

To: COUNCIL

Meeting Date: 4/29/2025

Subject: Recommendation Report for Official Plan and Zoning By-law Amendments – 25 Chalmers Street South

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

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Report No.: 25-009-CD

File No.: OR10/24

Wards Affected: Ward 6

RECOMMENDATION(S):

THAT Report 25-009-CD being a Recommendation Report for Official Plan and Zoning By-law Amendments – 25 Chalmers Street South, be received;

AND THAT Council approves Official Plan Amendment No. 89 as recommended by staff to apply site specific policy 8.10.124 to the lands currently designated Low/Medium Density Residential to facilitate a mixed-use multi-unit residential development;

AND THAT Council approves the Zoning By-law Amendment as recommended by staff to rezone the subject lands from N1R4 Zone to RM3 S. 4.1.487 to facilitate a mixed-use multi-residential development;

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

AND FURTHER THAT the by-laws attached to Report 25-009-CD be passed.

EXECUTIVE SUMMARY:

Purpose

The purpose of this report is to provide a recommendation on the proposed Official Plan and Zoning By-law Amendments to facilitate the redevelopment of the city owned property at 25 Chalmers Street South as a multi-unit residential development, which may contain institutional and small-scale commercial uses.

Key Findings

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

Financial Implications

- As this application forms part of Initiative 1 of the Accelerator Fund Program administered by CMHC, the City used funding received through this Program to cover the costs associated with planning application fee, transportation consultant fee, and staff time.

STRATEGIC ALIGNMENT:

☐ Strategic Action

Objective(s): Not Applicable

Strategic Action: Not Applicable

OR

☒ Core Service

Program: Land Use Planning

Core Service: Official Plan and Zoning By-law Amendments

BACKGROUND:

Subject Property

The subject lands are known municipally as 25 Chalmers Street South in the City of Cambridge, Regional Municipality of Waterloo. The property is located on the southeast corner of the intersection of Chalmers Street South and Elliott Street. The subject lands are approximately 1.14 ha (2.82 acres) in size, with 60.22 m (197.58 ft) of frontage along Chalmers Street South and approximately 127 m (417 ft) of frontage along Elliott Street.

The subject lands are shown in Figure 1 below:



In 1952, a plan of subdivision containing 20 lots was registered over the majority of the City block bound by Elliott Street, Chalmers Street, South Street and Elgin Street. The plan was bisected by an extension of Lowell Street South, extending between Elliott Street and South Street, as shown in Figure 2 below.

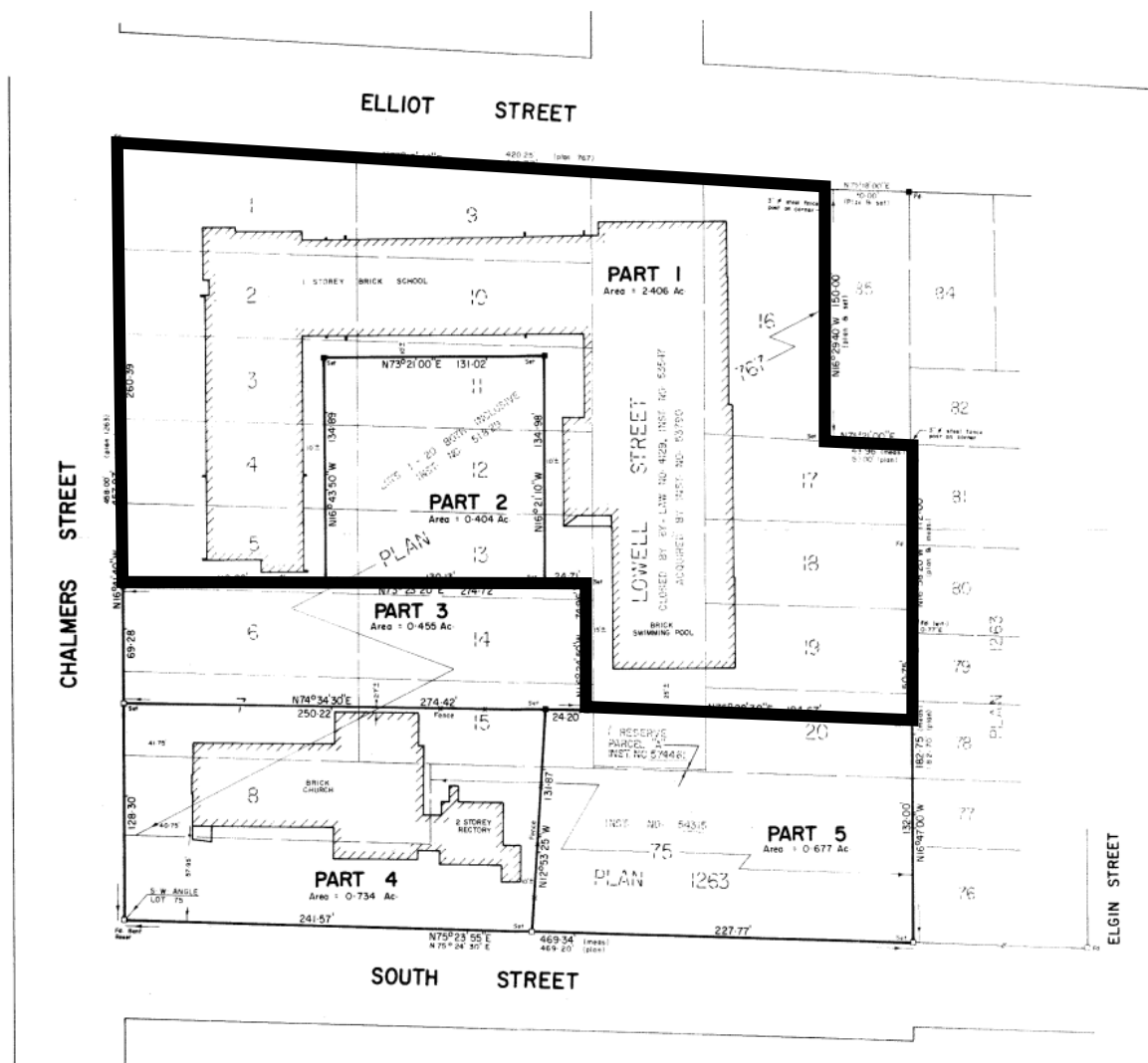


Figure 2. Subdivision Plan 767, with 25 Chalmers Street highlighted by bold line.

The Waterloo Catholic School Board purchased several whole and partial lots and a section of Lowell Street which was closed by by-law to create the current property at 25 Chalmers Street South. St. Ambrose Catholic Elementary School occupied the building constructed on this property from 1956 until 2016. The City purchased the property in 2019, which already housed the John Dolson Centre containing recreational spaces and a community pool within the easterly wing of the building. The remainder of the building has mostly been vacant since the school's closure. The site contains no formal surface

parking spaces. Parking for the school, and later the Community Centre, was located on the adjacent lands of the St. Ambrose Catholic Church, though a lease agreement which has expired.

Surrounding Land Uses

The area surrounding 25 Chalmers Street South is comprised of a mix of residential, institutional and commercial land uses. The immediate vicinity is predominantly low to medium-density housing, such as single detached dwellings and townhomes. To the north and west are residential neighbourhoods with parks and greenspaces interspersed throughout. Nearby commercial areas along Main Street and Franklin Boulevard provide retail, dining and essential services. The area is well connected by public transit and road networks, making it an accessible location to navigate to and from for residents. The nearest bus stop is located on Elgin Street South between Elliott Street and South Street.

Housing Accelerator Fund (HAF)

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

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

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

ANALYSIS:

Development Proposal & Application Description

This application proposes an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to introduce a policy and zoning framework for a mixed-use multi-unit residential development on the city-owned lands at 25 Chalmers Street South. As previously noted, this application forms part of Initiative 1 of the Housing Accelerator Fund Program. As part of Milestone 1 of this Initiative, Council was presented with conceptual renderings of what a future development on the subject site could look like. These were intended to gain feedback from Council on their preferences for future development of the City Owned Lands, before proceeding to a formal OPA/ZBA application.

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

“AND THAT Council direct staff to initiate Official Plan and Zoning By-law Amendment applications for 25 Chalmers Street S to increase the maximum permitted density, permit mixed-used development and to add a maximum permitted height of four-storeys and minimum required parking rate of 1.25 spaces per unit to advance the Low-Rise Apartment with future phase and municipal facility Development;”

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

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

accordance with these other regulations, rather than the traditional approach of regulating density using unit caps per hectare.

Proposed Official Plan Amendment No. 89

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

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

Proposed Zoning By-law Amendment

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

- Permission to building a wide variety of residential building types, including a range of non-residential uses on the first storey, limited in scale
- Maximum height of 4 storeys and 14 metres
- Minimum parking rates of 1 space per dwelling unit for residents and 0.25 spaces per dwelling unit for visitors, plus 2.5 spaces per 100 sq.m. of floor area for non-residential uses and 9 spaces/100 sq.m. for a food service establishment.
- Minimum building setbacks and building separation requirements

Official Plan Policy Review

As of January 1, 2025, when the Minister removed planning authority from the Region, the Regional Official Plan (ROP) is deemed to be part of the City's Official Plan. Until the City Official Plan is updated, the ROP and its policies are referenced separately.

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

- **Remove Density Limits:**

Council requested that the maximum density of the site be increased above the current limit of 40 units per hectare. The Official Plan amendment proposes that no maximum density apply to the site. This is consistent with the approach to the updated comprehensive zoning by-law (expected in the fall of 2025) which relies

on other regulations, such as height, setbacks, parking etc, to control the number of dwelling units that can be accommodated on a site.

- **Introduce a Height Restriction:**

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

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

Section 8.4.3 of the Official Plan contains criteria for the preferred location for new multi-unit residential development. Staff considered the criteria in evaluating a rezoning of the lands from the R4 Zone, which only permits single detached dwellings, to the RM3 Zone which permits the full range of housing types, including stacked townhouses and apartments. This evaluation is summarized in Table 1 below:

Table 1	8.4.3 Criterion	Evaluation of Subject Lands
a	Located on Arterial or collector road or in close proximity	Subject lands are adjacent to local roads within a short distance to a major arterial road (Main Street).
b	Located in reasonable distance to amenities	Subject lands are located a block away from a public transit route (Elgin Street S), has a recreational facility on site (John Dolson Centre) and is in walking distance to Chalmers Street Public School. The site is also within a 15-minute walking distance of a commercial plaza which includes a grocery store and pharmacy.
c	Is a suitable size and configuration	Proposed zoning requirements will appropriately shape design alongside site plan control process.

Table 1	8.4.3 Criterion	Evaluation of Subject Lands
d	Compatibility with neighbouring uses	Proposed zoning will limit the future development to a gentle intensification of the site with a height and scale somewhat similar to that of the established neighbourhood zoning.
e	Will preserve and protect the natural environment and cultural heritage resources.	The proposed development will be required to follow all protocols in terms of respecting cultural heritage in the community. No culturally significant sites have been identified nearby, nor has the site been identified as such. No natural heritage features have been identified in proximity to the subject lands.

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

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

- **Introduce Mixed Use Development:**

Council expressed an interest in having some non-residential uses considered for this site, such as small scale community facilities and commercial uses on the ground floor of residential buildings. Section 8.4.7.1 (Compatible Community Facilities and Commercial Uses) directs that “the City may permit the inclusion of a range of compatible, non-residential community facilities and commercial uses in residential neighbourhoods. Such uses may include schools, neighbourhood parks, places of worship, and other community facilities, as well as convenience commercial establishments. These uses shall:

- a) be compatible and integrated with surrounding development;
- b) minimize impacts on surrounding development through site design, size limitations;
- c) demonstrate a high standard of urban design;
- d) primarily serve the needs of area residents; and
- e) where appropriate, be grouped together.”

Section 8.4.7.3 also directs that “the City may permit the use of lands in any residential designation for the purpose of a licensed day care establishment/day nursery subject to a Zoning By-law amendment.”

Considering these policies, staff are recommending site specific zoning regulations to permit a small range of non-residential uses which are focused on servicing the needs of the area residents. These include:

- Daycare Centres
- Hair Dressing Establishments, Salons or Day Spas
- Small Cafes or Restaurants
- Dispensary Pharmacy
- Small Scale Business and Professional Offices, including Medical Offices

To ensure the scale of these non-residential uses is secondary to the residential use of the site, staff recommend:

- these uses be limited to the first storey of any building
- no more than 1 food service establishments be located on the site
- the total gross commercial leasable floor area of the food services establishment does not exceed 100 square metres.

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

- a) the density, scale, height, massing, visual impact, building materials, orientation and architectural character of neighbouring buildings and the proposed development;

Response: The Council direction provides a height restriction which will limit the visual scale and shadow impacts on adjacent and nearby properties. Details around the architecture and building materials are not part of this application. There are opportunities to shape features of any future development through the Site Plan process and future purchase and sale agreement with the selected housing operator/builder.

- b) the conservation, protection, maintenance and potential enhancement of the natural environment and cultural heritage resources;

Response: The subject lands are not located near any known environmental or cultural heritage resources.

- c) the continued viability of neighbouring land uses;

Response: The proposed residential development will not hinder the viability of the neighbouring residential uses or institutional uses; rather, the proposed use is expected to contribute positively to the neighbourhood's community fabric.

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

Response:

Located in an established area laid out in traditional blocks, the site is well connected to commercial areas and other destinations by a network of sidewalks and local streets. No reduction in parking is being proposed for the site as a part of this application, with the exception of a reduced parking rate for a single food services establishment from 12 to 9 parking spots per 100 sq. m. The parking rates recommended for the site are intended to accommodate sufficient on-site supply to meet the demand, particularly for visitors, without overburdening on-street parking supply. At least 1 parking spaces per 4 dwelling units is required for visitor parking for the residential use. For example, a 100 residential unit development would require 25 visitor parking spaces on-site.

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

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

- f) noise attenuation;

Response: No noise emitters have been identified. Noise produced by development on the subject lands would be required to be appropriately mitigated.

- g) odour, dust, and emission impacts;

Response: Neither the site or lands within close proximity to the site are considered emitters for odour, dust, or other major emissions. Any future site development would be subject to a construction plan to ensure limited impact on the surrounding area by the above noted emissions during construction.

- h) transportation implications; and

Response: A traffic impact study has been conducted as noted above. Isolated impacts are expected by 2030, which the City's consultant recommends be mitigated through adjustments to light signalization.

- i) transitions between different land uses and between sites having varying permitted uses.

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

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

Zoning By-law Review

The subject lands are currently compound zoned (meaning both zones apply) Residential Four (R4) and Institutional (N1) Zones. The R4 zone only permits detached single-family dwellings, and the N1 zone permits educational, government and non-profit community institutions, public hospitals, non-profit family crisis shelters, places of worship, children's care facilities and non-profit service or social clubs or fraternal societies.

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

- **Zoning Categories and Land Uses**

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

Compound zoning can be unnecessarily complicated – often setting out two sets of zoning regulations. Staff recommend only one zone be applied to the site, with site specific land use permissions. The R zones only permit single detached dwellings, whereas the RM zones permits the full range of housing types, from singles to apartments. The RM1 and RM2 zones are reserved for the Preston and Galt Core Areas, therefore staff recommend the RM3 zones for this site.

As previously discussed in the Official Plan Review section of this report, apartments and other multi-unit housing types are considered appropriate for this site, subject to site specific zoning regulations to control scale and function. The Institutional uses in the N1 are no longer contemplated for this site, while the Community Centre is permitted as of right under section 2.1.1 of the City's Zoning By-law. Although the RM3 zone does not allow non-residential uses, it is recommended that a selective list of non-residential uses be permitted on this site, with certain scale and location restrictions. This approach will ensure the uses have a low-impact on the neighbourhood, with a focus on serving local residents, and remain ancillary to the residential development of the site.

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

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

- Maximum Height of 4 Storeys
- Minimum Parking Requirements, including separate visitor parking requirements
- Minimum Landscaped Open Space
- Minimum Common Amenity Area
- Minimum Planting Strips and Fencing

- Minimum Lot Line Setbacks and Building Separation, with a graduating increase in setbacks with increased height
- Storage of Garbage
- Yard Encroachments

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

• **Traffic Impact Study**

At the Public Meeting, Council directed staff to retain a consultant to prepare a Transportation Impact Study (TIS). CIMA+ was retained to review future traffic network impacts based on the conceptual renderings presented to Council in 2024 (Appendix B), as a conservative estimate for future development.

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

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

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

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

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

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

- Under current conditions, the surrounding intersections are operating at acceptable service levels.
- Under future total conditions with the conservative estimate for development of the site (228 residential units):
 - the northbound approach to Chalmers Street South and Main Street South during the peak morning period the service level declines from LOS D to E ; and
 - the eastbound queue at Elgin Street South and Main Street was found to spill back into the upstream intersection during the peak evening period.

To mitigate the conditions above, the study recommends adjustments to the traffic signal timing at the affected intersections. As traffic signals are controlled by the Region of Waterloo, these changes must be approved and implemented by the Region.

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

- **Servicing**

Engineering staff has confirmed there are municipal water, sanitary and storm services within Chalmers Street South and Elliott Street adjacent to the site. Lowell Street contains a major municipal storm sewer (900 mm diameter) which extends through the site within an easement, below that portion of the existing building that contains the John Dolson Centre. Redevelopment on the site will need to plan for new service connections from Elliott Street and/or Chalmers Street South. It will also need to avoid construction of any buildings within the existing (or potentially relocated) municipal storm sewer easement.

Recommendation

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

conform to and are consistent with the intent of these applicable policies. Approval of these amendments would facilitate the appropriate infill development of an underutilized site within the established Christopher-Champlain neighbourhood.

EXISTING POLICY / BY-LAW(S):

City of Cambridge Official Plan, 2012, as amended

Existing Land Use Designations: Low/Medium Density Residential

Proposed Land Use Designations: Low/Medium Density Residential with site specific policy 8.10.124

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

Existing Zoning: R4 – Residential and N1 – Institutional

Proposed Site-Specific Provisions are outlined in Table 2 below:

Table 2: Development Standards	Existing R4/N1 Zoning By-law No. 150-85 Requirements	Proposed Site Specific RM3 Zone
Permitted Uses	<p>R4 uses:</p> <ul style="list-style-type: none"> • A detached one-family dwelling • A residential special care facility (subject to section 3.1.1.3(b)) <p>N1 uses:</p> <ul style="list-style-type: none"> • educational, government and non-profit community institutions, public hospitals, non-profit family crisis shelters, places of worship, children's care facilities and non-profit service or social clubs or fraternal societies 	<ul style="list-style-type: none"> • Any Building Type exclusively for residential uses containing one or more dwelling units. • Mixed use buildings containing: <ul style="list-style-type: none"> a. Dwelling units on any storey; and b. One or more of the following non-residential uses, on the first storey only: <ul style="list-style-type: none"> a. Hair dressing establishment, Salon or Day Spa b. Day Nursery or Day Care Centre c. Dispensary Pharmacy d. Business or

Table 2: Development Standards	Existing R4/N1 Zoning By-law No. 150-85 Requirements	Proposed Site Specific RM3 Zone
		Professional Offices e. A food services establishment
Lot Frontage	18 metres, minimum (corner)	5.5 metres, minimum
Height	N/A	4 storeys and 14 metres, maximum
Parking	1 space for the first 4 bedrooms in the dwelling unit plus 1 space for each additional 2 bedrooms (single detached) 2 spaces for the first 6 residents; plus 1 space for each additional two residents (tandem parking may be provided) (residential special care facility)	1 space per dwelling units for residents, minimum; and 0.25 spaces per dwelling unit for visitors, minimum. 2.5 spaces/100 m ² of gross leasable commercial floor area for non-residential uses, minimum, with the exception of a food services establishment. 9 spaces/100 m ² of gross floor area for a food services establishment.
Landscaped Open Space	30% of lot area, subject to S. 3.1.1.4, minimum	30% of the lot area, minimum, provided no more than 15% of the landscaped open space has an impervious or hardscaped surface.
Planting Strip and Fencing	Refer to Section 2.4 of By- law 150-85	In addition to the requirements of section 2.4.1 and 2.4.2, and except where crossed by an access driveway, a landscaped strip of land not less than 3

Table 2: Development Standards	Existing R4/N1 Zoning By-law No. 150-85 Requirements	Proposed Site Specific RM3 Zone
		metres in width shall also be provided and maintained adjacent to any street line.
Common Amenity Area	N/A	<p>15 sq. m. per dwelling unit, minimum, provided the area:</p> <ul style="list-style-type: none"> • Is located at grade; and • Is one contiguous area; and • Has a minimum width of 7.5 metres; and <p>Except this regulation does not apply to any unit with at least 15 sq. m. of private amenity area which is directly adjacent to and accessible from that unit.</p>
Garbage	Refer to Section 2.1.16 of By-law 150-85	<p>Garbage shall be kept at all times within the dwelling unit or within a structure that is fully enclosed and secured to the ground (outdoor garbage enclosure); and,</p> <p>Minimum separation between any habitable window and any outdoor garbage enclosure outside of a residential building shall be 6 metres.</p>
Separation Between	N/A	3 metres minimum plus 1.5 metres for every storey that each

Table 2: Development Standards	Existing R4/N1 Zoning By-law No. 150-85 Requirements	Proposed Site Specific RM3 Zone
Adjacent Buildings		adjacent building exceeds 3 storeys.
Setbacks from Lot Lines	<p>Front yard setback, 3 metres, minimum</p> <p>Exterior side yard setback, 6 metres, minimum</p> <p>Interior side yard setback, 1.2 metres, minimum, subject to S. 3.1.1.5</p> <p>Rear yard setback, 7.5 metres, minimum</p>	<p>Front Lot and Street Line Setback, 3 metres, minimum, except 6 metres, minimum to a garage door; and</p> <p>Rear Lot Line and Interior side lot Line Setback, 3.0 metres, minimum, plus 1.5 metres for every storey that each adjacent building exceeds 3 storeys.</p>
Decks, Patios and Other Encroachments	Refer to Section 2.1.15 of By-law 150-85	Refer to Section 2.1.15 of By-law 150-85

FINANCIAL IMPACT:

- All costs associated with this application, including the planning application fee in the amount of \$24,280,
- External consultant, and staff time has been covered by funding received through the Housing Accelerator Fund Program.
- Future site plan application and building permit fees may be covered by funding received through the Housing Accelerator Fund Program, or by the selected proponent, or a combination thereof, as outlined in a future purchase and sale agreement between the City and the selected proponent.

PUBLIC VALUE:

A statutory public meeting required under the Planning Act was held on November 12, 2024. Following the Public Meeting, a neighbourhood meeting was held on February 3, 2025, to provide the public with further information on the application. An Engage Cambridge page was created for the application and the associated public process to

provide a consistent location for notifications regarding the site about the larger HAF Project 1 initiative. Further, any person who provided their contact information on the sign-in registry at the public or neighbourhood meeting or requested through other means to be kept informed about the applications was notified through mailed correspondence of the Council Meeting and provided with access to this Recommendation Report being presented to Council on April 29, 2025.

ADVISORY COMMITTEE INPUT:

Planning Staff did not seek input from any advisory committees.

PUBLIC INPUT:

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

Table 3: Topics of Feedback or Concern	Comments Received / Staff Response
Traffic, Parking and Road Safety	<p>Comments Received:</p> <p>The site is accommodating too much density, which means concerns about congestion, safety and parking burdens on the surrounding neighborhood and road network. The existing parking arrangement with the neighbouring church property can infringe on needs of the church. The proposed development will overburden the surrounding area in terms of overflow parking needs and on street parking.</p> <p>Staff Response:</p> <p>A traffic impact study was commissioned and completed as part of this application to better understand the potential impacts of the proposed development on the surrounding road network. The results of the study are contained in the Analysis section of this report of this report. Considering concerns raised by the public, the site-specific zoning by-law includes parking requirements for both residents and visitors, and patrons/employees of non-residential uses. These rates are expected to be sufficient to ensure the parking needs of the</p>

	development are met on-site without overburdening of surrounding on-street parking supply.
Land Use Compatibility, Building Height and Scale	<p>Comments Received:</p> <p>The development, even at a maximum of four (4) storeys, may be tall, and out of character/incompatible with the adjacent low density established residential neighborhood. Consider a park or residential uses that are similar to the current single detached homes.</p> <p>Staff Response:</p> <p>The lands surrounding the site contain no maximum height restrictions. Most buildings are 2.5 storeys in height. Permission for 4 storeys, and 14 metres, on this site is not considered to be incompatible with or significantly taller than what currently exists in the surrounding area.</p> <p>Consistency and continuity in community design are important for neighbourhood character and resident experience. However, consistency and continuity do not require the creation of the exact same. In the case of the proposed development, staff are confident that existing planning tools such as the Site Plan Control process and the proposed Zoning By-law provisions can guide the development to a result which provides gentle density and respects the existing neighbourhood character while also meeting modern community needs.</p> <p>Land use compatibility and the appropriateness of the scale were evaluated considering the existing parameters for the site and the surrounding area as well as impacts to neighbouring properties. Sufficient setbacks can be made to accommodate a four (4) storey building or buildings with limited impact to neighbouring properties. This is best evaluated at the time of site plan evaluation.</p>
Affordable Housing	<p>Comments Received:</p> <p>The proposed use, especially if deeply affordable, and associated residents may not fit the existing neighbourhood well. Alternatively, the use for the site and the creation of housing is necessary, important, and appropriate for the</p>

	<p>community.</p> <p>Staff Response:</p> <p>The development application process for Official Plan and Zoning Amendments, as laid out in the <i>Planning Act, R.S.O. 1990</i>, is intended to plan for land uses and building types, and not the affordability of the units.</p>
John Dolson Centre	<p>Comments Received:</p> <p>The subject lands currently contain the former St. Ambrose School structure as well as the John Dolson Centre. Significant concern was voiced regarding the fate of the Centre and ensuring it remained open to the public.</p> <p>Staff Response:</p> <p>The planning process does not impact the operations of the public facility. The facility is permitted as of right by the current zoning by-law.</p>
Tree Protection	<p>Comments Received:</p> <p>Existing mature trees on site should be protected during construction and as a part of the development plan.</p> <p>Staff Response:</p> <p>Existing mature trees surround the site's boundary. As part of the site plan control process, staff, along with Forestry Department staff, will work with the proponent to ensure healthy mature trees and their roots are considered in construction and site plan and that tree removal is limited to what is necessary.</p>
Site Selection and the Housing Accelerator Fund Program	<p>Comments Received:</p> <p>Concerns about the appropriateness of the site for the proposed affordable development and with the HAF project and the City's affordable housing initiatives as a whole.</p> <p>Staff Response:</p> <p>The development application process for Official Plan and Zoning Amendments, as laid out in the <i>Planning Act, R.S.O. 1990</i>, is intended to plan for land uses and building types, and not the affordability of the units.</p>

Council Direction to Staff:

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

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

INTERNAL / EXTERNAL CONSULTATION:

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

Staff has received comments from applicable City departments and outside agencies in regard to the proposed Official Plan and Zoning By-law Amendments. These comments have been considered in the preparation of this report and the Proposed Official Plan Amendment By-law (Appendix 'C') and/or the Zoning By-law Amendment By-law (Appendix 'D').

CONCLUSION:

Council has identified the city-owned lands at 25 Chalmers Street South as underutilized and an opportunity for a low-rise mixed-use development, containing affordable housing. As a result, Staff were directed to advance an Official Plan Amendment and Zoning By-law Amendment to facilitate this redevelopment.

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

It is the opinion of Planning staff, the proposed Official Plan Amendment and Zoning By-law Amendment by-laws contained in Appendix C and D of this report are consistent with the Provincial Planning Statement, conform with the policies of the Provincial

Growth Plan 2020, the Regional Official Plan and City Official Plan, and represent appropriate land use planning in the public interest.

REPORT IMPACTS:

Agreement: **No**

By-law: **Yes**

Budget Amendment: **No**

Policy: **No**

APPROVALS:

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

Director

Deputy City Manager

Chief Financial Officer

City Solicitor

City Manager

ATTACHMENTS:

1. 25-009-CD Appendix A – Photographs of the Site
2. 25-009-CD Appendix B – Excerpt of Appendix C of 24-052-CD (Conceptual Renderings Presented to Council September 2024)
3. 25-009-CD Appendix C – Proposed Official Plan Amendment
4. 25-009-CD Appendix D – Proposed Zoning By-law Amendment
5. 25-009-CD Appendix E – Written Public Submissions (Redacted)
6. 25-009-CD Appendix F – Internal/External Consultation and List of Supporting Studies