



To: COUNCIL

Meeting Date: 5/28/2024

Subject: Recommendation Report for Official Plan Amendment and Zoning By-law Amendment - 777 Laurel Street and 308 Dolph Street North

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

Prepared By: Toula Theocharidis, MCIP, RPP, Senior Planner, Meridian Planning Consultants

Report No.: 24-078-CD

File No.: OR05-23

Wards Affected: Ward 3

RECOMMENDATION(S):

THAT Report 24-078-CD Recommendation Report for Official Plan Amendment and Zoning By-law Amendment - 777 Laurel Street and 308 Dolph Street North be received;

AND THAT Council adopt proposed Official Plan Amendment No. 79 to redesignate the subject lands from 'Business Industrial' to 'High-Density Residential' with Site-Specific Policy 8.10.115 to permit increased density with maximum of 1,215 residential units and a maximum building height of up to 19 storeys, and that the adopted Official Plan Amendment be submitted to the Regional Municipality of Waterloo for approval;

AND THAT Cambridge Council approves the proposed Zoning By-law Amendment to amend the zoning of the subject lands from 'General Industrial' - M3 to the 'Multiple Residential' - RM3 S.4.1.477, with Site-Specific provisions and a Holding (H) provision to facilitate the development of 1,215 residential apartment units;

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

AND FURTHER THAT the By-law(s) attached to this report 24-078-CD be passed.

EXECUTIVE SUMMARY:

Purpose

The purpose of this report is to provide a recommendation on the proposed Official Plan and Zoning By-law Amendment applications for a rental residential apartment development consisting of 1,215 units.

Key Findings

- The Subject Lands are located within the City's existing delineated Built-Up Area and the proposal represents an opportunity to transform the lands into a vibrant redevelopment. The proposed development is within the City's Regeneration Area in the City of Cambridge Official Plan, which anticipates a transition of use from employment uses to non-employment uses and where intensification is encouraged.
- The proposed development offers the intensification of lands at a higher density within the Built-Up Area where municipal services are available, and where increased density is encouraged and anticipated.
- The Subject Lands border the draft Preston Major Transit Station Area (MTSA) and are located within a 15 minute walking distance of the future Preston Transit Station. The proposal provides an opportunity for a transit-supportive development offering additional housing options, contributing to the creation of a complete community or a 15 minute neighborhood.
- The Subject Lands will be serviced with the existing municipal water and wastewater systems. The proposed development aligns with Provincial, Regional and City goals and objectives with respect to intensification.

FINANCIAL IMPLICATIONS:

- A planning application fee in the amount of \$40,000 has been paid to the City of Cambridge to process the Official Plan and Zoning By-law Amendments.
- This application was submitted prior to the Planning Act changes resulting from Bill 109 and therefore is not subject to fee refunds.

STRATEGIC ALIGNMENT:

Strategic Action

Objective(s): Not Applicable

Strategic Action: Not Applicable

OR

Core Service

Program: Development Approvals

Core Service: Official Plan and Zoning By-law Amendments

BACKGROUND:

Subject Property

The Subject Lands are municipally known as 777 Laurel Street and 308 Dolph Street North (“the Subject Lands”), and are legally described as Plan 716, Lot 216, Part of Lot 217, Plan 533, Part of Lot 3 to Part of Lot 6, RP-58R9554, Parts 1 to 5, City of Cambridge, Regional Municipality of Waterloo.

The Subject Lands have frontage on the north side of Laurel Street, as well as on the west side of Dolph Street North and have a total area of approximately 3.17 hectares (7.83 acres). The Subject Lands have approximately 150 metres (492 feet) of frontage along Laurel Street and 110 metres (361 feet) of frontage along Dolph Street North. The northern limit of the lands is bounded by a Canadian Pacific Railway (CPR) freight line, which is still in use.

The Subject Lands are currently occupied by one large industrial multi-tenant building, containing various warehousing and manufacturing units, as well as outdoor storage facilities. The proposal involves demolishing the existing building in order to facilitate the proposed development. An aerial image of the Subject Lands is provided below on Figure 1.

Surrounding Land Uses

The Subject Lands are located within an established neighbourhood that is generally characterized by low-density residential and commercial/industrial lands. Immediately north of the Subject Lands is a railway line that provides active freight service with low train volumes and speeds. Further north, there are primarily industrial and residential lands as well as Lawrence Park. To the immediate west, there is a craft brewery operation and low-density residential dwellings along Laurel Street, beyond which is Civic Legion Park. To the south there are low-density detached and townhouse dwellings along Dolph Street North and Laurel Street, as well as residential lands along Duke Street. To the east there are residential and industrial lands. Further north and west is the Preston Core Area, which places the Subject Lands within walking distance to a range of local services and amenities.



Figure 1: Aerial Map of the Subject Lands

ANALYSIS:

Proposal

The applicant is proposing an Official Plan Amendment to redesignate the Subject Lands from 'Business Industrial' to 'High-Density Residential' with site-specific policies to permit an increased density on the subject lands to a maximum of 1,215 units and a maximum building height of up to 19 storeys. The applicant is also proposing a Zoning By-law Amendment to change the zoning of the Subject Lands from 'General Industrial' - M3 to the 'Multiple Residential' - RM3 with site-specific provisions to facilitate the development of 1,215 residential apartment units.

Following the September 5, 2023 Public Meeting, Council and staff expressed a desire for additional parking for the proposal on a per unit basis. In response to this request, the applicant has revised the concept plan by increasing the supply of parking through

the addition of another level of structured parking within the podium of the building. To offset the significant extra cost of the additional parking, the applicant has revised their plan to increase the number of units, which resulted in increased building height.

Table 1 below compares the proposed building heights presented at the Public Meeting with the current updated proposal:

Table 1: Proposed Building Height Comparison

| Proposed Buildings | Public Meeting Concept Plan, September 2023 | Current Concept Plan, March 2024 |
|---------------------------|--|---|
| Tower A | 12 and 14 storeys | 16 and 19 storeys |
| Tower B | 12 storeys | 15 storeys |
| Tower C | 12 and 14 storeys | 16 and 19 storeys |
| Tower D | 12 storeys | 15 storeys |
| Tower E | 7 storeys | 8 storeys |
| Tower F | 7 storeys | 8 storeys |

Towers A through D sit on top of the proposed podium, which ranges in height from 3 storeys along Dolph Street North to 4 storeys at the western end of the lands due to sloping topography from east to west. The tower height provided in Table 1 includes the podium height.

To achieve a more balanced approach between parking supply and demand, the applicant has worked with staff to accommodate a higher parking rate to the satisfaction of Planning and Transportation staff. The following tables provide an overview of the proposed parking breakdown comparing the current plan (March 2024) with the plan presented at the Statutory Public Meeting (September 2023):

Table 2A: Proposed Parking Breakdown, Current Resubmission, March 2024

| Parking Space Type | Required Rate per ZBL | Required Spaces per ZBL | Proposed Parking Rate | Proposed Parking Spaces | Difference |
|--------------------|-----------------------|-------------------------|-----------------------|-------------------------|------------|
| Tenant | 1.0 spaces per unit | 1,215 spaces | 1.0 spaces per unit | 1,215 spaces | None |
| Visitor | 0.25 spaces per unit | 304 spaces | 0.15 spaces per unit | 183 spaces | 121 spaces |
| Total: | N/A | 1,519 spaces | N/A | *1,398 spaces | 121 spaces |

*1398 spaces calculated, the plan provides for 1401 total spaces

Table 2B: Proposed Parking Breakdown, Public Meeting Submission, September 2023

| Parking Space Type | Required Rate per ZBL | Required Spaces per ZBL | Proposed Parking Rate | Proposed Parking Spaces | Difference |
|--------------------|-----------------------|-------------------------|-----------------------|-------------------------|------------|
| Tenant | 1.0 spaces per unit | 1,046 spaces | 0.9 spaces per unit | 942 spaces | 104 spaces |
| Visitor | 0.25 spaces per unit | 262 spaces | 0.1 spaces per unit | 105 spaces | 157 spaces |
| Total: | N/A | 1,308 spaces | N/A | 1,047 spaces | 261 spaces |

The current plan proposes a total of 1,215 apartment units and a total of 1,401 parking spaces provided on site, whereas the plan presented at the Public Meeting proposed 1,046 apartment units and a total of 1,047 spaces. Although the total unit count has increased on the current plan, the applicant is providing a higher parking rate, at 1.15 spaces per unit for residential and visitor parking, which is closer to meeting the minimum parking requirement of 1.25 spaces in the Zoning By-law.

The current plan provides additional parking spaces. At the request of staff, the applicant has updated the concept plan to implement a slightly narrower parking stall width of 2.75 metres, reduced from 2.9 metres per the Zoning By-law. The reduction in the stall width applies to all proposed podium parking and surface parking spaces and excludes the proposed barrier free spaces. The proposed car parking will be unbundled, whereby future residents have the option to reserve a parking space as part of their tenancy, which would attract non-auto users. Staff find that this option can contribute to reducing the overall parking demand on site.

The proposed development will be rental tenure and subject to a future Site Plan application to implement the proposed development. The concept site plan is included in Appendix A, and the concept elevations and renderings are included in Appendix B to this report.

Policy Overview

The Subject Lands are within the Built-Up Area as identified in the Growth Plan, the Regional Official Plan (ROP), and the City Official Plan (City OP).

The Subject Lands are designated 'Business Industrial' and are within the City's Regeneration Area, which is described in the City OP as an area intended to experience a land use transition from Industrial to Residential. Policy 2.7.3.2 of the City OP identifies Regeneration Areas as one of the areas in the City where intensification is encouraged to support and ensure the viability of existing and planned transit service levels.

An Official Plan Amendment is required to redesignate the lands from 'Business Industrial' to 'High-Density Residential' with a site-specific policy to permit an increased density that would accommodate up to 1,215 residential units and a maximum building height of 19 storeys.

Section 2.8.3.3 of the City OP establishes a maximum Floor Space Index (FSI) of 2.0 for development in Regeneration Areas. The proposed FSI including the podium parking is approximately 4.65. Excluding the podium parking, the proposed development has an FSI of approximately 3.39. In both instances, the proposed FSI exceeds the maximum FSI permission in the Official Plan. To appropriately reflect how density is controlled on this site, staff recommend implementing a density based on a maximum number of units for the site rather than applying FSI. Additional building and tower setbacks are also included in the proposed site specific policies and zoning by-law provisions. The maximum density requirement in the Zoning By-law for the RM3 zone is based on units per hectare and not FSI, therefore, staff recommend including a maximum unit cap in both the site specific Official Plan and Zoning By-law amendments.

Further, Section 2.8.3.3 of the City OP prescribes a maximum building height of 8 storeys in Regeneration Areas. In this regard, the Towers which flank Laurel Street meet this policy. However, Towers A to D, which range in height between 15 and 19 storeys exceed this maximum and require an amendment to the Official Plan. While a maximum building height of 8 storeys is prescribed, the City's Regeneration Areas are intended to accommodate intensification through mixed and higher density land uses. In the absence of City led planning studies or Secondary Plans for the City's Regeneration Areas, site specific Official Plan Amendments are required to facilitate land use changes and establish appropriate height and densities on a site-specific basis. The Subject

Lands and surrounding lands are planned for intensification and the density, scale, height and massing of built forms in the area will continue to evolve over time as redevelopment occurs.

Further, land use compatibility between the proposed residential development and the existing industrial uses and the adjacent CPR line will be addressed through the submission of an updated Stationary Noise Study that will be required through the use of a Holding provision as part of the implementing Zoning By-law Amendment. The Stationary Noise Study will also assess any potential noise impacts from the proposed development (e.g. rooftop or HVAC equipment) on nearby residential properties. In addition, staff has included a site specific provision that requires as part of future Site Plan application, the submission of an affidavit and a report from a qualified engineering consultant that the proposed development meets all noise levels and all safety standards of the Railway Association of Canada (RAC) *Guidelines for New Development in Proximity to Railway Operations*, to the satisfaction of City Planning in consultation with the Canadian Pacific Railway.

Overall, the proposal is consistent with the Provincial, Regional and City policy direction to build healthy, sustainable communities and provide for intensification within the Built-Up Area. The Subject Lands provide an opportunity for residential infill redevelopment that will be compatible with the surrounding neighbourhood. Additionally, the proposal will maximize the use of existing infrastructure available in the vicinity and overall represents appropriate development providing more housing options within the Built-Up Area of Cambridge.

The Subject Lands are zoned 'Industrial' - M3 under Zoning By-law No. 150-85, as amended. A Zoning By-law Amendment to change the use from the current 'Industrial' - M3 zone to the 'Multiple Residential' - RM3 zone with the following site-specific provisions:

- To allow a maximum density of 385 units per hectare whereas a maximum density of 75 units per hectare is permitted;
 - The intent of this provision is to ensure that the proposal is compatible with the character of the surrounding area. The Subject Lands are located within a Regeneration Area in the City OP where intensification is encouraged and transition from employment uses is anticipated, with the intent that in the future, the surrounding area will accommodate significantly higher forms of density. Further, the proposed density will help achieve the City's goal of ensuring the creation of 65 percent of new housing units through infill and intensification of Built-Up Area of the City. The proposed density, although higher than the maximum allowable density outlined in the current Zoning By-

- law, is being proposed in an efficient, compact form that integrates well with the surrounding area.
- In addition, the Subject Lands are outside of the Preston Core Area and border the City's draft Preston Major Transit Station Area (MTSA), which is intended to attract the highest forms of density to support the City's continued growth. The proposal is transit-supportive and within walking distance of the future Preston Transit Station. Given the proximity of the Subject Lands to the Preston Core Area, the proposal to permit increased density on the Subject Lands is appropriate.
 - It is staff's opinion that the Subject Lands are well positioned to accommodate the level of density proposed on-site as the lands are located in an excellent location to accommodate future population growth, given the walkable nature of the community and convenient access to a number of community amenities and local infrastructure.
- To permit a maximum building height between 8 to 19 storeys, subject to meeting additional minimum building setbacks from various lot lines;
 - The RM3 zone does not regulate building height. The maximum building height of 8 storeys is a requirement of the Official Plan policy for Regeneration Areas. The applicant is proposing maximum building heights ranging from 8 to 19 storeys. The building design positions the two 8 storey buildings along Laurel Street and the tallest buildings in behind and further from the street to reduce massing. Further, for buildings that are 8 storey in height or taller, the building design has incorporated additional building setbacks from the property line along Laurel and Dolph Streets and the adjacent properties to provide appropriate spacing and transition between the proposed development and the surrounding properties. All required minimum building setbacks applicable to the RM3 zone in the Zoning By-law will be met or exceeded.
 - The massing of the proposed towers has been oriented to limit shadow impacts over the surrounding properties, particularly during the spring and fall equinoxes. The applicant submitted a Shadow Study in support of the proposed development. During the spring and fall equinoxes, the adjacent properties in the area will have partial shadowing caused by the development from late morning until noon. The criteria to evaluate shadowing is that at least 50% or more of the property should not be shaded for more than two interval times (a 4-hour period), or at least 50% of the property should be in full sun for at least two interval periods (a 4-hour equivalency). In consideration of the criteria used to evaluate shadow impacts, and due to the

placement of the buildings and the significant setbacks, the shadow impacts are minimal and meet the criteria.

- The Province's Growth Plan and the City's Official Plan provides policies that guide growth and development. The Subject Lands are situated outside of the Preston Core Area and border the City's draft Preston Major Transit Station Area (MTSA), and as such the proposed increased density and population will increase the ridership necessary to have a successful transit system in the area. Further, the addition of residents in this location will support existing local businesses. It is staff's opinion that due to the location of the Subject Lands, the requested increase in maximum building height for the proposed development is appropriate.
- To permit a total minimum parking rate of 1.15 spaces (residents and visitors) per unit whereas a minimum of 1.25 spaces per unit or a minimum of 1,519 parking spaces are required;
 - The proposed rate of 1.15 spaces provides a minimum of 1.0 space per residential unit and 0.15 spaces per unit for visitor parking. Under the Zoning By-law, the parking rate would require 1,519 parking spaces based on 1,215 apartment units, whereas the applicant is proposing 1,401 parking spaces, a shortage of 121 parking spaces. This is an improvement from the applicant's previous submission proposing 0.9 spaces per residential unit and 0.1 spaces per unit for visitor parking.
 - The applicant submitted a Parking Justification Study prepared by Crozier, dated June 2023 and a Parking Justification Study Comment Response memo prepared January 4, 2024 with justification for the reduction, indicating that the proposed parking rate is sufficient based on requirements for similar uses across neighbouring municipalities. Furthermore, the Transportation Impact Study (TIS), prepared by Crozier, dated January 2024 also supports the proposed parking reduction. The applicant proposes unbundled parking, whereby future residents have the option to reserve a parking space as part of their tenancy. This option would attract non-auto users, while reducing the overall parking demand on-site. To further support the proposed parking reduction, the applicant has committed to implement Transportation Demand Management (TDM) measures, including incorporating on-site bicycle parking and securing bicycle storage through the future Site Plan application.
 - Overall, the reduced parking is considered acceptable given the subject land's proximity to existing transit options. The Subject Lands border the draft Preston Major Transit Station Area (MTSA) and are located within a 15

minute walking distance of the future Preston Transit Station. Staff are comfortable in supporting the reduced number of parking spaces in order to promote the use of transit and other forms of transportation in the City. The proposed development supports the revitalization of this area. It is staff's opinion that the requested parking rate reduction is appropriate and will not create any adverse impacts.

- To permit a minimum required width of a parking stall (not including barrier free stalls) of 2.75 metres (9.02 feet), whereas a minimum stall width of 2.9 metres (9.5 feet) is required;
 - The general intent of this provision is to ensure that parking spaces provide a minimum width and length to provide adequate spacing for vehicular parking. Staff suggested increasing the parking supply by slightly reducing the size of the parking stall width. This resulted in additional 37 parking spaces for the proposed development. The reduction in the stall width is comparable to other parking standards across neighbouring municipalities and will not result in adverse impacts. The reduction does not include barrier free stalls. Staff are of the opinion that the reduction of the parking stall width is appropriate.
- To permit a minimum required amenity area of 15 square metres (161 square feet) per unit, which shall include both private and common amenity area, whereas a minimum amenity area of 20 square metres (215 square feet) per unit is required;
 - The Zoning By-law requires that a multi-unit residential building provides a minimum amenity area of 20 square metres per studio or one bedroom dwelling unit and a minimum of 30 square metres per each two-bedroom dwelling unit or more. The intent of this provision is to provide private amenity space for the exclusive use of the residential units (e.g. balconies, patios etc.). The applicant is proposing a reduction, which applies to all of the units regardless of the number of bedroom units. The reduction impacts residential units that have 2 or more bedrooms.
 - The applicant has provided sufficient amenity space including indoor amenity areas, private balconies, ground floor outdoor amenity space and a rooftop terrace. The applicant has identified all proposed private and common amenity areas on the concept plan. Staff find that the reduction in required amenity area (5.0 square metres / 54 square feet) is not considered to be significant given the proximity to a range of outdoor amenity spaces provided on-site in addition to recreational park spaces in the area.

- Staff find that the request is a minor reduction and continues to meet the intent of the Zoning By-law, and therefore is considered appropriate.
- To establish a minimum setback of 30 metres from the lot line abutting the CPR line provided that the setback can be achieved through a combination of horizontal separation (being a building setback from the property line) and vertical separation (being the vertical distance between the average finished grade and the closest residential dwelling unit);
 - The applicant is requesting a horizontal building setback of 15 metres from the rear lot line abutting the CPR line, and an additional vertical setback of 15 metres from the finished grade to the closest residential unit, achieving the 30 metres in total required by the RAC Guidelines. The intent of this provision is to ensure that properties have sufficient spacing from a railway. In this case, the CPR corridor abuts the Subject Lands along the rear portion of the proposed development. The podium acts to provide increased distance from the railway corridor, thus reducing the noise and providing safe distance from the railway corridor. Section 3 of the RAC Guidelines apply a 30 metre setback, which will be achieved for this development through the combined design of the podium/garage wall and the horizontal setback to the property line whereby the horizontal and vertical setbacks are totaled to meet the required setback.

In summary, the proposed development provides an opportunity to transform an industrial site to a vibrant transit supportive residential development that is within walking distance to the Preston Core Area. The proposal will support the growing population of the City by providing additional housing options in proximity to existing and future planned higher order transit.

Staff Recommendation

Staff gave consideration to Provincial, Regional and City policies and agency comments, and compatibility with the surrounding neighbourhood with respect to height and density. The proposed increase in height and in the total number of residential units will not result in unacceptable impacts related to land use compatibility with the surrounding community, impacts on local traffic, proposed parking and the adjacent CPR line.

It is the opinion of Planning Staff that the proposed applications are consistent with the Provincial Policy Statement, conform with the policies of the Provincial Growth Plan 2020 and the Regional Official Plan and meet the general intent of the City Official Plan and the City of Cambridge Zoning By-law No. 150-85.

Should Council approve the Official Plan and Zoning By-law Amendments, a Site Plan application will be required to implement the proposed site specific policies and zoning by-law provisions.

Planning decisions are subject to appeal to the Ontario Land Tribunal (OLT). An appeal may be filed if the application is refused, approved, or if a decision is not made within the timeline for processing the applications set out in the Planning Act. The application was received in June 2023, prior to revised Planning Act legislation and is not subject to fee refunds. The timelines for making a decision were exceeded, providing additional time for alterations to the original submission.

EXISTING POLICY / BY-LAW(S):

City of Cambridge Official Plan, 2012, as amended:

Existing Land Use Designation(s): Built-Up Area and Business Industrial as per Maps 1A and 2 in the City’s Official Plan. The lands are also identified as being within a Regeneration Area as per Map 6 of the Official Plan.

Proposed Site-Specific Official Plan Designation: Built-Up Area and High-Density Residential with Site-Specific Policy 8.10.115.

Proposed Site-Specific Official Plan Policies:

| Development Standard | Existing Official Plan Policy or Requirement | Proposed OPA 79, Site-Specific Policy 8.10.115 |
|-----------------------------|---|--|
| Maximum Height | 8 storeys | 19 storeys |
| Maximum Density | 2.0 FSI | A minimum and maximum FSI shall not apply. A maximum of 1,215 units shall apply. |

The existing and proposed land use designation in the City’s Official Plan is shown on Figure 2.

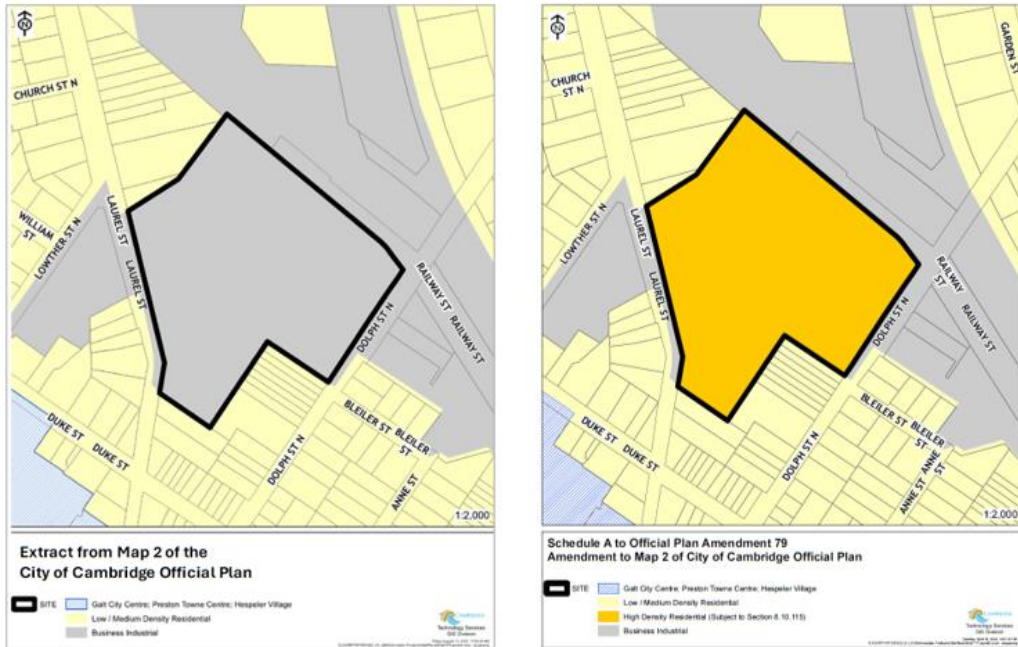


Figure 2 – Existing and Proposed Land Use Designation in the City Official Plan

City of Cambridge Zoning By-law No. 150-85, as amended:

Existing Zoning: General Industrial (M3) zone

Proposed Zoning: Multiple Residential (RM3) s.4.1.477 with site-specific provisions

Proposed Site-Specific Zoning Provisions:

| Development Standard | Existing RM3 Zoning By-law No. 150-85 Requirements | Proposed Zoning Standards for RM3 S.4.1.477 |
|--|---|---|
| Maximum Density (units per net residential hectare or “UPH”) | 75 UPH | 385 UPH (1,215 total units) |
| Minimum Amenity Area (square metres per dwelling unit) | 20 square metres per one-bedroom unit; 30 square metres per two or more-bedroom unit | 15 square metres per unit; includes private and common amenity area |
| Minimum Required Parking Rate | 1.25 spaces per unit | 1.15 spaces per unit; (1.0 space per unit and 0.15 spaces per unit for visitors) |
| Minimum Parking Stall Width | 2.9 metres | 2.75 metres |

| Development Standard | Existing RM3 Zoning By-law No. 150-85 Requirements | Proposed Zoning Standards for RM3 S.4.1.477 |
|------------------------------|--|--|
| Maximum Building Height | N/A | 8 to 19 storeys, subject to meeting additional minimum setbacks |
| Minimum Setback from Railway | This standard is not part of the Zoning By-law | 30 metres (or 15 metres horizontal and 15 metres vertical setback), subject to Section 3 of Railway Association of Canada (RAC) Guidelines |
| Definitions – Lot Lines | As per Section 1 | Establish the front, rear, side and exterior side lot lines (due to irregular shaped lot) |

The existing and proposed zoning is shown on Figure 3 below.

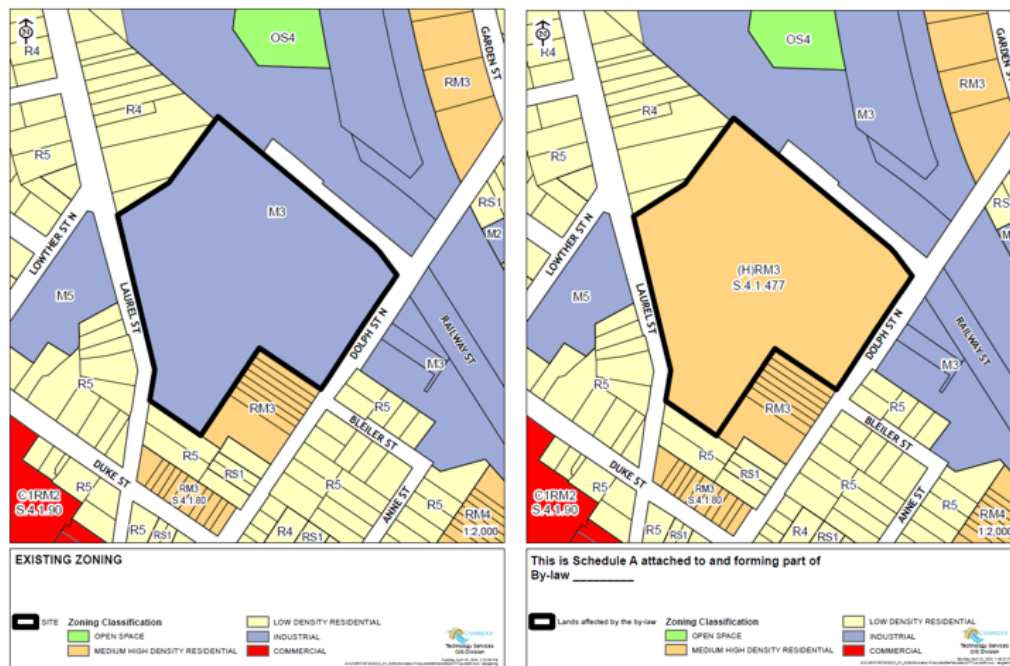


Figure 3 – Existing and Proposed Zoning

Holding Provision

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

- The submission of a Record of Site Condition (RSC) and the Ministry's Acknowledgement Letter be received to the satisfaction of the Regional Municipality of Waterloo.
- The submission of a detailed Stationary Noise Study assessing the impact of the building design regarding on-site and off-site sensitive uses be submitted to confirm that the development will comply with the Ministry of Environment, Conservation and Parks (MOECP) noise guidelines.

FINANCIAL IMPACT:

- A planning application fee in the amount of \$40,000 has been paid to the City of Cambridge to process the Official Plan and Zoning By-law Amendment.
- Future planning application fees will be required as part of the submission of a complete Site Plan application for each phase of development.
- City and Regional Development Charge fees will be collected prior to building permit issuance. Development Charges collected for the proposed development will be used for the construction of new infrastructure required to support growth of the city.
- Any further costs associated with the development of the site are to be borne by the applicant.

PUBLIC VALUE:

A Statutory Public Meeting required under the Planning Act was held on September 5, 2023. Following the Public Meeting, any person that provided their contact information on the sign-in registry at the meeting or requested through other means to be kept informed about the application were notified through mailed correspondence of the Council Meeting and were provided with access to the Recommendation Report.

The full application submission was posted on the City's "Current Development Applications" webpage for the public to view.

ADVISORY COMMITTEE INPUT:

Not applicable

PUBLIC INPUT:

A Statutory Public Meeting was held on September 5, 2023. There were public delegations present at the public meeting and City staff received written submissions related to the proposal. During the public meeting, questions were raised by Council and members of the public. The themes of the comments can generally relate to land

use compatibility, building height, scale, density, the impact on traffic and parking, as well as shadow impacts, railway safety and affordability.

Land Use Compatibility, Building Height, Scale

The proposed towers sit on top of a 3 and 4 storey podium structure that will provide parking for the development. The proposed building design will transition in heights from 8 storeys along the Laurel Street frontage, which increases in height toward the CPR line. The two, 8 storey buildings along Laurel Street are designed to create a comfortable and engaging pedestrian-friendly environment through the provision of an attractive built form, that provides a transition between the existing residential properties and the proposed towers. To break up the massing and to enhance visual interest, building façades will largely consist of windows and vertical and horizontal elements and incorporate transitions between building materials.

The proposed residential towers provide an appropriate building transition between the development and the surrounding low density residential neighbourhood. Staff are satisfied that the proposed building heights, scale, massing will achieve a compatible transition from the surrounding neighbourhood. Furthermore, the building design incorporates various design elements to help create a visually appealing building mass. The proposal presents a height that would help achieve Provincial, Regional and City goals relating to housing.

Parking & Traffic on Local Roads

In support of the revised proposal, the applicant has submitted a Parking Justification Study prepared by Crozier, dated June 2023 and Parking Justification Study Comment Response memo dated January 2024 along with a Transportation Impact Study (TIS), prepared by Crozier Consulting, dated January 2024. The applicant seeks to implement similar parking ratios that apply across other municipalities. Such parking ratios encourage mixed-use and transit-oriented forms of development, which are considered appropriate for this regeneration area of the City. The TIS includes unbundling parking for residential units and demonstrates that there will be an adequate residential and visitor parking supply to meet the parking demand. Unbundled parking would provide a parking space option for future tenants, which would attract non-auto users.

This is further supported with the integration of dedicated bicycle parking and secure bicycle storage on-site for tenants, that encourages active transportation while reducing the reliance on vehicle ownership, decreasing the parking demand on-site. The studies demonstrate that there will be an adequate residential and visitor parking supply to meet the parking demand. The proposed development of the site will provide vehicle access from both Laurel Street and Dolph Street North, while pedestrian access to the development is also provided from both streets using sidewalks. Within the

development, walkways are provided to allow for movement between buildings, the streets, and outdoor areas. An internal roadway is provided within the development lands which will connect to Laurel Street and Dolph Street North.

Based on the findings of the TIS, the proposed development can be supported from a transportation operations and safety perspective. However, to improve operations at the intersection of Laurel Street at Duke Street, an all-way stop is recommended. Recommendations of the TIS will need to be implemented as part of the site development and future Site Plan application and the developer will be responsible for the cost of implementing the all-way stop.

Additionally, while there are challenges with the configuration of the intersection and the proximity of the rail crossing, City Transportation staff are working toward the implementation of an all-way stop at the intersection of Laurel Street at Lawrence Street to be implemented later this year.

Shadow Impacts

In support of the revised proposal, the applicant submitted a Shadow Study prepared by ABA Architects, together with supplemental information by MHBC in a letter dated March 22, 2024. Shadow impact guidelines require that in order to be considered acceptable, a Shadow Study must demonstrate, for potentially impacted residential properties, that, at least 50% or more of the residential property should not be shaded for more than two interval times (a 4-hour period), or at least 50% of the residential property should be in full sun for at least two interval periods (a 4-hour equivalency).

During the spring and fall equinoxes, the adjacent properties will have partial shadowing caused by the development from late morning until noon during the spring and fall equinoxes. The massing of the proposed towers has been designed to adequately limit shadow impacts on adjacent properties, particularly during the spring and fall equinoxes. In consideration of the criteria used to evaluate shadow impacts, and due to the placement of the buildings and the significant setbacks, the shadow impacts achieve the criteria.

Railway Safety

Concerns were raised regarding railway safety as it relates to appropriate signage within the vicinity of the Subject Lands. Two locations were identified during the Public Meeting, including the railway crossings on Dolph Street North, in addition to the crossing within the intersection of Laurel Street and Lawrence Street. Overall railway noise and train whistling impacts on the existing residential properties were also identified.

The City completed a railway assessment for the noted at-grade crossings as per Transport Canada requirements in 2018 and necessary safety improvements were made. In 2023, further assessment was completed at the Dolph Street North CPR crossing to identify if the crossing is a potential candidate for whistle cessation. It was determined that with satisfactory safety mitigation in place, this location could be a candidate for whistle cessation. In addition, there is an existing whistle cessation order in place at the Laurel Street and Lawrance Street railway crossing. Furthermore, the Dolph Street North CN crossing was decommissioned in 2023 and is no longer in operation.

Housing Affordability

The owner acknowledges the request for the contribution to the City's Affordable Housing Fund and is considering the request. In addition, the applicant has the ability to partner with a housing provider within the Region to provide units within the building to be used for affordable housing.

It is staff's opinion that an additional statutory public meeting is not necessary. Written public submissions are included in Appendix E to this report and an excerpt of the public meeting minutes is included in Appendix F.

INTERNAL / EXTERNAL CONSULTATION:

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

Regional staff are supportive of the proposed redevelopment of the site. Although the subject lands are not located within a wellhead protection area, Regional staff requested the inclusion of the prohibition of geothermal wells within the site-specific zoning by-law.

CONCLUSION:

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

The Region supports the provision of a range of housing options, including affordable housing. The development includes a wide range of unit sizes that will provide housing at a variety of rental rates. The proposed infill development represents an efficient use of existing municipal water and sanitary sewer services and provides more affordable options for market rate housing, supports the intensification objectives of the Provincial

Growth Plan and works towards the creation of a complete community or a 15-minute neighbourhood.

It is the opinion of planning staff that the proposed Official Plan and Zoning By-law Amendment applications are consistent with the Provincial Policy Statement, conform with the policies of the Provincial Growth Plan, the Regional Official Plan, and the City of Cambridge Official Plan and meet the general intent and purpose of the City of Cambridge Zoning By-law 150-85. The proposal represents good planning and contributes to the creation of additional housing stock for the City. The proposal is a desirable built form that incorporates high standards of design. As such, Planning Staff recommends approval of the proposed Official Plan and Zoning By-law Amendments contained in Appendix C and D respectively.

REPORT IMPACTS:

Agreement: **No**

By-law: **Yes**

Budget Amendment: **No**

Policy: **No**

APPROVALS:

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

Director

Deputy City Manager

Chief Financial Officer

City Solicitor

City Manager

ATTACHMENTS:

Appendix A – Proposed Concept Plan

Appendix B – Proposed Building Elevations and Renderings

Appendix C – Proposed By-law for Official Plan Amendment

Appendix D – Proposed By-law for Zoning By-law Amendment

Appendix E – Written Public Submissions

Appendix F – Public Meeting Minutes Excerpts

Appendix G – Internal/External Consultation and List of Supporting Studies