

200 Dundas Street South, City of Cambridge



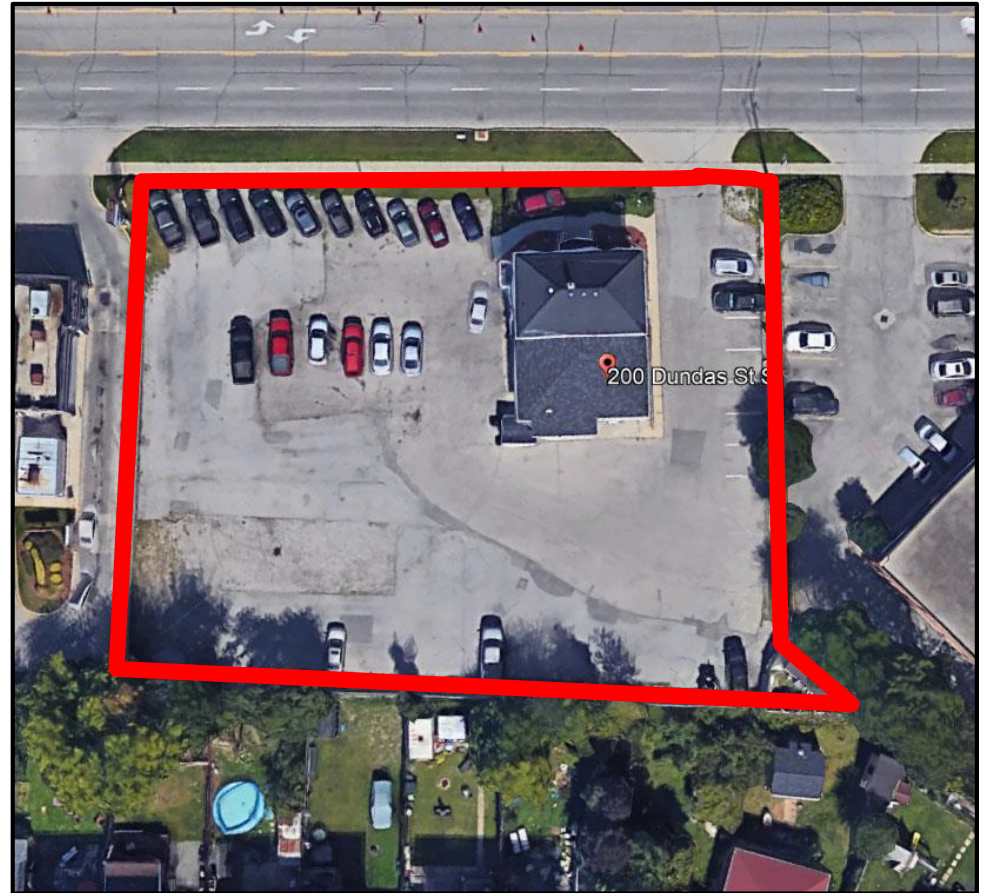
IBI GROUP

Special Council (Statutory Public Meeting)
OPA and ZBA Applications (File No. OR02/22)

2022-05-31

Proposal Details

- Mixed-Use Development
- 40 dwelling units
- 3 ground floor commercial units
- 5-storeys in height
- Official Plan Amendment to 'High Density Residential'
- Zoning By-law Amendment to C2RM3 with Site-Specific Exceptions



Streetview Image of Subject Property



Neighbourhood Context



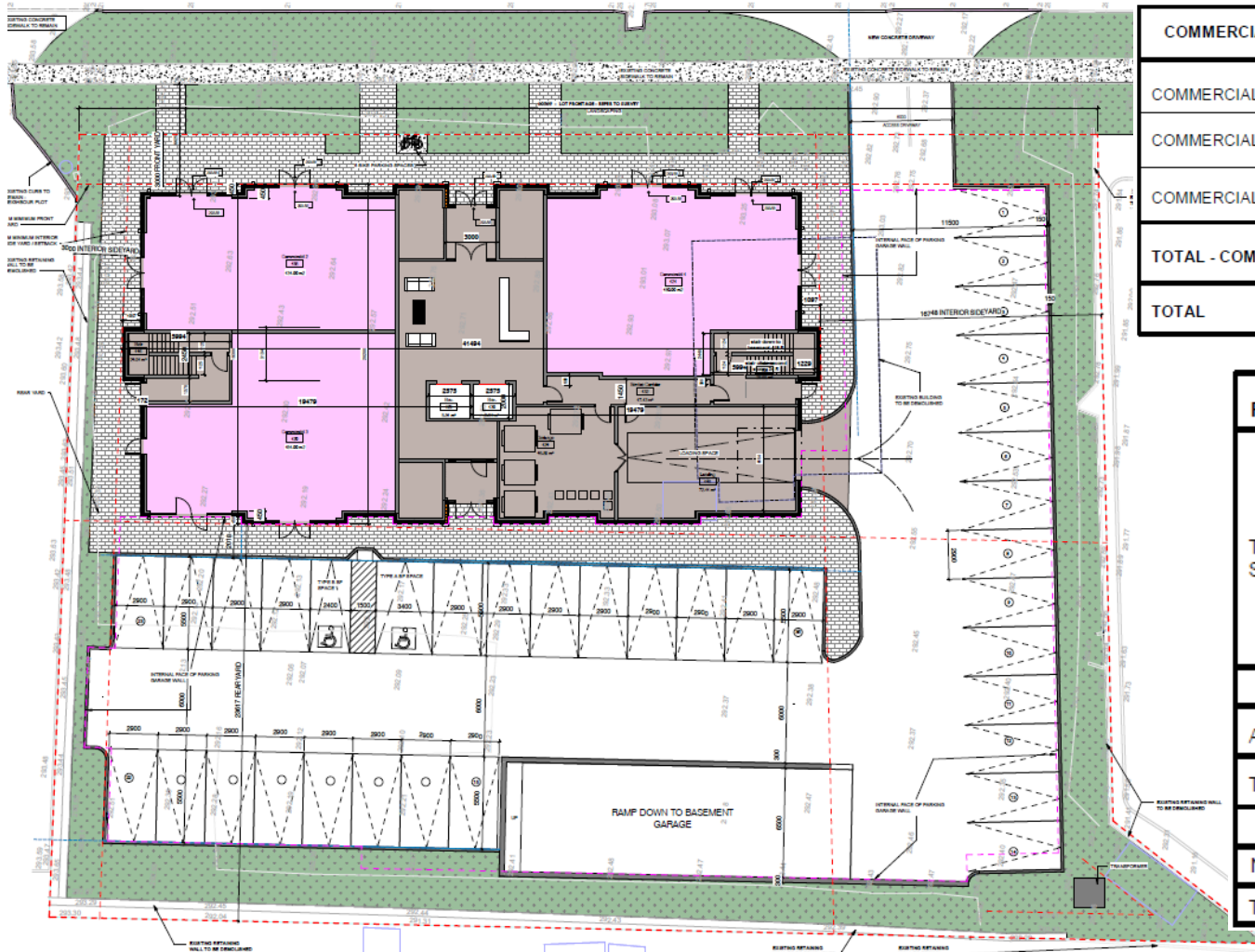
3D Massing Models (Dundas St S Façade)



3D Massing Models (Rear Yard Façade)



Site Plan



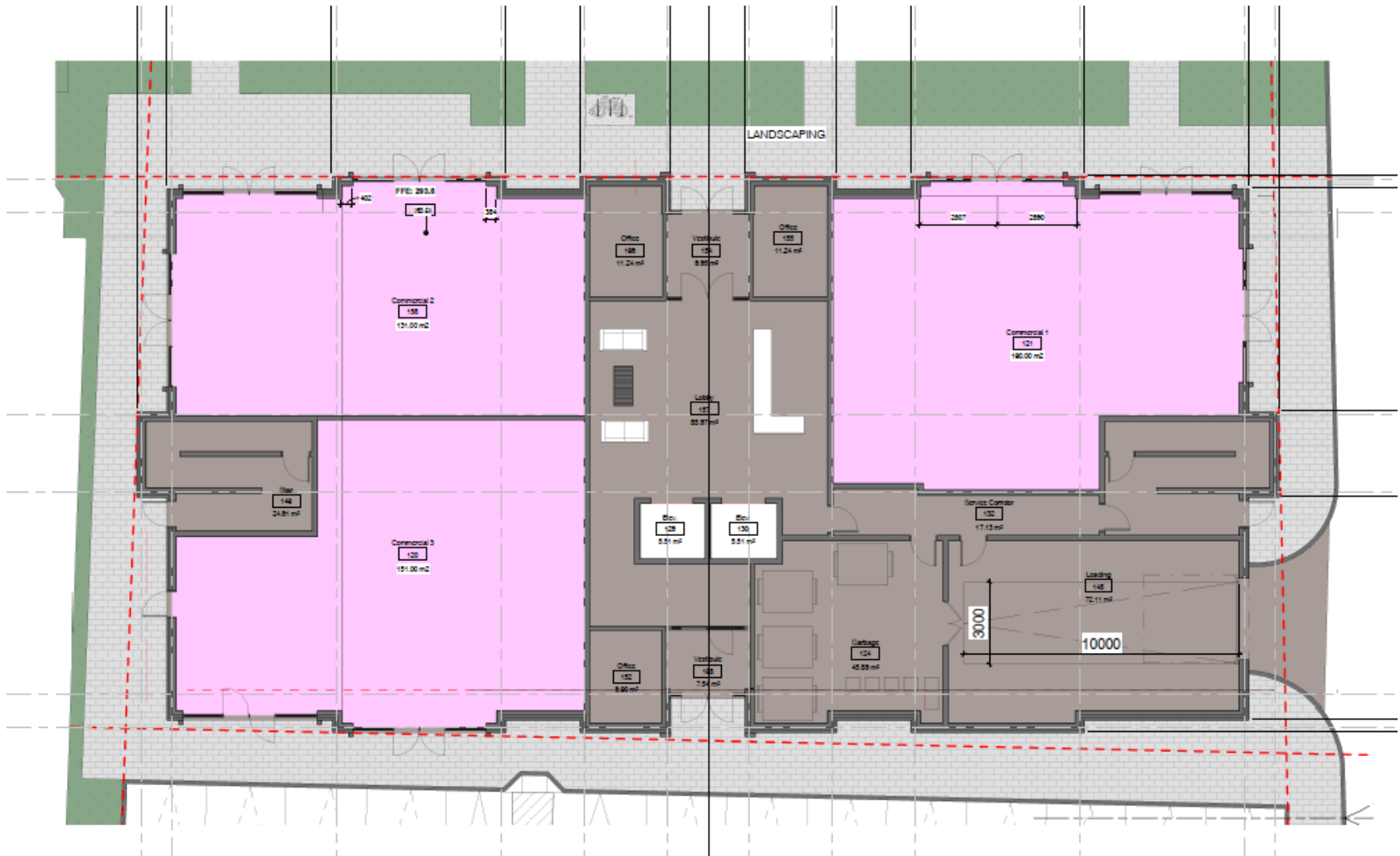
COMMERCIAL LEASABLE AREA		GROSS
COMMERCIAL 1	1ST STOREY	160.0 SQM
COMMERCIAL 2	1ST STOREY	131.0 SQM
COMMERCIAL 3	1ST STOREY	151.0 SQM
TOTAL - COMMERCIAL 1,2 AND 3		442.0 SQM
TOTAL		442.0 SQM

RESIDENTIAL GROSS AREA SCHEDULE		
TYPICAL STOREY	1 BR + DEN	2 BR
	57.6	83.3
	57.6	84.7
	57.6	83.3
	64.2	83.3
	57.6	83.3
	294.6	417.9
AREA PER FLOOR		712.5 SQM
TOTAL		2850 SQM
	5	5
NO. OF UNITS / FLOOR		10 UNITS
TOTAL		40 UNITS

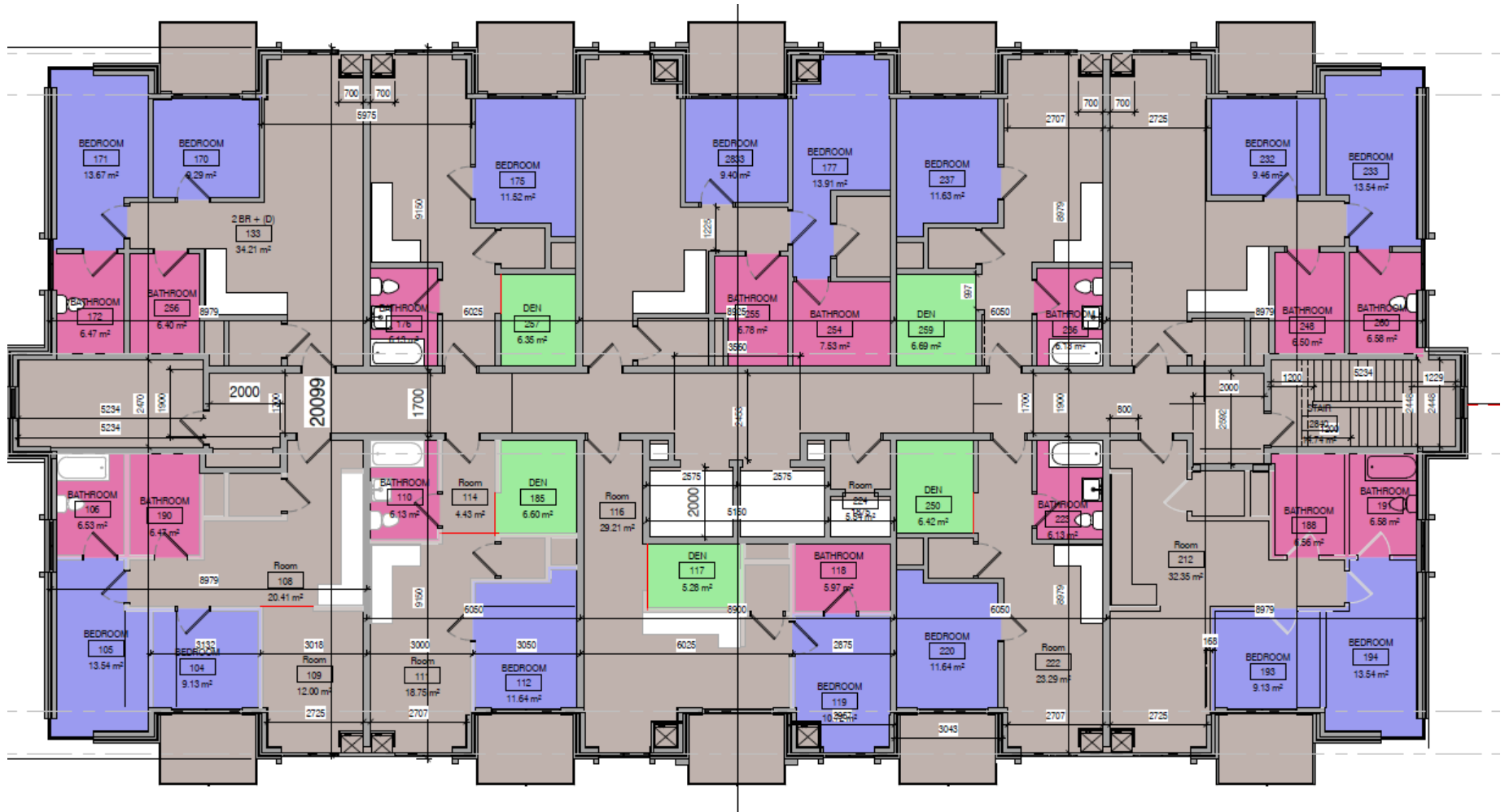
Floor Plans (Basement & Underground Parking)



Floor Plans (Storey 1)



Floor Plans (Storeys 2 to 5)



Our Approach

1. Planning

- Review of the public policy framework and the proposed Main Street and Dundas Street Secondary Plan which supports the proposed development

2. Transportation

- Minor parking reduction justification for commercial component

3. Engineering

- Utilization of existing municipal infrastructure

Planning

- Review of the Provincial Policy Statement, Growth Plan, Regional Official Plan and Cambridge Official Plan (OP), and Zoning By-law.
- Located within a ‘Community Node’ supportive of higher density, transit-oriented development such as the applicant’s proposal (OP, 8.4.3 & 8.7.2).
- Proposed density, scale, height and massing have consideration for the adjacent uses (OP, 8.4.2.1).
- Proposed development has consideration for the low-rise residential housing to the rear, which is oriented to the front of the property directly adjacent Dundas St, with the parking area to the rear and landscaped buffer to minimize impacts to shadowing and privacy.
- Located within the proposed ‘Main Street and Dundas Street Area Draft Secondary Plan’ contemplates and supports mixed-use infilling on the subject property.

Community Node (City Official Plan, Map 1A)



Intensification and Redevelopment Opportunities within the Main Street and Dundas Street Area

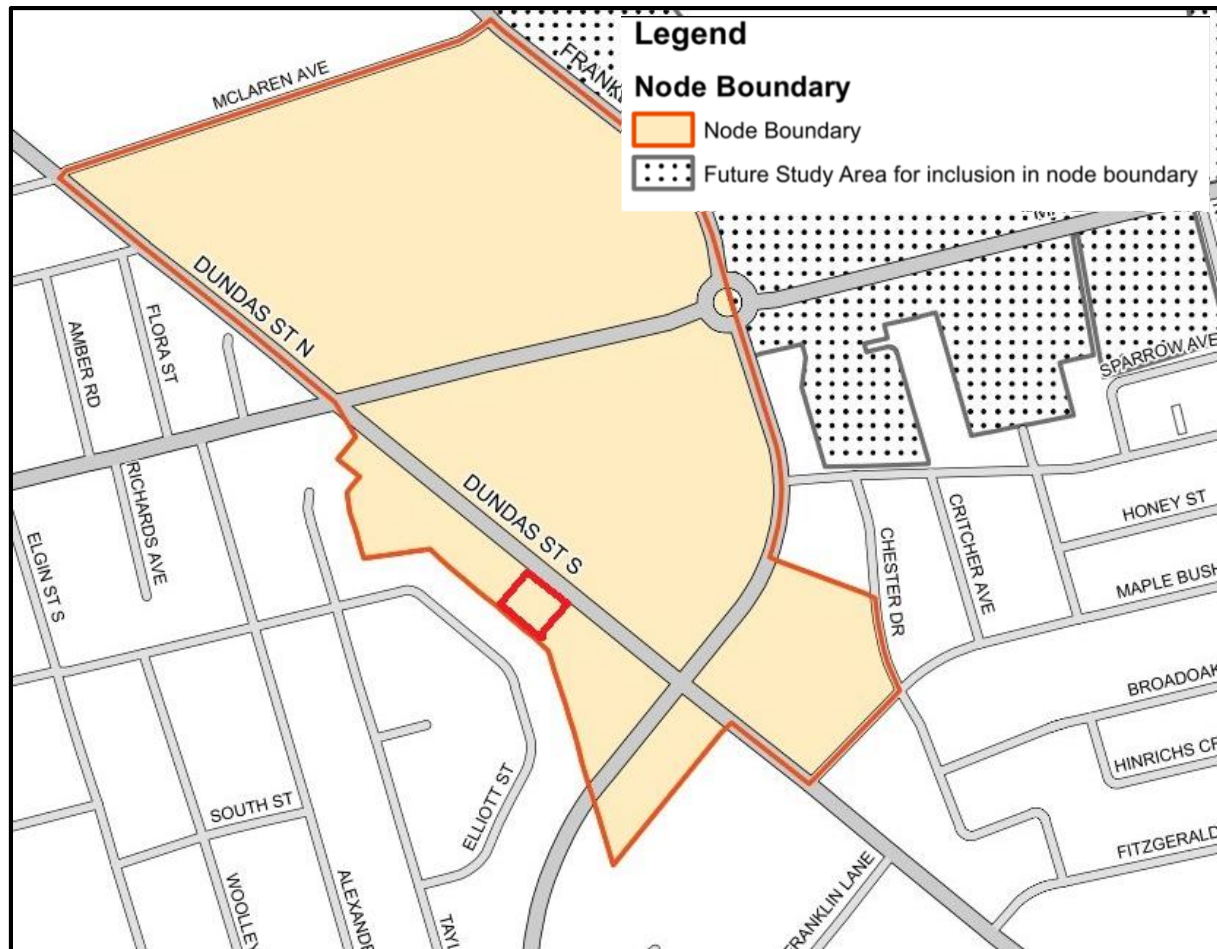


Planning (Continued)

Main Street and Dundas Street South Community Node

- Located within the ‘Main Street and Dundas Street South Community Node’
- “Future development and redevelopment within the node will occur at a higher density with a focus on a mix of uses including the introduction of medium to high density housing.” (OP, 8.7.2.B.1). It is our opinion that the mixed-use development is consistent with the future objective of this Community Node.
- “Large surface parking areas are discouraged especially adjacent to public roads.”(OP, 8.7.2.B.3). Proposal includes one-level of underground parking to minimize the surface area of parking and is oriented towards the street with majority of the surface parking being located behind the building.

Main Street and Dundas Street South Community Node (City Official Plan, Figure 3)



Planning (Continued)

Residential Compatibility

- Development encouraged in the Urban Growth Centre, Community Core Areas, **Nodes**, Regeneration Areas, Reurbanization Corridors, Major Transit Station Areas and in residential communities based on the following criteria (OP, 8.4.2.1):
 - a) the density, scale, height, massing, visual impact, building materials, orientation and architectural character of neighbouring buildings and the proposed development;
 - b) the conservation, protection, maintenance and potential enhancement of the natural environment and cultural heritage resources;
 - c) the continued viability of neighbouring land uses;
 - d) pedestrian and vehicular movement and linkages, as well as parking requirements and design in both existing development and proposed developments;
 - e) landscaping, setbacks, sun and shadow effects, wind effects, signage, lighting and buffering of existing development and proposed developments;
 - f) noise attenuation;
 - g) odour, dust, and emission impacts;
 - h) transportation implications; and
 - i) transitions between different land uses and between sites having varying permitted uses.

Planning (Continued)

Location for Multi-Unit Residential Development

- City will encourage the use of lands in residential designations, Urban Growth Centre, Community Core Areas, **Nodes**, Regeneration Areas, Reurbanization Corridors and Major Transit Station Areas to provide sufficient units in multi-unit residential development (OP, 8.4.3). As such, the following criteria shall be considered in assessing the development of lands for multi-unit residential development:
 - a) is located on an arterial or collector road, or is directly accessible to any such road through the local road network where it is not likely to generate sufficient traffic to disturb the peaceful and quiet enjoyment of neighbouring residential properties located on such local access road;
 - b) is conveniently located within reasonable distance of public transit, recreational open space and shopping facilities and, if the building is proposed to be designed for occupancy by households with children, is also located within convenient walking distance of an elementary school;
 - c) has a suitable size and configuration to:
 - i. permit the separation or appropriate integration of on-site vehicular and pedestrian traffic;
 - ii. provide for adequate access and circulation by emergency vehicles;
 - iii. provide adequate on-site landscaping to: establish suitable outdoor amenities and recreational facilities for the building's occupants; screen parking areas; and provide effective buffering and screening to ensure the privacy of outdoor recreational areas on the site as well as on adjoining properties;
 - iv. provide adequate grading and stormwater management features to ensure the drainage of surface waters to on-site stormwater management facilities or to public storm drainage facilities and not to adjoining properties;
 - d) is proposed to be developed in such a manner and at such a scale that the site and building design, building height, setbacks, landscaping and vehicular circulation will ensure the proposed development is compatible with existing development on adjoining lands, as outlined in Section 8.4.2 of this Plan; and
 - e) will include wherever possible the preservation and protection of the natural environment and cultural heritage resources.

Transportation

- Traffic+ Engineering Ltd. completed Parking Reduction Justification and Swept Path Assessment
- Concluded the proposed parking reduction for the commercial component of the development is sufficient as follows:

Use	Rate	Required	Provided - Underground	Provided - Surface
Residential	1 space per dwelling unit; plus 1 space for each 4 dwelling units for visitors only	40 spaces	33 spaces + 2 barrier-free	7 spaces
Residential – Visitor		10 spaces	0 spaces	10 spaces + 2 barrier-free
Commercial – Shopping Centre Use	5.0 spaces per 100 m ² of gross leasable commercial floor area	22 spaces	0 spaces	19 spaces (4.3 spaces per 100 m ² of gross leasable commercial floor area)
			33 spaces	36 spaces
TOTAL:		72 spaces	69 spaces (including 4 barrier-free)	

Transportation (Continued)

- The proposed development offers the following transportation alternatives:
 - Short-term bicycle parking on-site
 - Proximity to public transit (GRT Routes 50, 54, and 59)
 - Walking and cycling distance to several goods and services along Dundas Street South (including a Community Shopping Centre directly across the street)

Engineering

- Functional Servicing and Stormwater Management Report was prepared by Jain Infrastructure Consultants Ltd.
- Utilization of existing municipal infrastructure confirmed to have ample capacity to service the proposed development
- Pre and post development impervious levels remain the same and there will be no increase in peak flows as a result of redevelopment
- Oil / Grit Separator implemented for quality control
- Sediment and erosion control measures shall be implemented, such as the installation of mud mat, temporary silt fence and filter fabric at the existing catch basins.

Key Findings to Date

- Proposal for a 5-storey, mixed-use development with 40 dwelling units and 3 commercial units represents a compatible form of development and good planning.
- Our opinion that the proposed OPA and ZBA Application is justified as follows:
 - has regard for “Matters of Provincial Interest” set out in the Planning Act;
 - is consistent with the Provincial Policy Statement, and;
 - conforms to the general intent of the Growth Plan for the Greater Golden Horseshoe, the Region of Waterloo Official Plan, and City of Cambridge Official Plan.
- Proposal is a form and scale of development contemplated by the proposed Main Street and Dundas Street Secondary Plan’

Key Findings to Date (Continued)

- Provides an opportunity to transform vacant, underutilized land and contributes to the City of Cambridge housing stock by way of a medium-density, mixed-use development.
- Supports the Regional and City objective of directing 45 percent of new development within the Built-up Area, as well as providing for additional housing stock for the City of Cambridge.
- Represents an efficient use of the subject lands. Intensification of the lands for both commercial and residential uses would utilize existing municipal services and would contribute to a community node by adding a medium/high density mixed-use development to this area.
- The subject property is in close proximity to transit routes and commercial amenities. The proposed development supports the City's objective of creating complete communities.

Questions?