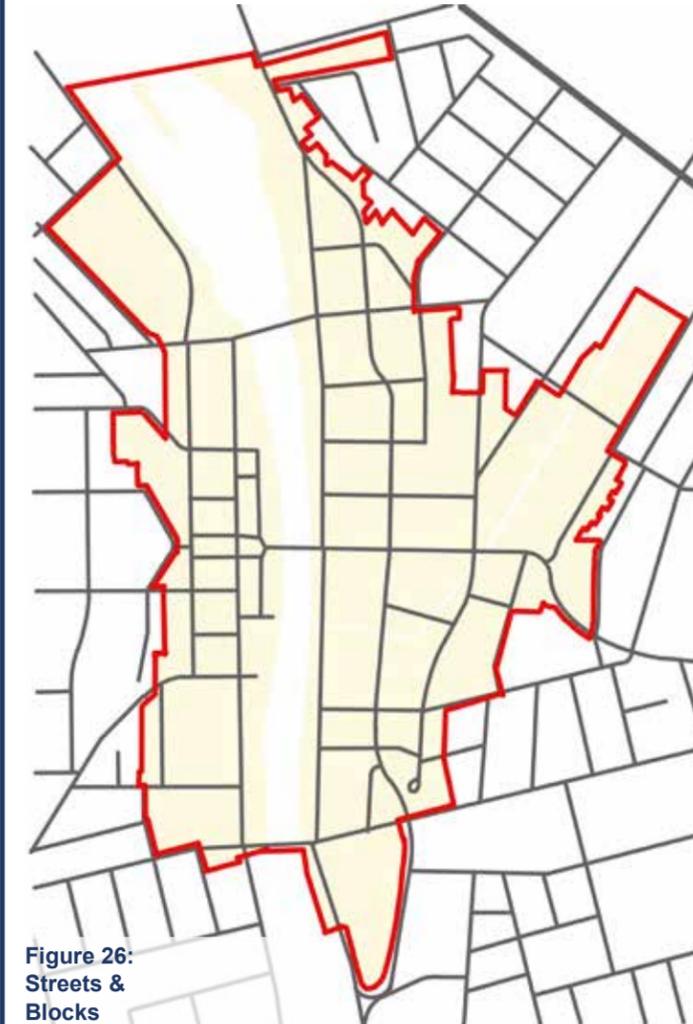


Figure 26:
Streets &
Blocks

The study area has a number of heritage-listed and registered properties. Siting and massing of future development should be sensitive to their cultural significance and respond accordingly with appropriate setbacks, stepbacks, and selection of materials. Heritage district designations will limit the scale and character of new development along Main Street and in the Dickson Hill community. Currently, a heritage inventory is commencing within the study area which will identify additional potential properties for inclusion on the heritage registry.

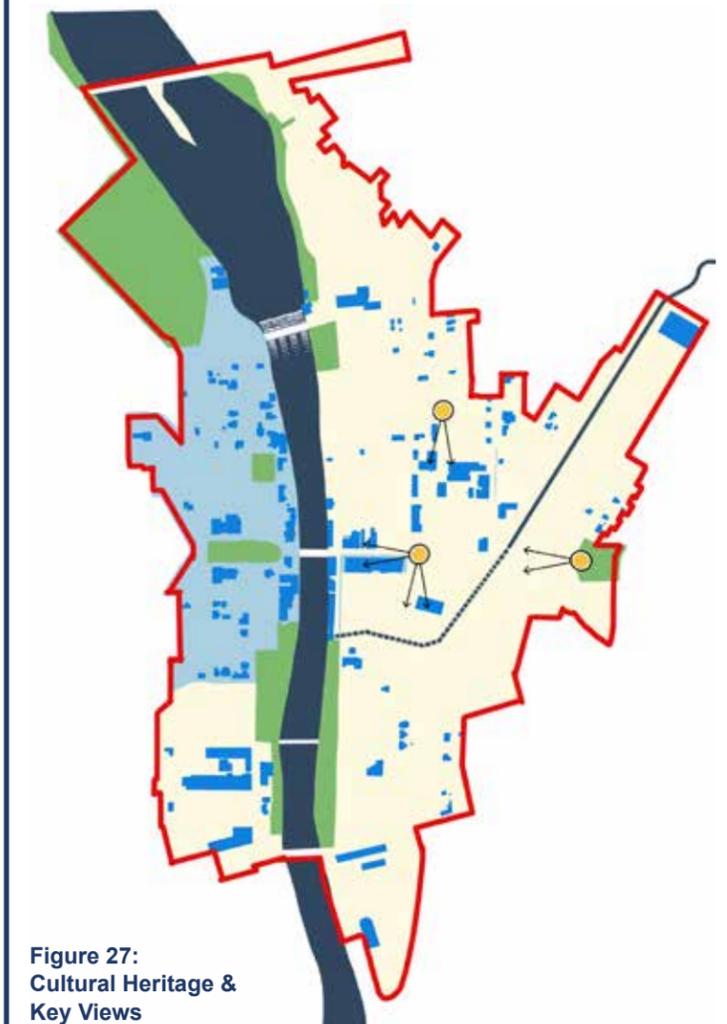


Figure 27:
Cultural Heritage &
Key Views

Intensification is directly associated with proximity to higher order transit. With respect to the study area, the ION Light Rail Transit line is proposed to extend to Bruce Street. Two stations are identified as part of the extension: one at the intersection of Main and Wellington Streets; a second, the terminus, at the foot of Bruce Street.

Each station, as an MTSA, will require a minimum population to support the transit investment. Thus, a target of 160 people + jobs/hectare within a 10-minute walking radius (800 metres) has been established by the province. Identified below is a 5-minute walking radius. Essentially, the whole of the study area is captured within the 10-minute radius of the two LRT stations.

As a result, greater intensification and taller buildings can be expected within the MTSA area of influence.

Finally, adjacent neighbourhoods should be considered when preparing development concepts. A sensitive transition in scale, massing, and height will ensure that new development will avoid hard edge boundaries and provide streetscapes that knit communities together rather than demarcate them as separate entities.

Taken together, these structuring elements will inform the form and character of new development within the study area. There will be a push and pull of influences as developments attempt to respond to contextual considerations while also achieving the population objectives for an Urban Growth Centre and higher order transit corridor.



5.0 APPROACH TO HEIGHT

A series of principles have been established based upon the structuring elements with the intent of informing the development of an updated heights map. The principles provide guidance for height, siting, massing, and articulation of buildings.

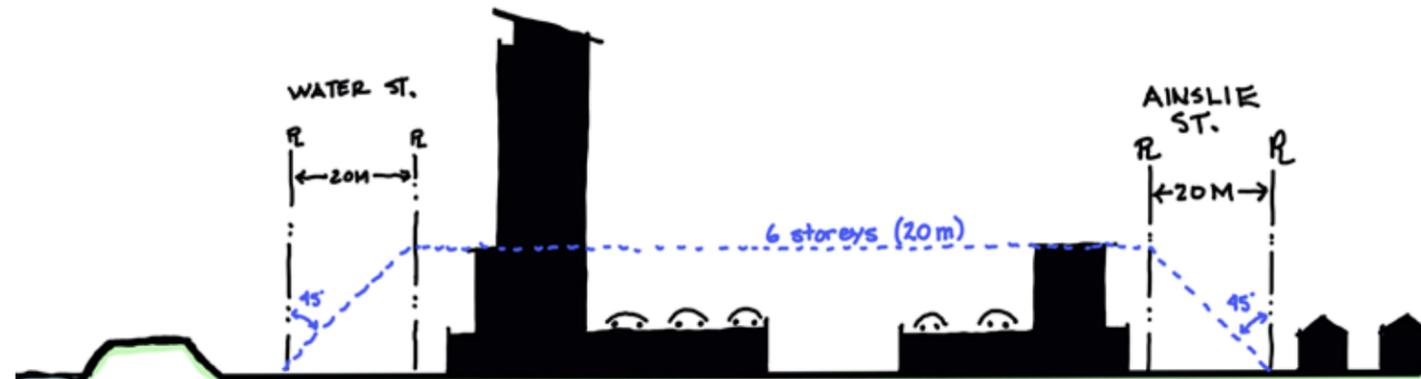


Figure 30:
Built form compatibility

5.1 PRINCIPLE No. 1 Ensure compatibility of built form with the existing and planned urban context.

New development should provide a massing and height that is similar to that of adjacent buildings where a commonality of height exists.

5.2 PRINCIPLE No. 2 Provide a transition in height from main street ensuring protection of the east-west view corridor.

The buildings along Main Street form a strong edge defining the street public realm. The church spires of Central Presbyterian Church and Knox Galt Presbyterian Church can be clearly viewed from Centennial Park. This view should be protected from development encroachment with a gradual increase of height being permitted with distance from the street.

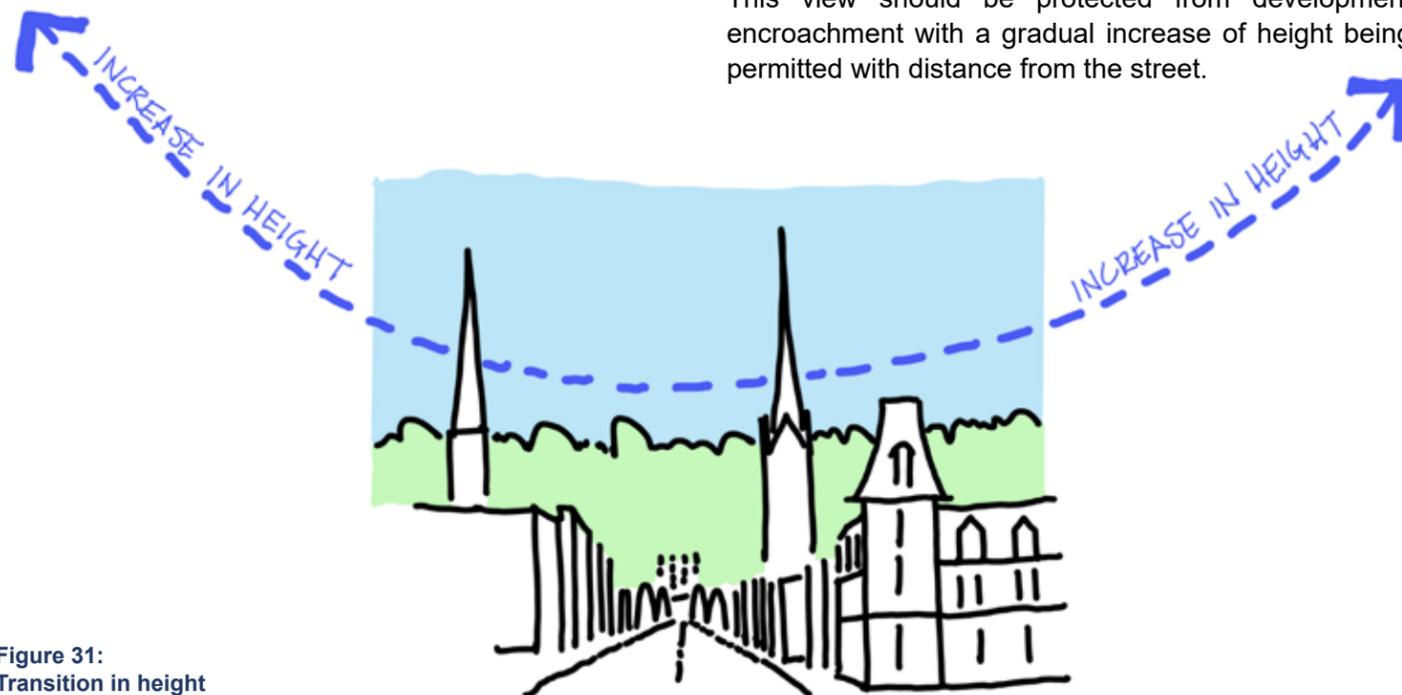


Figure 31:
Transition in height

5.3 PRINCIPLE No. 3 Utilize built form as a framing element further strengthening view corridors.

Various views have been identified through this study which should be protected and/or enhanced with new development. The scale of street-related buildings should be consistent with adjacent structures with taller building elements set back from the street wall.

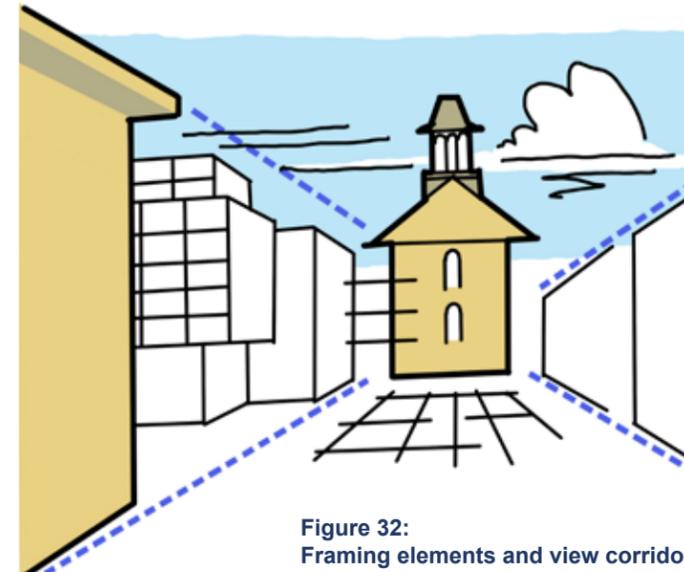


Figure 32:
Framing elements and view corridors

5.4 PRINCIPLE No. 4 Focus tall buildings in areas that minimize their visual impact on neighbourhoods while also providing opportunities that contribute to the skyline.

Taller buildings should be located away from lower scale neighbourhoods in order to mitigate against visual encroachment. Buildings should also strive to distinguish themselves through profile and articulation of their tops in order to contribute to the visual interest of the skyline.



Figure 33:
Minimize impact of tall buildings on neighbourhoods

5.5 PRINCIPLE No. 5 Ensure new development contributes to the enhancement of the public realm.

The base of buildings should work towards framing the public realm through scale and articulation of facades. Ground floor uses should encourage public engagement while façade treatment should be largely transparent. Appropriate setbacks of the base building should be considered where a widened streetscape will improve the pedestrian experience while providing opportunities for extended outdoor uses such as patios, linear parks, or private/public transition zones.



Figure 34:
Public realm enhancement

5.6 PRINCIPLE No. 6 Mitigate shadow and wind impacts on public spaces.

Parks, plazas, squares, and streetscapes form the public realm where pedestrian comfort shall be prioritized. Hence, new development should not negatively impact on their use or enjoyment with undue shadowing or increasing wind down drafts. Taller structures should be set back from the podium base of a building and be appropriately spaced apart. Typical floor plates of taller building elements should also be minimized in order to reduce shadow and wind impacts at ground level.

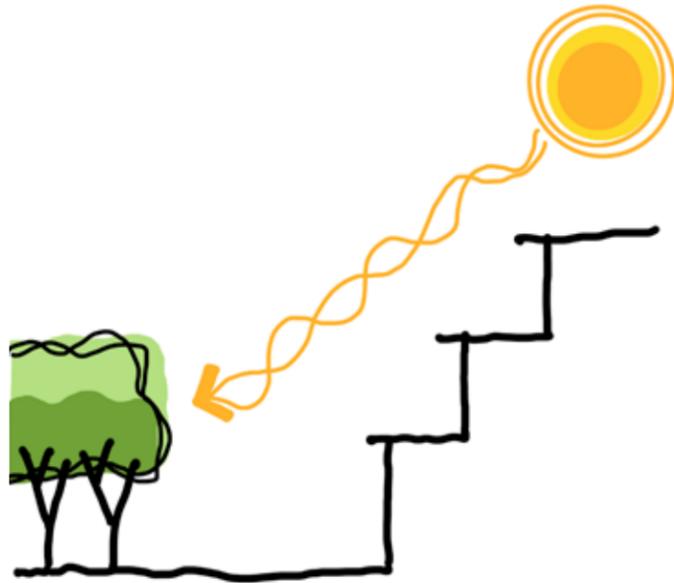


Figure 35: Shadow & wind mitigation

5.7 PRINCIPLE No. 7 Incorporate new development into the existing context with sensitivity and respect for heritage structures.

The opportunity exists to preserve and rehabilitate older buildings in the study area as part of new development projects. Stepping back new-build construction from older buildings will preserve and potentially improve the street character provided by the existing building while increasing the property's commercial viability. Older buildings can achieve an extended lifespan through rehabilitation and an increasing population brought about by new construction.



Figure 36: Incorporation of new development into existing context

5.8 Built Form Considerations

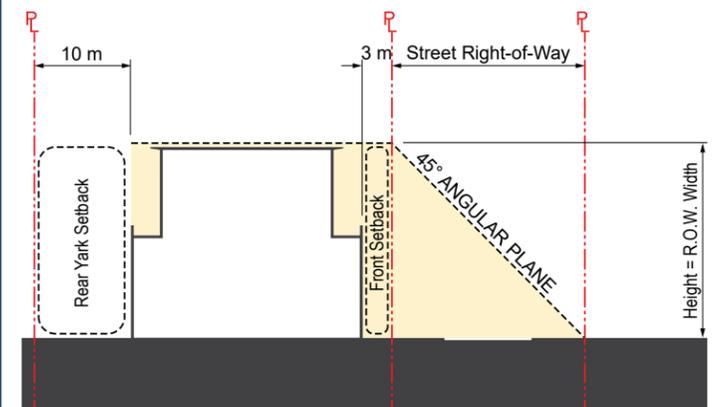
Apart from physical constraints and contextual considerations, building height and massing will also be informed by site parameters. Parcel depth and road right-of-way width will influence the scale of development.

A minimum parcel depth of 39 metres is recommended for mid-rise and tall building developments. This takes into account a 3-metre building setback from the street property line and a 10-metre setback from the rear lot line shared with adjacent properties. The front setback will permit the creation of a transition zone between public and private realms and may be used to include front gardens, outdoor spillover space for retailers and terraces, and privately owned publicly accessible spaces (POPS). The rear setback will permit appropriate landscape buffering and ground-related terraces or the inclusion of a private lane for parking access or commercial servicing.

Mid-rise building height will be determined by the primary road right-of-way width. All sites within the study area, excluding those identified in areas influenced by heritage considerations and insufficient parcel depth, should be considered for mid-rise development. A mid-rise building will be defined as being no taller than the width of the road right-of-way width upon which its primary frontage is oriented. Building height will not include rooftop mechanical penthouses.

A building whose height exceeds the road right-of-way width upon which it is primarily oriented will be considered a tall building and will therefore reference the appropriate guidelines concerning height and massing.

Figure 37: Mid-rise Parcel Depth Parameters



5.9 Concept Heights Plan

The above principles, when applied collectively to the study area, yield a conceptual height plan organized around the Main Street spine and the river. Heights are to be restrained along Main Street and its immediate north and south adjacencies. Building heights should increase with distance from Main Street. Increased greening along the river's edge will enhance the river experience. An opportunity for taller buildings, located away from existing neighbourhoods, may be provided adjacent to the landscaped east river bank. In addition to the Gaslight District gateway sites have been identified that are appropriate locations for taller buildings signalling arrival in the downtown core area.

The recommended maximum building heights are an acknowledgement that future development will be of a greater quantum and, hence, greater height than previous endeavours. Updating the current heights by-law will communicate the City's objective of where it wishes to see increased height while also protecting areas deemed sensitive to intensification.

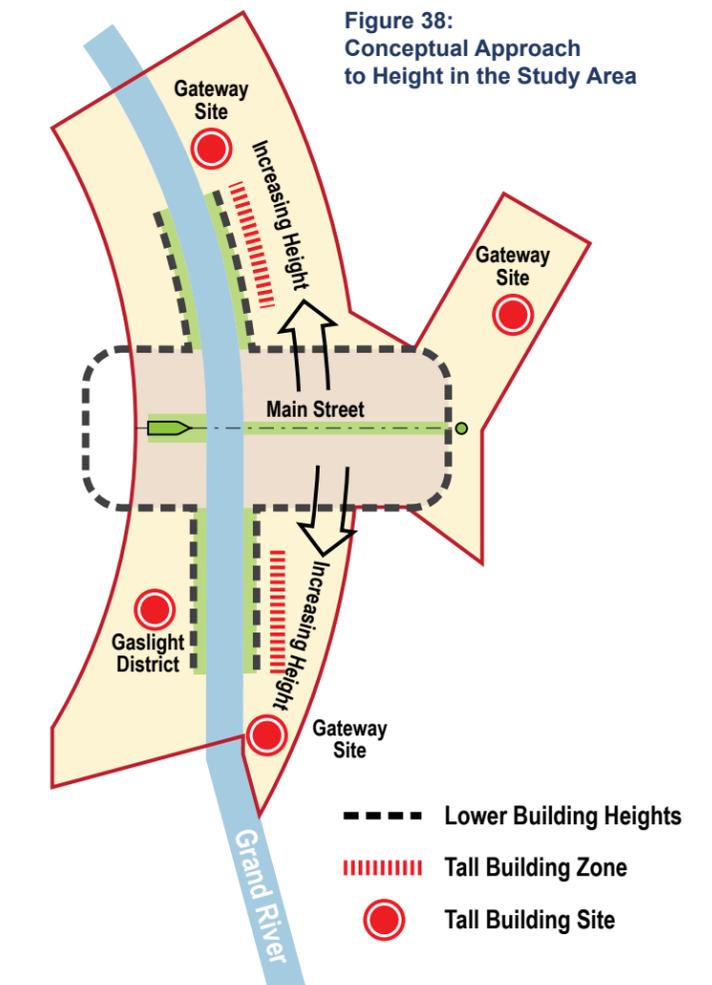


Figure 38: Conceptual Approach to Height in the Study Area

6.0 PROPOSED MAXIMUM BUILDING HEIGHTS

The primary changes to the current heights by-law are listed below:

The 15-metre height zone was extended north and south along the west side of Water Street and the east side of Grand Avenue with the objective of retaining the existing low-scale buildings and open spaces.

A 21-metre zone is to serve as a transitional, mid-rise buffer between existing, stable residential neighbourhoods and areas of intensification.

The 34-metre zone includes sites which currently have tall buildings or are located in proximity to future LRT transit stations.

Zones that will support development greater than 34 metres have either existing buildings, approvals, or applications under review that exceed 11 storeys and are located in the Galt Core Area where impacts on existing neighbourhoods is minimized.

It is recommended that there not be a maximum cap on height in those areas identified as accommodating buildings of 34 or more metres. Market realities will ensure that buildings will not match or exceed heights in more mature urban centres; it also is important to encourage and not discourage development where investment is critical to the area's viability, vitality, and evolving growth.



Figure 39:
Current Permitted Heights
in the Study Area

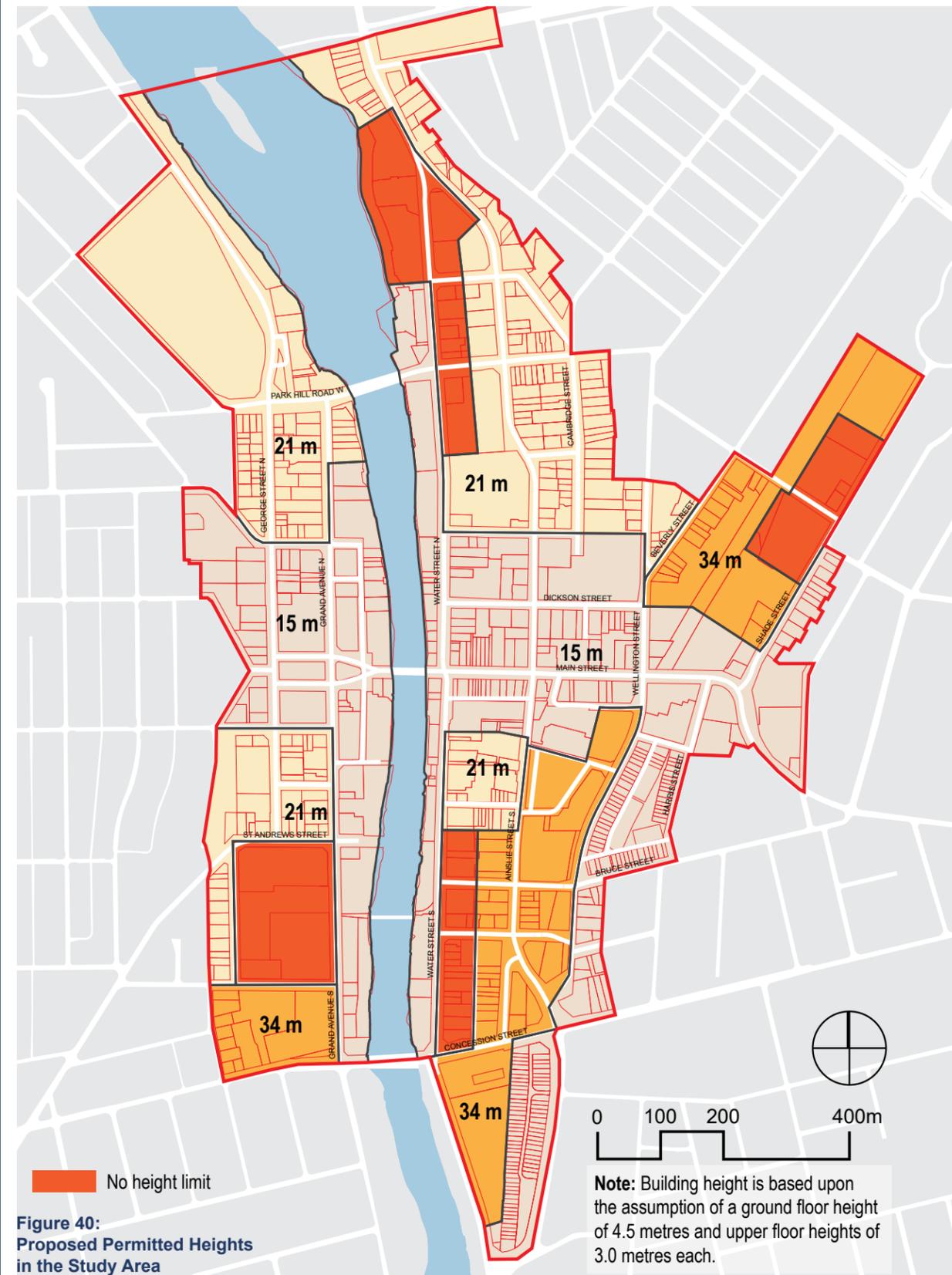


Figure 40:
Proposed Permitted Heights
in the Study Area

Note: Building height is based upon the assumption of a ground floor height of 4.5 metres and upper floor heights of 3.0 metres each.

7.0 URBAN DESIGN GUIDELINES

Guidelines developed for height must also address issues related to overall building massing, accommodation of parking, and a building's relationship to the street. In addition to tall buildings the guidelines also provide recommendations concerning mid-rise building form and infill development. Taken together, the guidelines focus on directions new development can take in shaping the Galt Core Area and enhancing its appearance and experience.

7.1 Approach to Built Form

- Tall building developments will require larger parcels of land to accommodate parking requirements above-grade and provide a base/podium building that is appropriately scaled to the street right-of-way.
- Parking should have minimal exposure to the street with structures wrapped with residential and/or commercial/retail uses;
- The height of tall buildings should not be a limiting factor in considering the merits of a development application: height will be a factor of the number of units and, therefore, the number of parking spaces achievable on-site;
- Taller buildings should be sited along Water Street away from existing communities but also in locations that offer opportunities to contribute to a dynamic and visually interesting skyline.

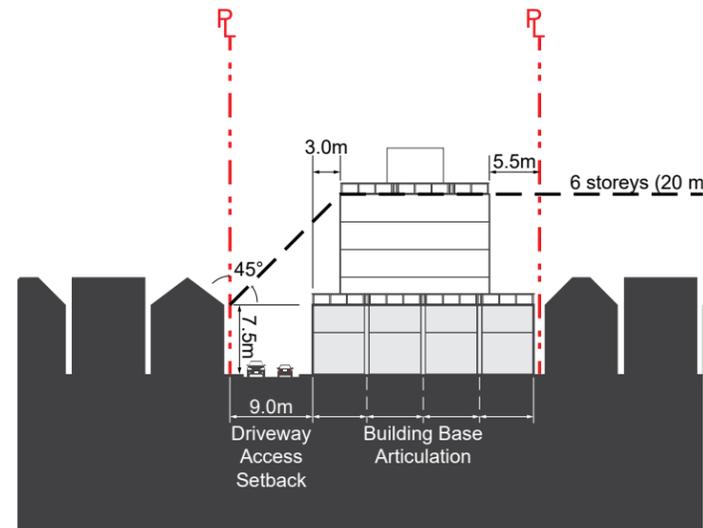
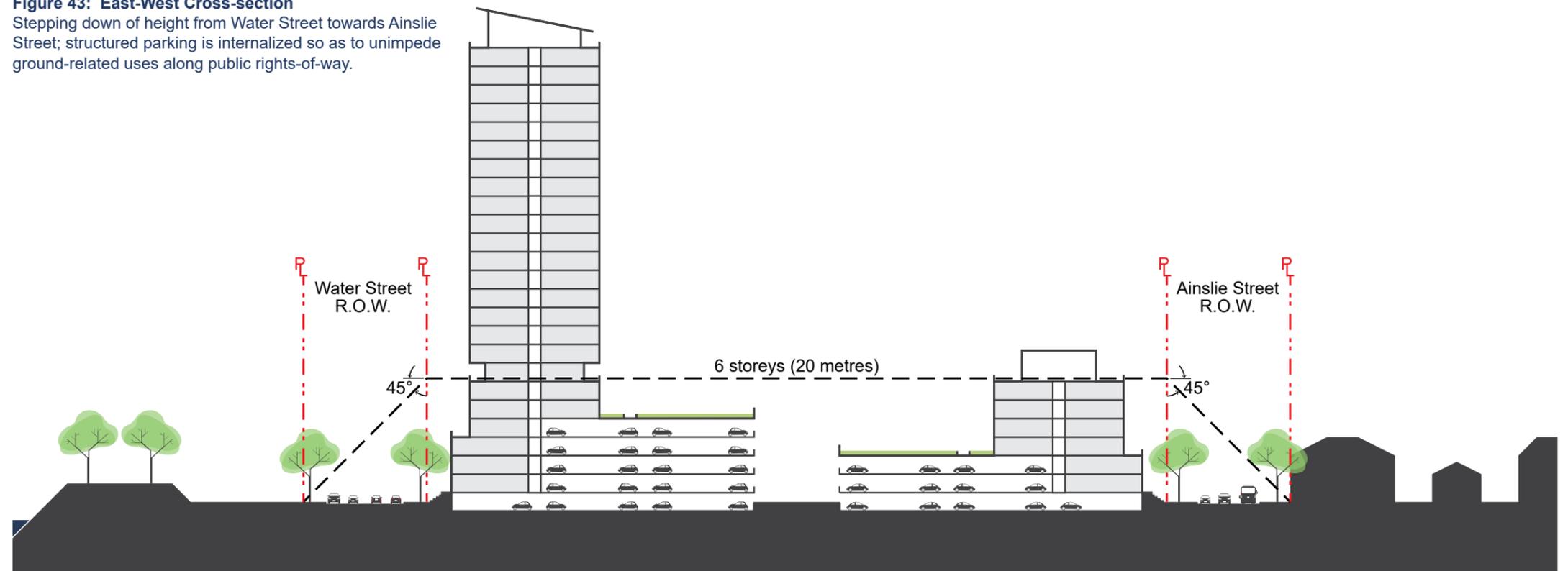


Figure 41: Infill Development
Mid-rise developments will ensure there is a good fit in response to the surrounding context providing a continuation of scale and façade articulation that contributes to and strengthens the overall urban character of the street.



Figure 42: North-South Cross-section
Lower-scale base building relates to adjacent existing context while parking is internalized so as not affect street-oriented, ground-related uses.

Figure 43: East-West Cross-section
Stepping down of height from Water Street towards Ainslie Street; structured parking is internalized so as to unimpede ground-related uses along public rights-of-way.



7.2 Mid-rise Buildings

Ground Floor

- For mid-rise buildings with retail or other active uses at grade, provide a minimum ground floor height of 4.5m to permit a variety of retail types and activities;
- Where retail or office at grade is not required and residential uses are permitted, the design of the ground floor is to provide adequate public/private transition and allow for future conversion to retail uses, where appropriate;
- Design the ground floor to be comprehensively integrated with the surrounding streetscape and landscape to achieve a high-quality pedestrian environment.

Base

- Building bases should generally be placed parallel to the property line and/or centreline of the street, in a fashion that brings uniformity to the built form and frames the street;
- Prioritize pedestrian utility, comfort and safety and fully integrate the base into the public realm;
- Design bases with a high degree of permeability: maximize connectivity at ground level, creating and reinforcing pedestrian & cycling connections;
- Bases should not exceed 70 metres in overall building length: buildings longer than 70m must demonstrate enhanced streetscaping, materials and building articulation compatible in scale and treatment with contextual buildings;
- Maintain established or planned setbacks to create continuous street walls.

Upper Floors

- Provide stepbacks for upper storeys where a mid-rise building is taller than the existing or planned street-line height for that area;
- Mitigate the actual and perceived massing impacts of a mid-rise building by breaking up the mass horizontally and vertically, through the creative incorporation of changes in materials, balcony and floor plate design, architectural features and unit/amenity locations;
- Provide rear and side stepbacks for upper storeys to provide contextually appropriate transitions from mid-rise buildings to lower-rise surrounding neighbourhoods.

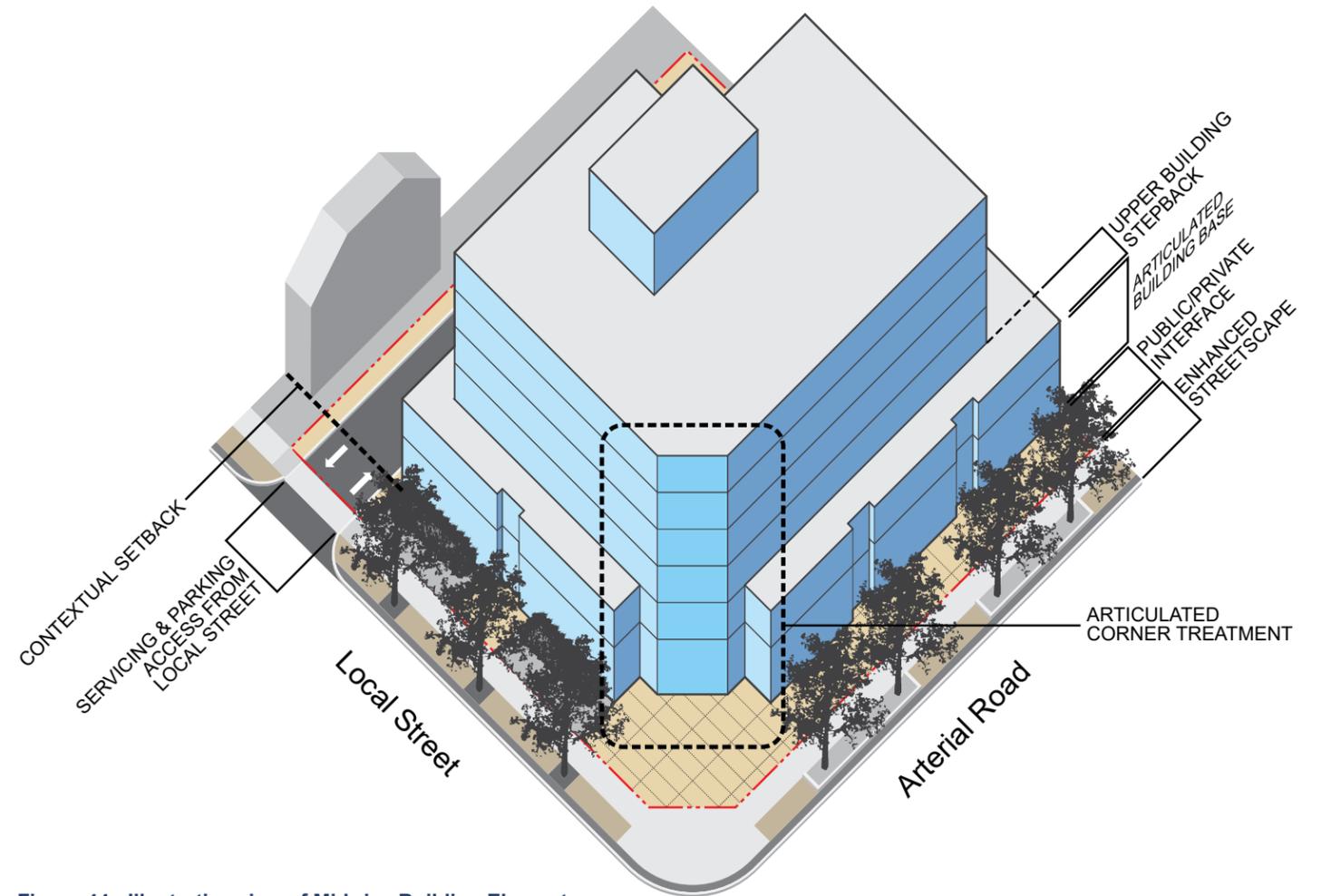
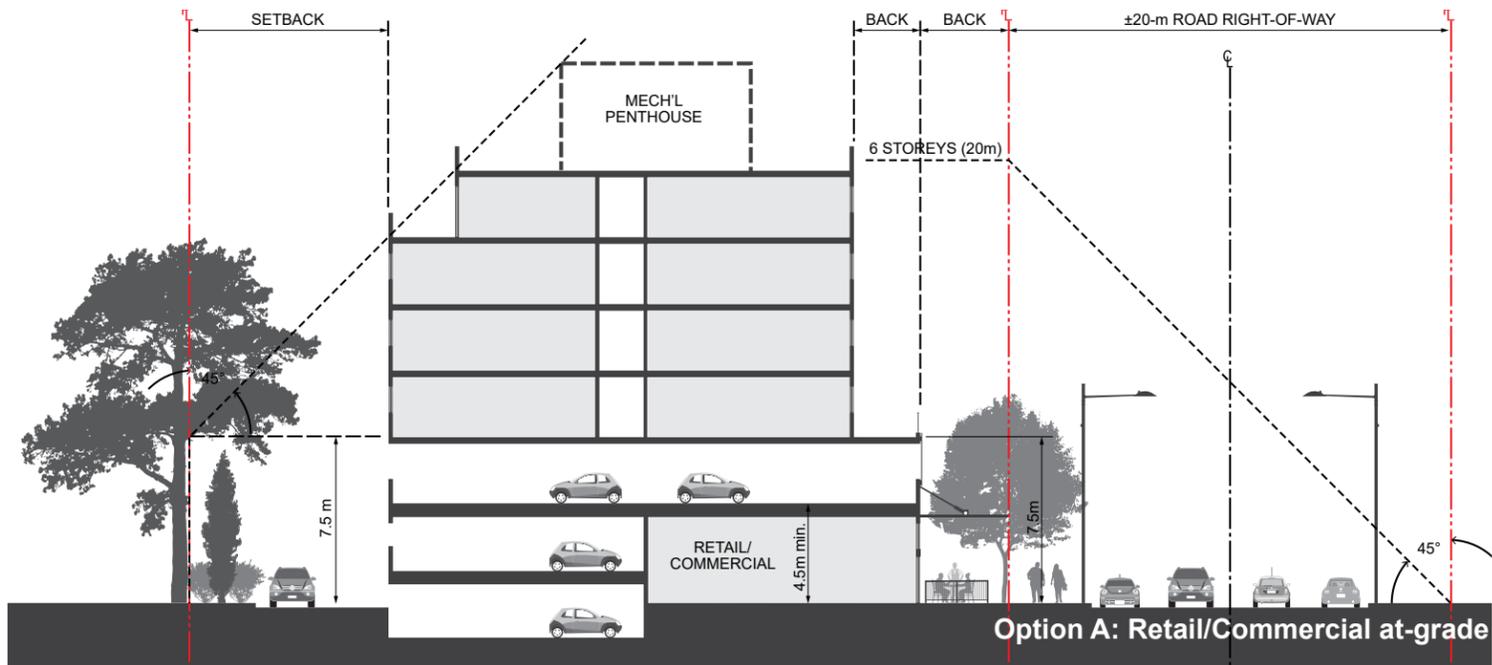


Figure 44: Illustrative view of Mid-rise Building Elements
Mid-rise developments provide opportunities for intensification of the downtown at scale that can provide a seamless transition to existing, adjacent low-rise communities and heritage districts.

Figures 45-47: Articulated corner treatment
Left to right: St. Lawrence Neighbourhood; Mt. Prospect, Illinois; Slabtown Flats: Portland, Oregon

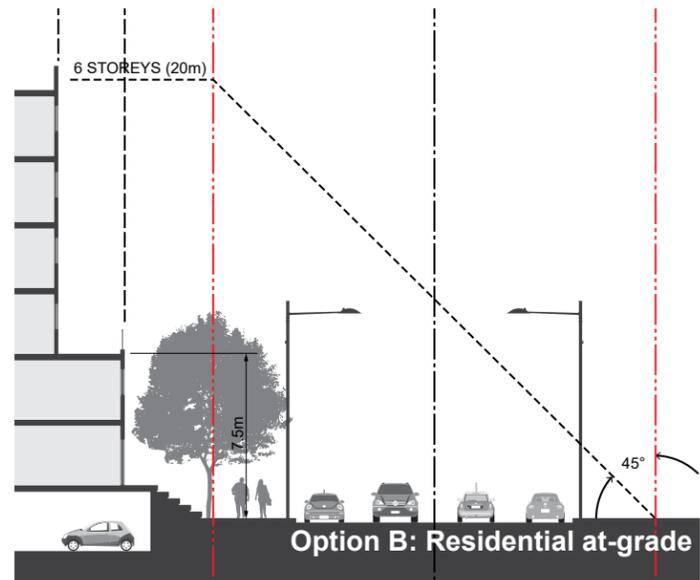




Option A: Retail/Commercial at-grade

Figures 48 & 49: Mid-rise Development

The massing of mid-rise development is determined by 45-degree angular planes established at both the rear property line and by the road right-of-way's width. A general rule of thumb limits the height of mixed-use and /residential developments along 20-metre wide R.O.W.s to 6 storeys, or 20 metres in height.



Option B: Residential at-grade

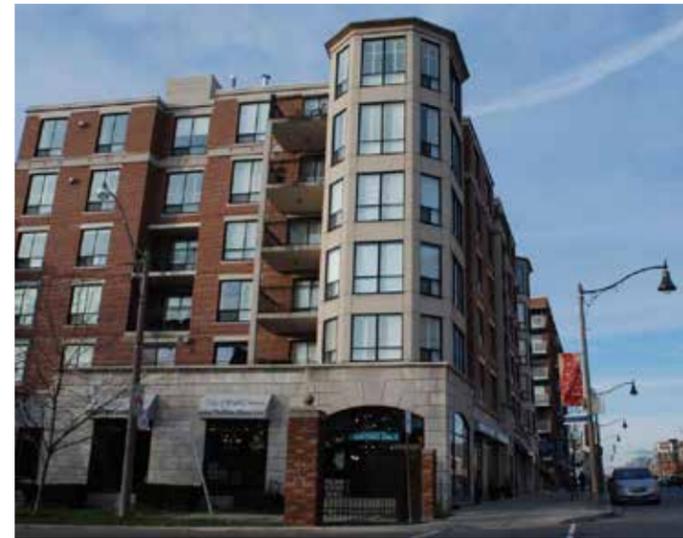


Figure 50: Emphasis of the building base and corner treatment
Corner and base articulation establish a strong building image.
Location: North Toronto, Toronto



Figure 51: Transition in height
Mix of building typologies provide transition in height.
Location: Portland, Oregon



Figure 52: Context and scale
Building massing contextually in scale with surrounding neighbourhood.
Location: Portland, Oregon



Figure 53: Mixed use Development
Ground floor retail establishes strong at-grade relationship with public realm.
Location: Dallas, Texas

7.3 Tall Buildings

High-Rise Buildings built form design is broken into three subcategories: Podium/Base, Tower, and Top.

Podium/Base

- A tall building's base includes the ground floor and any additional floors with a direct relationship to the streetscape and public realm. This can include traditional multi-storey podiums, portions of a tower which extend to the ground floor, and structured parking areas;
- Establish the height of the podium based on existing adjacent structures or a minimum of 3 storeys (10m);
- Bases should not exceed 70 metres in overall building length and should demonstrate enhanced streetscaping, materials and building articulation;
- Tall buildings should have an articulated midrise podium that includes grade-related units on side streets. Retail uses are preferred along main streets but grade-related residential can be accommodated with a setback that includes privacy screens for residential entrances;
- The lower 5 metres of a base forms the most immediate relationship of a building to the public realm and should be designed in all cases with high quality materials, highly articulated, engaging and visually expressive architectural features and human scaled massing;
- For High-Rise buildings with retail or other active uses at grade, provide a ground floor height of 4.5m (minimum) to permit a variety of retail types and activities;
- Integrate above ground structured parking into the base design and place it behind active uses along street edges;

- Where visible, screen/clad above-grade structured parking using high quality materials consistent with and complementary to the overall building design; Avoid blank walls or 'disguising' structured parking behind facades that give a faux-residential or office appearance, particularly those employing tinted, reflective or opaque glass.

Tower

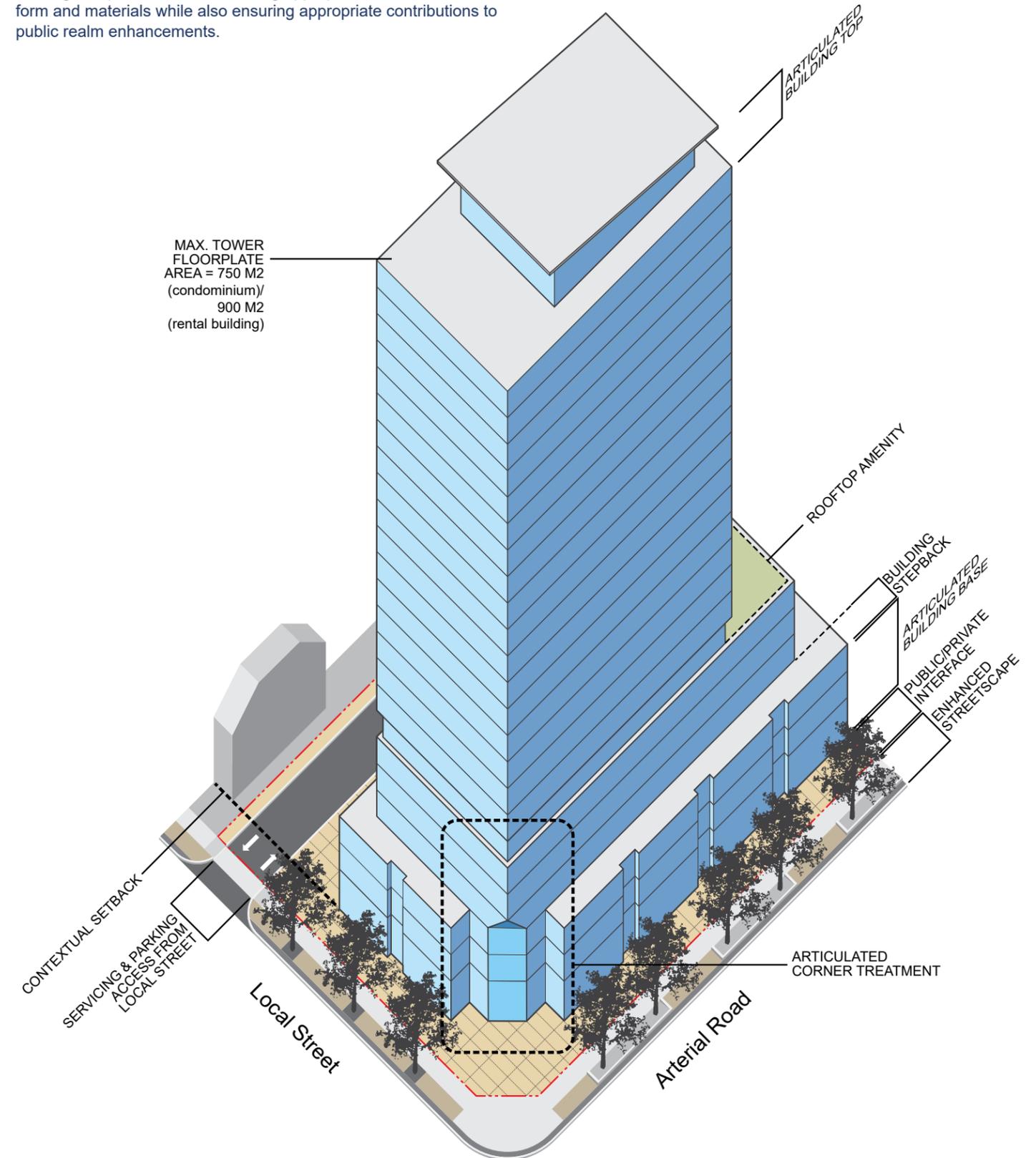
- Limit tower floor plates to a maximum gross floor area (exclusive of balconies) of 750m²; exceptions to include rental buildings which are to have a maximum gross floor area (exclusive of balconies) of 900m².

Building Top

- Design towers and slabs to include defined rooftops or top elements;
- Locate mechanical rooms to the centre of the building rooftop so they are not visible from the public realm;
- Rooftop mechanical equipment should be sized and located and/or screened from view, in order to protect or enhance views of the Downtown from other buildings and the public street;
- Rooftop mechanical equipment should be limited to no more than 50% of the area of the uppermost floor, and setbacks on all sides should be no less than 3 m from the edge of the floor below to ensure they are screened from view.

Figure 54: Illustrative view of Tall Building Elements

Developments with tall building elements must be sensitive to existing and planned context making appropriate transitions in built form and materials while also ensuring appropriate contributions to public realm enhancements.



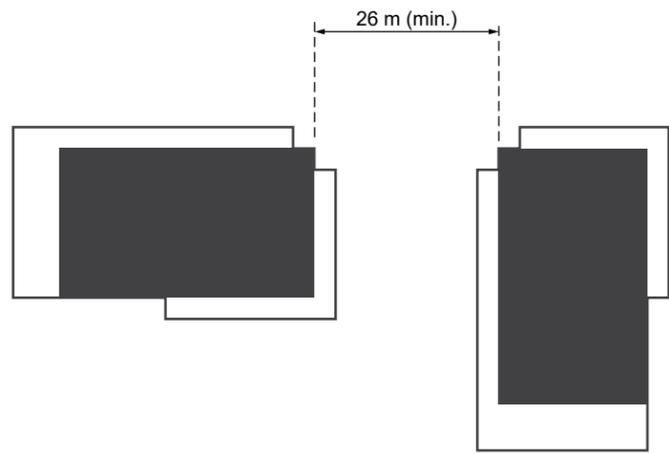


Figure 55: Tower Separation
Provide appropriate spacing of towers to mitigate shadow and wind impacts.

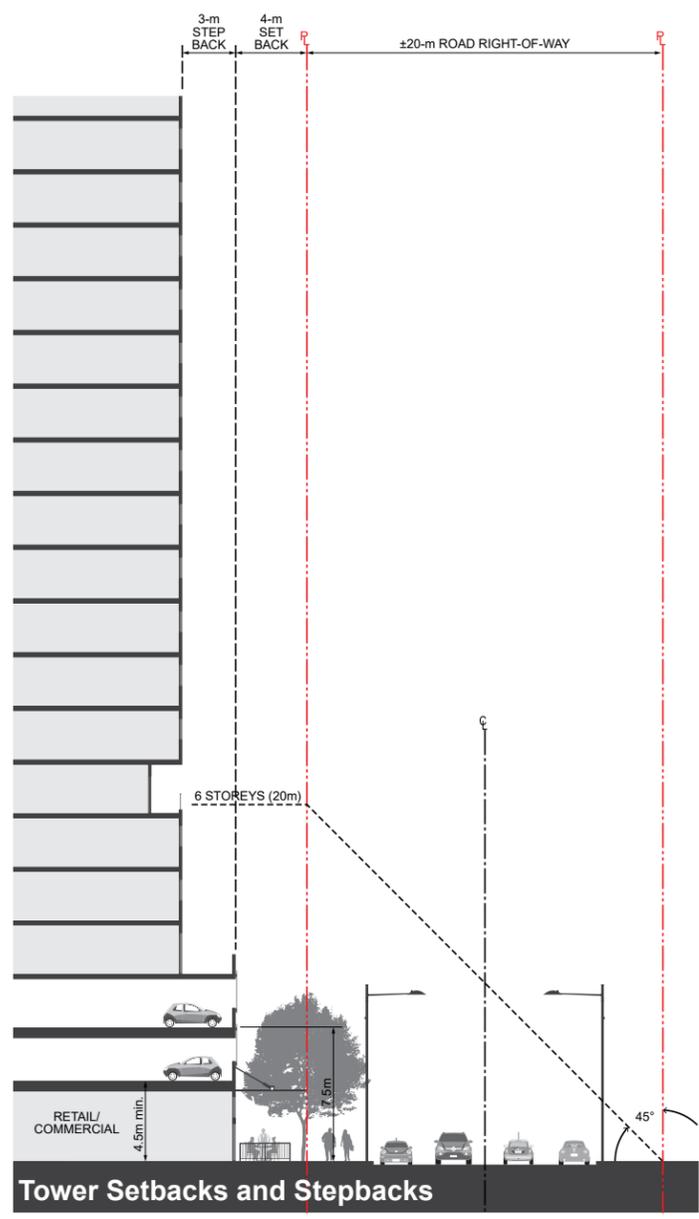


Figure 56: Integration with heritage structure
Tower element uses similar vocabulary of materials as heritage building.
Location: Yorkville, Toronto



Figure 57: Transition from tall to mid-rise
Built form response to lower height neighbourhood to the west.
Location: Yorkville, Toronto

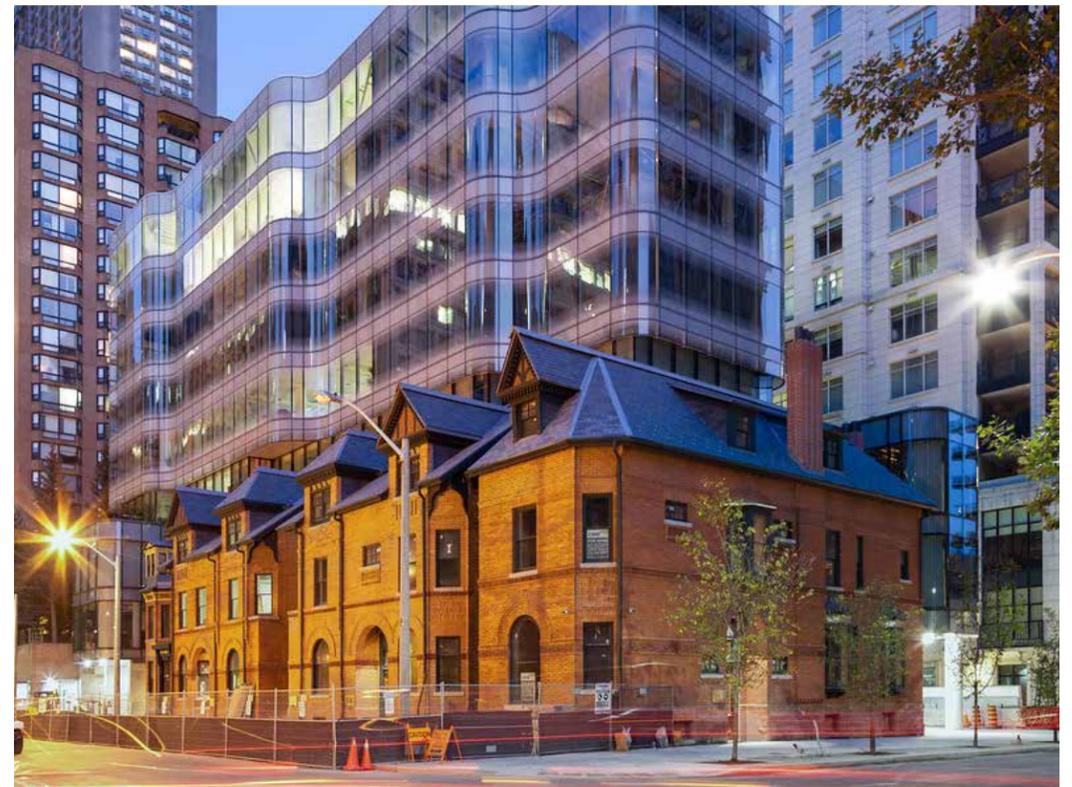


Figure 58: Integration with heritage structures
New development preserves and complements the heritage buildings.
Location: Yorkville, Toronto



Figure 50: Tower articulation
 Stepbacks articulate tower while contributing to skyline image.
 Location: Yorkville, Toronto



Figure 51: Stepbacks and podium articulation
 3-storey townhouse units contextualize high density development.
 Location: Church-Wellesley Village, Toronto

7.4 Approach to Parking

- Locate parking at the rear of buildings or underground, wherever possible. Some surface parking may be provided to the side of buildings where necessary to meet minimum parking requirements, but that parking must be set back further than the related buildings, be visually screened from the public realm and shared spaces, and not cause conflicts of any kind with pedestrian or cyclist movement.
- Locate structured parking entrances to the rear or side of buildings. Where garage access is provided along a street frontage, ensure that it does not pose a pedestrian safety risk and that it is attractively and positively integrated into the architectural design of the building.
- Screen parking areas from the public realm and shared spaces with landscaping, low screening walls, berms, and other well-designed site features.
- Provide secure, indoor bicycle parking, located for the convenience and safety of cyclists.

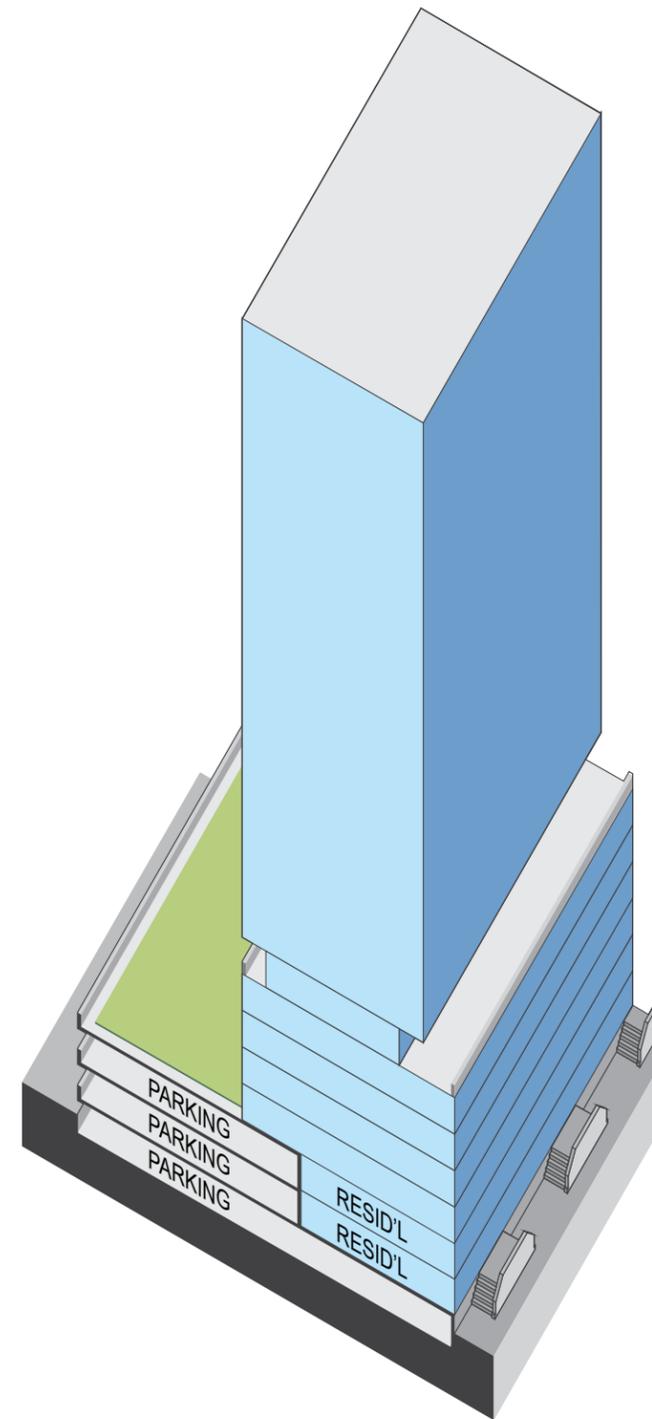


Figure 59: Structured and (partial) Below-grade Parking: Option 1
 High water table necessitates raising parking out of the ground; with ground-level residential opportunity exists to extend lower level parking to front face of building.

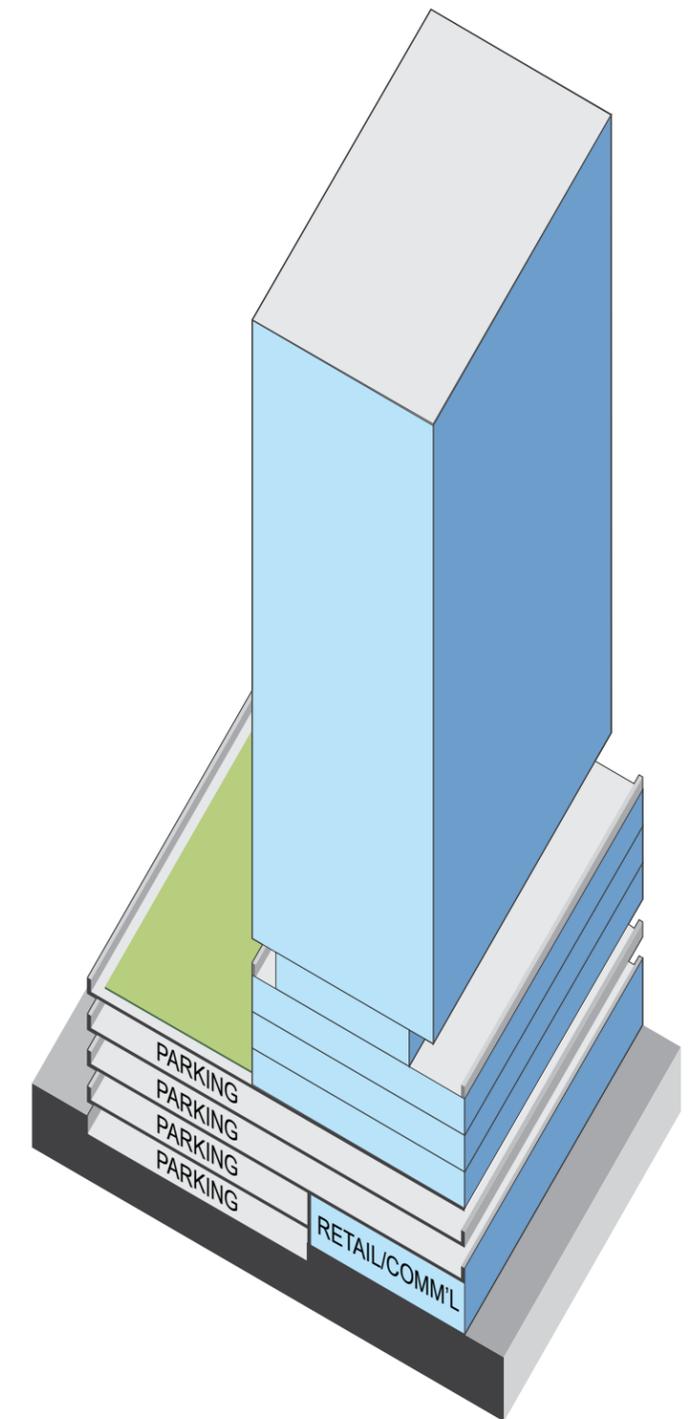


Figure 60: Structured and (partial) Below-grade Parking: Option 2
 Providing an active street frontage at-grade will encourage locating structured parking behind commercial uses and possible one full floor above.

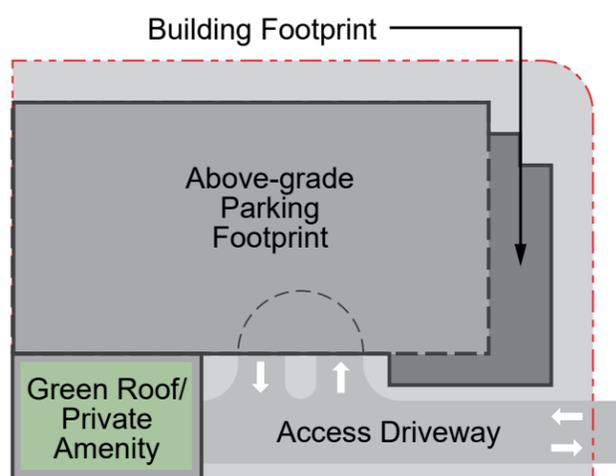
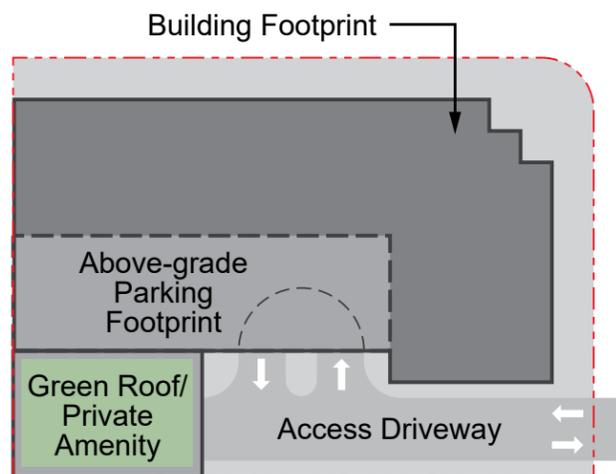
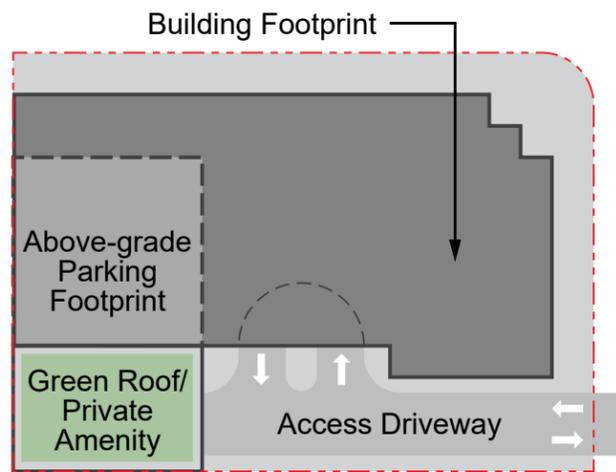


Figure 61: Schematic Site Layout for mid-rise or tall building development
Potential siting of structured parking so as to limit visual intrusion on public realm and enabling active street frontages.



Figure 62: Example of structured parking in urban context
Parking is located between active ground floor uses (retail) and residential units above.
Location: 501 Yonge Street, Toronto (under construction)

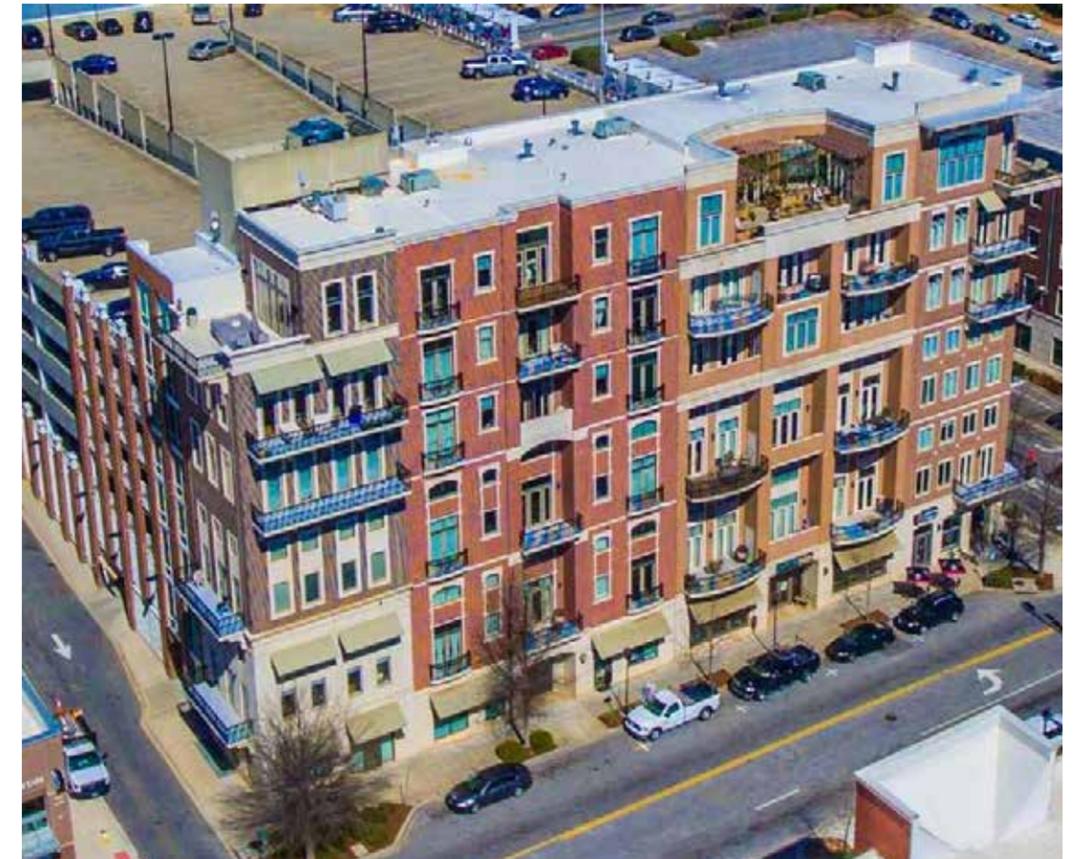


Figure 63: Example of structured parking in urban context
Parking is bookended between two mixed-use buildings.
Location: Greenville, South Carolina



Figure 64: Example of structured parking facade treatment
Parking structure's facade emphasizes the building's role serving the Kansas City Public Library.
Location: Kansas City, Missouri



Figure 65: Example of animated structured parking
Structure is illuminated to contribute to nighttime ambiance.
Location: Santa Monica, California

8.0 DRAFT HEIGHT ZONING BY-LAW

Figure 66:
Draft Heights Zoning Map

9.0 DEMONSTRATION PLAN

A massing model has been prepared that applies the built form guidelines described above and illustrates the potential for development within the study area. The buildings demonstrate that there is a large capacity to accommodate new development of a larger scale without incursion into heritage-sensitive areas. Based on the model development yields were derived which confirm that the City can comfortably achieve target densities of people + jobs for an Urban Growth Centre and MTSA as identified by the Province.

**URBAN GROWTH CENTRE
Existing Population:
2,960 People + Jobs**

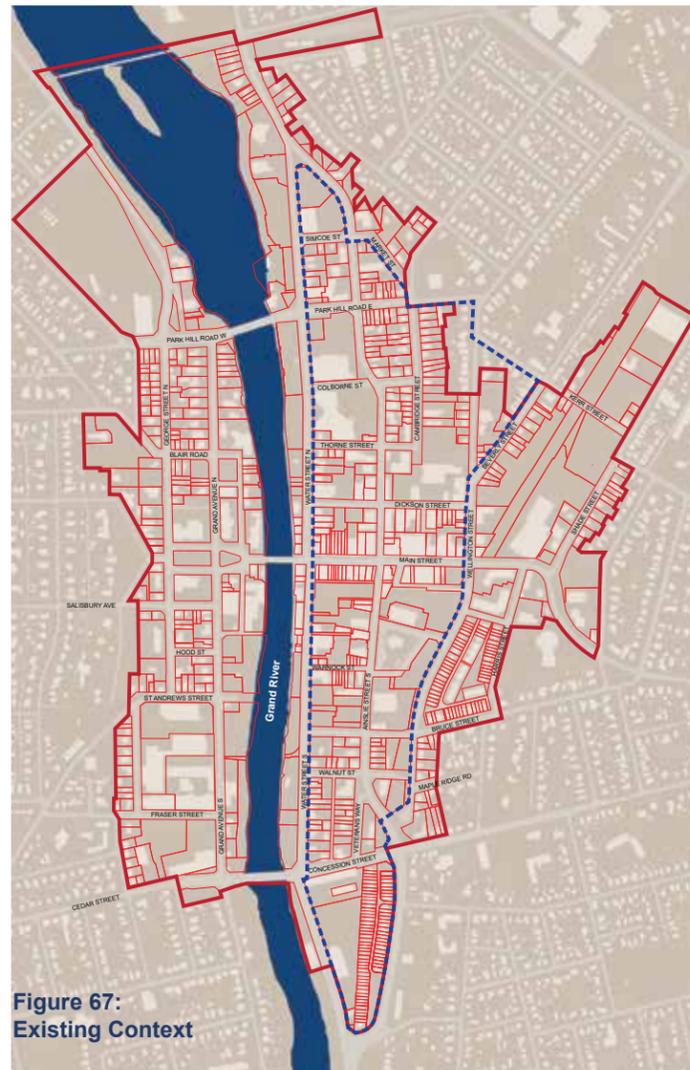


Figure 67:
Existing Context

**URBAN GROWTH CENTRE
Projected Population:
3,380 People + Jobs**



Figure 68:
Approved Developments
& Applications under review

**URBAN GROWTH CENTRE
Long-term Potential
Population:
9,090 People + Jobs**

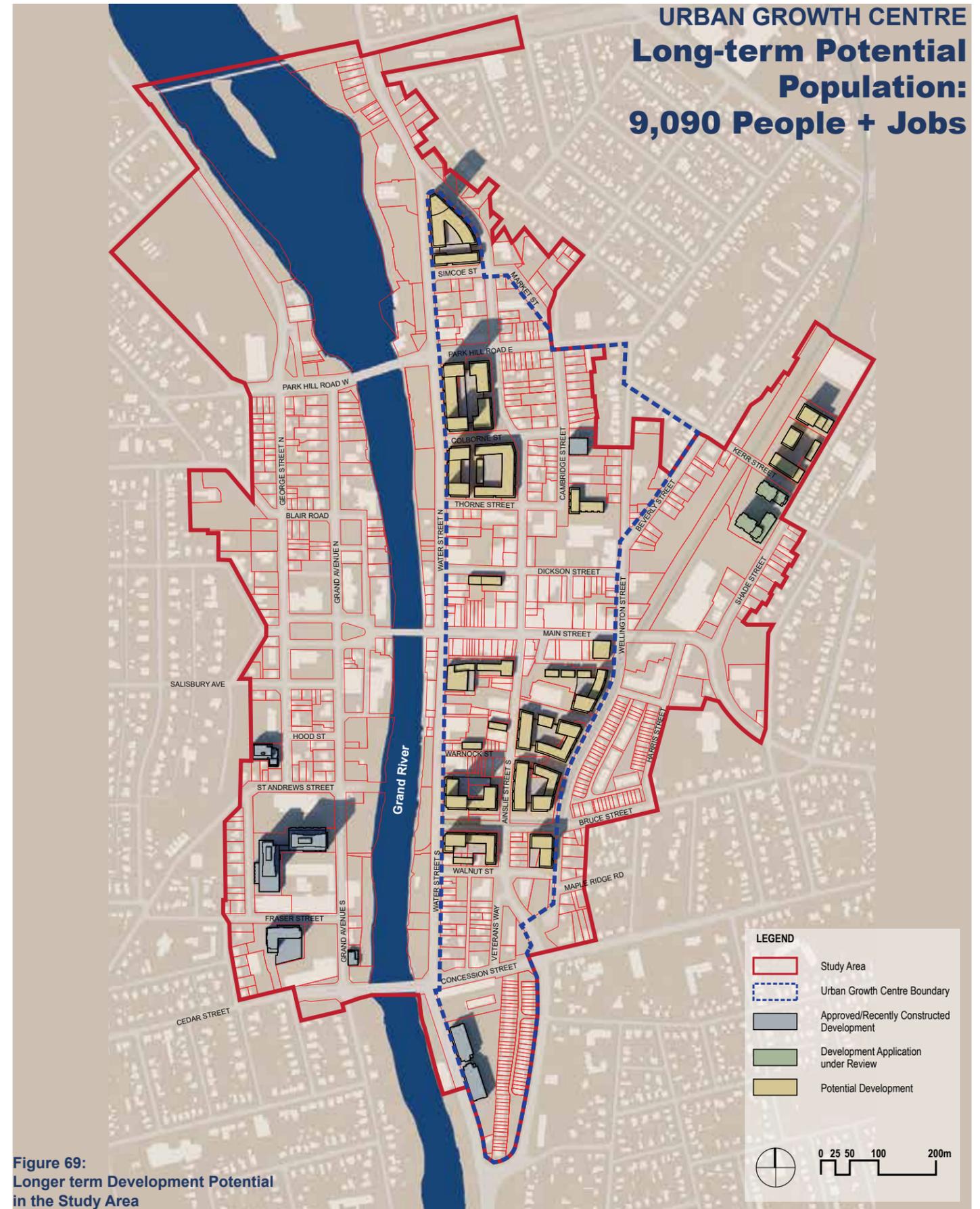


Figure 69:
Longer term Development Potential
in the Study Area

Potential Development Yield Summary

BLOCK	Site Area	Total GFA	Comm'l GFA	Instit'l GFA	Resid'l GFA	No. of Resid'l Units	No. of Jobs	No. of Residents	Maximum Height
BLOCK A	5,880 m ²	22,750 m ²	1,940 m ²	0 m ²	16,540 m ²	201	52	352	11 storeys
BLOCK B	6,670 m ²	39,350 m ²	1,690 m ²	0 m ²	29,030 m ²	323	46	565	28 storeys
BLOCK C	4,970 m ²	10,460 m ²	550 m ²	2,330 m ²	3,920 m ²	44	51	76	3 storeys
BLOCK D	2,990 m ²	15,620 m ²	680 m ²	0 m ²	12,420 m ²	138	18	242	11 storeys
BLOCK E	6,500 m ²	30,070 m ²	1,620 m ²	0 m ²	23,180 m ²	258	44	451	11 storeys
BLOCK F	7,050 m ²	29,250 m ²	0 m ²	0 m ²	25,730 m ²	286	0	501	11 storeys
BLOCK G	6,300 m ²	19,940 m ²	0 m ²	0 m ²	15,290 m ²	170	0	298	11 storeys
BLOCK H	4,450 m ²	5,170 m ²	0 m ²	0 m ²	5,170 m ²	57	0	101	4 storeys
BLOCK I	12,120 m ²	59,510 m ²	2,180 m ²	0 m ²	46,800 m ²	520	59	911	21 storeys
BLOCK J	11,140 m ²	71,190 m ²	0 m ²	0 m ²	59,320 m ²	648	0	1,135	28 storeys
BLOCK K	8,620 m ²	50,080 m ²	0 m ²	0 m ²	41,400 m ²	460	0	806	28 storeys
BLOCK L	10,440 m ²	27,580 m ²	0 m ²	0 m ²	27,580 m ²	306	0	537	15 storeys
TOTAL		380,970 m²	8,660 m²	2,330 m²	306,380 m²	3,411	269	5,975	

Figure 70:
Aerial view illustrating development potential
in the Study Area





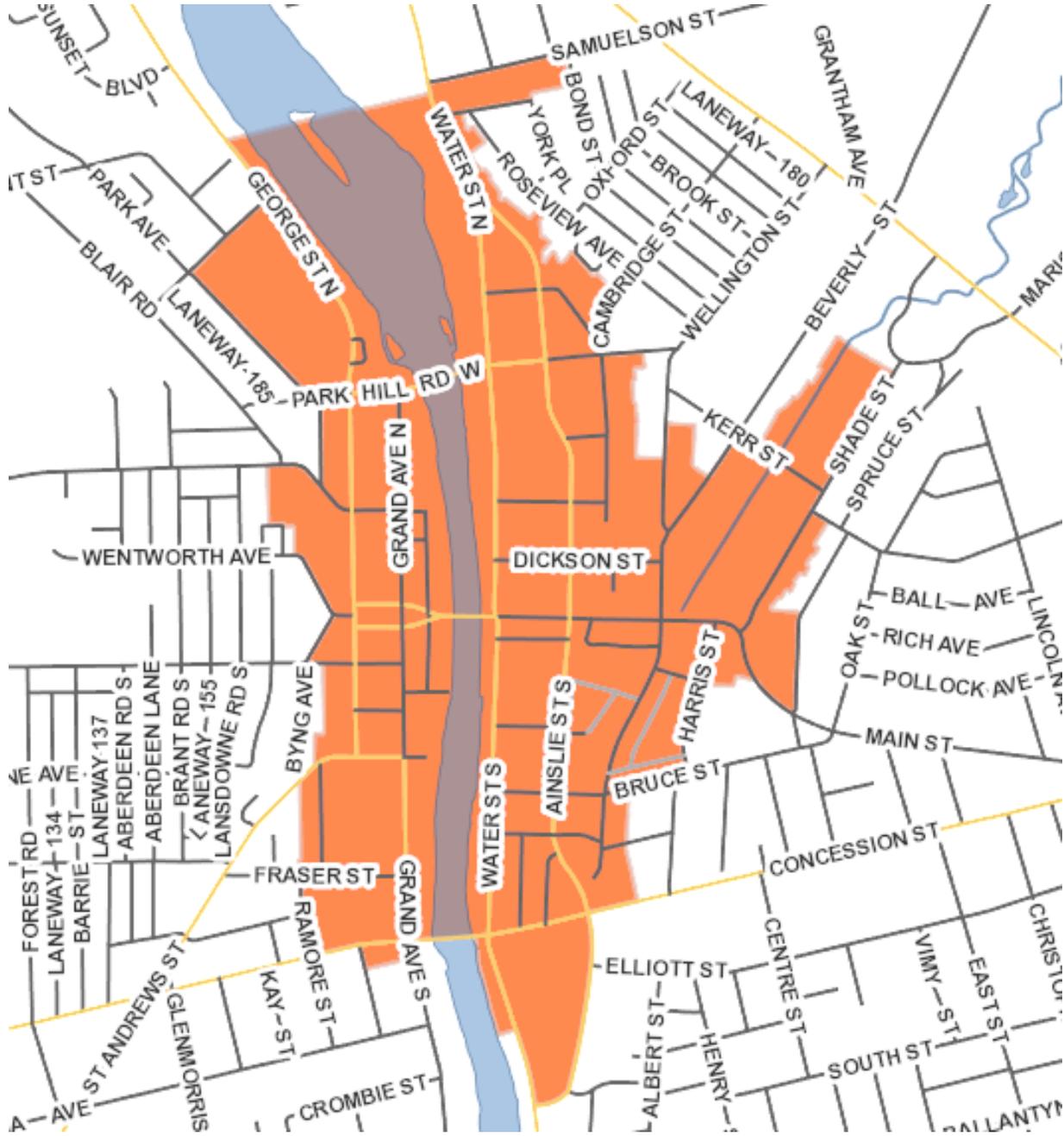
Water St.



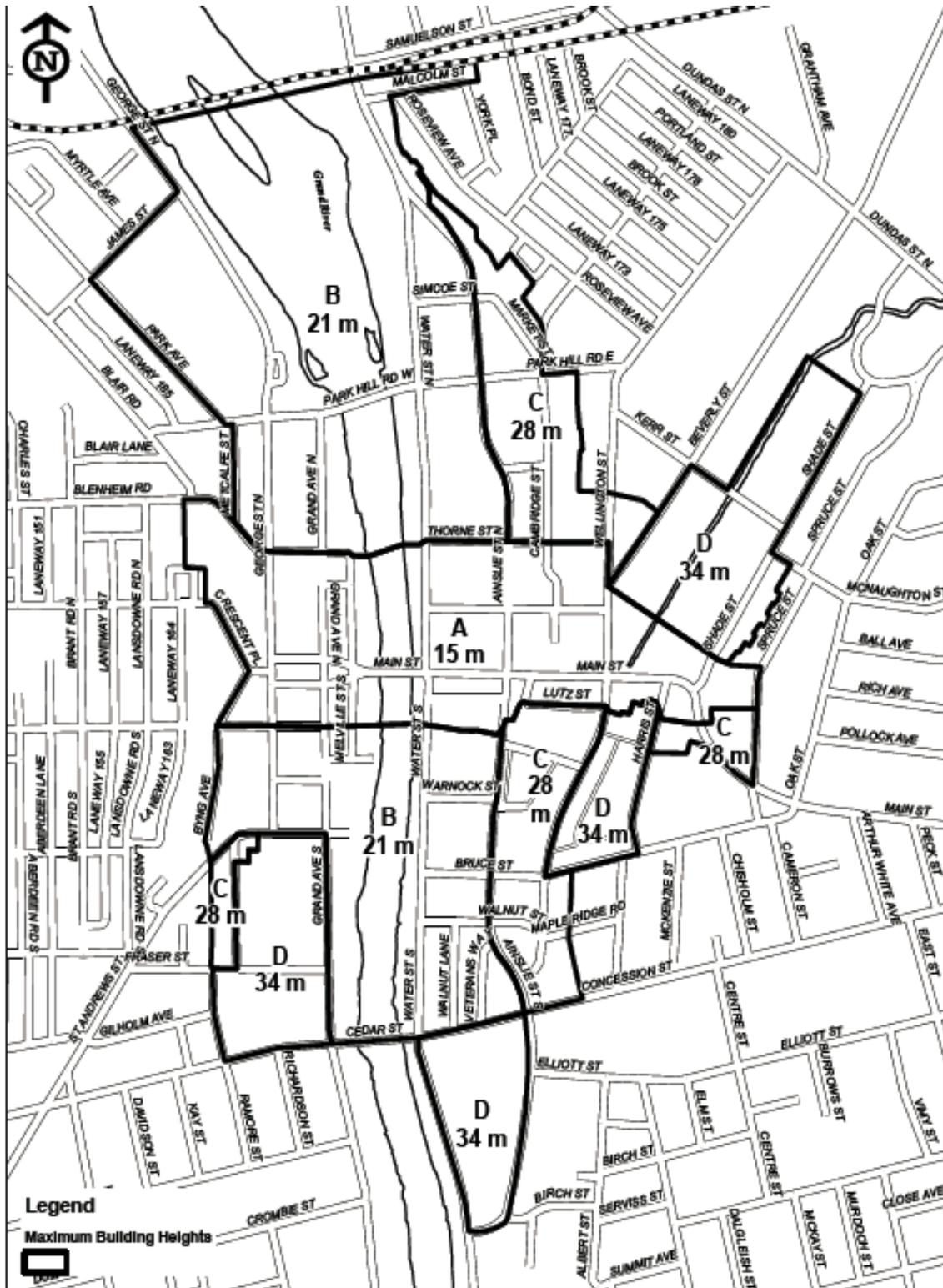
thirteen

IT'S A CRAFT BEER
KINDA DAY
AT 13

Appendix 2 – Study Area



Appendix 3 – Core Area Height schedule in Zoning by-law 150-85



Appendix 4 – Stakeholder Key Messages as of May 2020

Summary of Key Messages

1. Retention of the historic core and buildings along Main Street is a priority

The stakeholders all agreed that the heritage buildings along Main Street and the Heritage Conservation District must be preserved. Heritage distinguishes the Galt Core from other areas and is a big component of liveability in the downtown. There was consensus that the heritage area should be protected by limiting height within two blocks on either side of Main Street. It was also noted that private investment is required to assist with the preservation of heritage buildings.

2. The Galt Core Area needs more people living and working in the downtown

The majority of stakeholders noted that the Galt Core Area needs more people living and working in the area to support the downtown. An increase in population will energize the core area, attract investment, support existing and new retail, and assist with creating a vibrant public realm. With an increased population base in the core area, there will be opportunities to attract office/commercial development. Economic viability leads to increased private sector investment, heritage preservation, and downtown vibrancy.

3. Views and access to the river need to be protected and enhanced.

Views and access to the river were noted by all stakeholders. Access to, and trails along the river, are not continuous and the river system needs to be considered as a whole. The Grand River flowing through the centre of the core area is unique to Galt and should be capitalized upon. It was also noted that important views need to be identified in the Core Area, such as the view to the Old Post Office from Ainslie Street.

4. Negative impact of transport truck traffic along Water Street and Ainslie Street.

All stakeholders noted that transport truck traffic along Water Street and Ainslie Street has a detrimental impact on street related activity. Water Street, a Regional arterial (Highway 24), runs parallel to the river through the historic core and is not compatible with a pedestrian-friendly environment or supportive of a viable street presence for retail.

5. Realities of floodplain and bedrock on development the core area.

The floodplain and bedrock create challenges for below grade parking in the core area. Developers must provide above grade parking which creates a challenge for ground floor uses along the street. The GRCA noted that intensification should be located

outside of the floodplain. Intensification in the core area floodplain will place more people at risk with the concern being safe evacuation during a regional storm.

6. Building height is not an overwhelming concern, but rather the appropriate location for height in the Galt Core Area.

Historically, the height hierarchy was church spires, public buildings, and then private buildings. Currently, in the core area there needs to be a balance of location with respect to height, an understanding of location, and preventing visual obstructions to the river and key landmark buildings. It was noted that locating higher buildings along the edges or periphery of the core area, and west of the river, will not impact the character of the heritage area - these areas are far enough removed to negate any direct impact.

7. Benefits of development in the Core Area

A number of stakeholders mentioned the reciprocal benefits of development in the downtown core. Some of the key points include investment in the public realm, economic spin-off of increased population such as additional retail/commercial investment and opportunity for office uses, street activation, and preservation of heritage buildings through private investment.

8. Incentives for developers in the Galt Core Area

It was mentioned that the City should provide and retain incentives for developers such as Development Charges Rebates, Tax Increment Grants (TIG), Façade Improvement Programs, and reduced parking requirements. Flexibility in parking ratios, or market driven parking ratios was noted, because current parking requirements limit the height of the building due to floodplain and bedrock restricting below grade parking. The LRT will contribute to a reduced parking ratio, Kitchener-Waterloo cited as an example.

9. Costs for development

Some of the stakeholders noted that the costs for development (land costs and construction) in the Galt Core Area are similar to surrounding downtowns but the market demand/costs are less. Mid-rise development is challenging in the core area due to parking requirements, restrictions with below grade parking due to floodplain and bedrock, and construction costs.