Corporation of the City of Cambridge
Special Council Meeting - Statutory Public Meeting
Agenda

Date: Tuesday, September 27, 2022, 10:00 a.m. (Statutory Public Meeting) and reconvening at 5:00 p.m. (Special Council)
Location: Virtual Meeting

COVID-19
Due to COVID-19 and recommendations by Waterloo Region Public Health to exercise social distancing, members of the public are invited to submit written comments or requests to delegate via telephone related to items on the agenda.

The public wishing to speak at Council may complete an online Delegation Request form no later than 12:00 p.m. on the day of the meeting for Special Council Meetings occurring at 5:00 p.m. and no later than 12:00 p.m. the day before the meeting for Special Council –Statutory Public Meetings occurring at 10:00 a.m.

All written delegation submissions will form part of the public record.

1. Meeting Called to Order
2. Indigenous Territory Acknowledgement
3. Disclosure of Pecuniary Interest
4. Public Meeting Notice
   If a person or public body does not make oral submissions at a public meeting or submit written submissions in respect to the by-law/plan of subdivision/official plan amendment to the City of Cambridge, before the by-law/plan of subdivision/official plan amendment is passed/adopted, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

   Members of the public who wish to participate virtually to provide comments on a Public Meeting are asked to contact (519) 740-4680 Extension 4799.
5. Public Meetings


6. **Delegations**


7. **Presentations**

8. **Consent Agenda**

The Consent Agenda groups reports together that are of a routine nature and provides opportunity to vote on one motion rather than separate motions. However, Staff may not be in attendance to respond to queries on items contained in the Consent Agenda. Council Members wishing to pull an item from Consent Procedure should notify the City Clerk. Members will also have the opportunity to pull the item at the Meeting.

8.1. Special Council Minutes - September 13, 2022 76 - 87

9. **Consideration of Reports**

9.1. Corporate Services
9.2. Office of the City Manager


9.3. Corporate Enterprise

9.3.1. 22-027-CRE Core Areas Community Improvement Plan Financial Incentives Update and Minor Amendment to Appendix E - Fee Waiver Program

9.4. Community Development

9.4.1. 22-094-CD Recommendation Report – 255 King Street West Official Plan and Zoning By-law Amendments – North Development Corporation

Councillor Mann declared a conflict on this item. (Owns a Unit in a neighboring building that could result in financial benefit for himself as a result of this development.)

9.4.2. 22-128-CD Recommendation Report – 212 Queen Street West - Official Plan Amendment and Zoning By-law Amendment – 2303623 Ontario Inc. (c/o Blackthorn Development Corp.)


9.4.4. 22-123-CD - Repealing of Heritage Designation Bylaw and Heritage Easement Agreement -102 Fountain Street South

9.5. Infrastructure Services

10. Unfinished Business

11. Correspondence


12. Notice of Motion

13. Closed Session

14. Rise from Closed Session

15. Motion to Receive Correspondence and Presentations

16. Introduction and Consideration of By-laws

17. Confirmatory By-law

18. Adjournment
To: SPECIAL COUNCIL (STATUTORY PUBLIC MEETING)
Meeting Date: 9/27/2021
Subject: Public Meeting Report: Transit-Oriented Development Community Improvement Plan
Submitted By: Kevin De Leebeeck, Director of Engineering
Prepared By: Lisa Chominiec, Sustainable Transportation Coordinator
Report No.: 22-089-CD
File No.: C1101
Wards Affected: All Wards

RECOMMENDATION(S):
THAT Report 22-089-CD Public Meeting Report: Transit-Oriented Development Community Improvement Plan be received;
AND THAT the Transit-Oriented Development Community Improvement Plan be referred back to staff for a subsequent report and staff recommendation.

EXECUTIVE SUMMARY:
Purpose
To present the statutory Public Meeting Report for the proposed Transit-Oriented Development Community Improvement Plan (TODCIP) and new financial incentive program.

Key Findings

- One of the main motives for the creation of the TODCIP is to establish a transit-oriented development financial incentive program to support and stimulate investment along the Central Transit Corridor and to encourage transit-supportive developments.
- A Community Improvement Plan (CIP) is needed to implement a transit-oriented development financial incentive program.
Financial Implications

Funding from the Region of Waterloo in the amount of $250,000 has been allocated for the transit-oriented development financial incentive program through the Region’s Transit Supportive Strategy for Cambridge.

STRATEGIC ALIGNMENT:

☒ Strategic Action; or
☐ Core Service

Objective(s): GETTING AROUND - Emphasize connectivity and active transportation choices to help people travel in and beyond the city without a car

Strategic Action: Promote and develop more transportation options

Program: Not Applicable

Core Service: Not Applicable

Promoting sustainable transportation options, such as transit, is a strategic action of the City’s Strategic Plan 2020-2023. In support of Stage 2 ION, the City is working with the Region of Waterloo to launch a transit-supportive grant program to increase ridership along the Central Transit Corridor, helping people move in and around the City without a vehicle.

BACKGROUND:

A CIP is a tool that allows municipalities to provide focus and direction for the long-term improvements of a defined project area. Section 28 of the Ontario Planning Act allows municipalities to prepare CIPs and offer financial incentives to be used by private property owners and developers to undertake improvement projects. Without a CIP, provision of these incentives to private businesses/developers would be considered ‘bonusing’ and would be contrary to the Municipal Act.

This new CIP will aim to assist existing businesses/property owners and new developments along the Central Transit Corridor, while contributing to the City’s continued economic growth.

Cambridge Transit Supportive Strategy

As part of the approval for Stage 2 ION implementation in 2011, Regional Council endorsed an annual allocation of $1,000,000 for a period of ten years (2011-2021) to implement a Regional Transit Supportive Strategy (TSS) for Cambridge. The ultimate goal of the TSS was to accelerate the implementation of Stage 2 ION LRT through
initiatives that improve transit ridership and/or encourage transit supportive development, specifically within the Central Transit Corridor in Cambridge.

Recognizing the need for developments to be more transit-supportive and the associated challenges, the concept of a financial incentive program to provide support for Transit-Oriented Development (TOD) and redevelopment projects within the Cambridge LRT Route/Central Transit Corridor was approved by Region of Waterloo Council as part of the 2018 Regional Transit Supportive Strategy for Cambridge.

**Past Updates**

- In June 2020, through Report 20-096(CD) Transit Oriented Development Community Improvement Plan, Council adopted By-law No.20-056 to designate a Community Improvement Project Area for the TODCIP, consisting of all lands described as within 800 meters of the LRT Route/Central Transit Corridor within the City of Cambridge.

- In February 2021 Memo IM21-003(CD) TODCIP – Launch of Public Consultation: was prepared for Council, introducing the public consultation plans and timelines.

- In February 2021 staff launched the public consultation period, consisting of a virtual platform on the Engage Cambridge website that included a presentation, survey, ideas section and the draft CIP for public comment. Staff have taken into consideration the comments and feedback received from the first round of consultation and have modified various criteria and eligibility of the program accordingly.

**ANALYSIS:**

Transit-Oriented Development (TOD) incorporates a mix of urban design, land use, built form, public realm, and active transportation considerations all designed to encourage transit use. TOD can be used as a tool to increase transit ridership, provide mode choice, reduce vehicle miles traveled and meet other policy objectives, such as the greenhouse gas (GHG) emissions reduction targets pledged through TransformWR. Encouraging developments to have transit-supportive infrastructure can help encourage residents to choose walking, cycling and transit without complete dependence on a vehicle.

With this in mind, through the Region’s Transit Supportive Strategy for Cambridge, staff developed a financial incentive program through a CIP that can be used to help achieve the vision of transit-oriented development within the Project Area. The incentive program will be designed to support developers and property owners incorporate
transit-supportive infrastructure and amenities into their developments, above and beyond the current requirements.

It is expected that the incentive program will open in 2023.

**Next Steps**

Staff have completed a revised Draft Community Improvement Plan, which can be viewed in Appendix A. Based on additional feedback from the revised Plan, a subsequent recommendation report will be presented to Council for consideration.

**EXISTING POLICY / BY-LAW(S):**

**Planning Act**

Section 28 of the Planning Act and sections 106 and 365.1 of the Municipal Act, 2001 provide the legislative framework for community improvement planning. Under Subsections 106(1) and (2) of the Municipal Act, municipalities are prohibited from directly or indirectly assisting any business or enterprise through the granting of bonuses.

However, pursuant to Section 106(3) of the Municipal Act, a municipality is exempt from the bonusing rule if it is exercising its authority under the provisions of Section 28(6) or (7) of the Planning Act or Section 365.1 of the Municipal Act, 2001.

Once a CIP is approved by Council, the municipality may exercise authority under Section 28(6) or (7) of the Planning Act or Section 365.1 of the Municipal Act, 2001, in order for the exception provided for in Section 106(3) of the Municipal Act, 2001 to apply.

**By-law No.20-056**

At the June 16, 2020 meeting, Council adopted By-law No.20-056 to designate a Community Improvement Project Area for the TODCIP, consisting of all lands described as within 800 meters of the LRT Route/Central Transit Corridor within the City of Cambridge.

**FINANCIAL IMPACT:**

Through the Region’s Transit Support Strategy for Cambridge funding in the amount of $250,000 has been allocated to a transit-oriented development incentive program of the CIP. Based on the success of the program, additional funding beyond the allocated amount may be discussed with the Region in future.
PUBLIC VALUE:

This initiative supports sustainable transportation options within the community. The project encourages innovative approaches to addressing environmental challenges, such as reducing transportation-related emissions by encouraging a shift to sustainable transportation modes, in particular transit.

This project also recognizes that the City has an active role to play in becoming a more sustainable city which demonstrates strong leadership.

ADVISORY COMMITTEE INPUT:

N/A

PUBLIC INPUT:

The Planning Act requires public meetings be held before a Community Improvement Plan (CIP) can be considered by Council for adoption. This mandatory Public Meeting is being held on September 27, 2022 at 10 am. This meeting was advertised in the Cambridge times on September 1, 2022 in accordance with The Planning Act. The CIP was also circulated to all applicable levels of government and stakeholders.

Staff launched a public engagement process on February 12, 2021 through a virtual Public Consultation Centre (PCC) on Engage Cambridge. A survey and an ‘ideas’ tool were used to seek input from residents, developers and the business community. The link to the PCC was shared with a stakeholder contact list provided by Economic Development, the BIA’s in Galt and Preston, a list of businesses provided on the BIA’s websites, the Transit Supportive Strategy (TSS) working group, advisory committee’s, and other stakeholders.

A summary of comments from the PCC, including staff responses will be included in a subsequent staff report.

INTERNAL / EXTERNAL CONSULTATION:

Transportation staff consulted with Regional staff through the TSS Working Group and engaged discussions with the City’s Planning Services division, Economic Development, Finance and Legal Services. Staff have also consulted with the Ministry of Municipal Affairs and Housing regarding the process of creating a CIP. An outline of circulated agencies can be viewed in Appendix B.

CONCLUSION:

The goals of the TODCIP are consistent with provincial legislation and the strategic direction of the City of Cambridge and Region of Waterloo. This Plan also supports and
promotes a number of municipal policies and plans with Transportation Demand Management (TDM) goals, such as the Official Plan, the Transportation Master Plan, the Strategic Plan, and the Cycling Master Plan. The creation of a new financial incentive program will support development and help build transit ridership along the Central Transit Corridor, in preparation for Stage 2 ION.

REPORT IMPACTS:
Agreement: No
By-law: No
Budget Amendment: No
Policy: Yes

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. 22-089-CD Appendix A – Draft Transit-Oriented Development Community Improvement Plan
2. 22-089-CD Appendix B – Circulation List
TRANSIT-ORIENTED DEVELOPMENT
COMMUNITY IMPROVEMENT PLAN (2022)

CITY OF CAMBRIDGE

Date: Draft August 19, 2022
Schedule A to By-law XX-XX

The Transit-Oriented Development Community Improvement Plan 2022 (i.e. the ‘Plan’) provides the basis for community improvement programs and initiatives within a designated Community Improvement Project Area in the City of Cambridge. It focuses on the Central Transit Corridor (CTC), more specifically all lands within 800m of the CTC/LRT Stage 2 ION within the City of Cambridge, as designated by By-law 20-056.

A Community Improvement Plan (CIP) is a tool that allows a municipality to direct funds and implement policy initiatives toward a specifically defined project area. The Plan is intended to encourage revitalization initiatives and stimulate development and redevelopment by prioritizing municipal investment within the defined project area.

The goals of the Plan are consistent with provincial legislation and the strategic direction of the City of Cambridge and Region of Waterloo. The Plan also supports and promotes a number of municipal policies and plans with Transportation Demand Management (TDM) goals such as the Official Plan, the Transportation Master Plan, the Strategic Plan and the Cycling Master Plan. The creation of a new financial incentive program will support development and help build transit ridership along the central transit corridor, in preparation for the future Stage 2 ION.
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1.0 INTRODUCTION

1.1 What is a Community Improvement Plan (CIP)?
A Community Improvement Plan (CIP) is a tool that allows municipalities to provide focus and direction for the long-term improvements of a defined project area. Section 28 of the *Ontario Planning Act* allows municipalities to prepare CIPs. Through a CIP, municipalities can:

- Make infrastructure and public space improvements;
- Acquire, rehabilitate, and dispose of land; and,
- Offer grants and loans to owners and tenants through specific programs.

1.2 Goals of the Transit-Oriented Development CIP
The goals of the TOD Community Improvement Plan (TODCIP) are consistent with provincial legislation and the strategic direction of the City of Cambridge and Region of Waterloo. This Plan also supports and promotes a number of municipal policies and plans with Transportation Demand Management (TDM) goals such as the Cambridge Official Plan, the City’s Transportation Master Plan and the City’s Cycling Master Plan.

The goals of the TODCIP are intended to support the overall environmental, community, and economic vitality of the area, and are as follows:

- Encourage private and public sector development along the Central Transit Corridor (CTC);
- Reduce the dependence of personal vehicles along the CTC by reducing parking rates and encouraging TOD infrastructure and amenities;
- Make destinations and amenities along the CTC easily accessible, convenient, and comfortable for walking, cycling, micromobility and transit;
- Increase community and developer awareness of the economic, environmental, and social benefits of TOD (see definition in Section 1.6); and,
- Utilize municipal resources to demonstrate leadership in the overall encouragement of sustainable transportation throughout the municipality.

1.3 How This Plan Was Prepared
The following key tasks were completed to build a comprehensive foundation for preparing the TODCIP.

- Review of existing City of Cambridge and Region of Waterloo Community Improvement Plans and incentive programs;
- Review of relevant Provincial, Municipal and Regional policy documents;
- Review of the Community Improvement Planning Handbook by the Ministry of Municipal Affairs and Housing;
- Review of other municipalities’ CIPs;
- Analysis of the Community Improvement Project Area based on input received from the Transit Supportive Strategy for Cambridge (TSS) Working Group.
1.4 Background

Exciting changes are occurring in the City of Cambridge. The City is growing rapidly with a projected population of 176,000 by 2031, new infrastructure is being constructed to support growth, and technology is changing travel behaviour. While growth is an important part of vibrant, diversified urban communities and economies, the creation of a sustainable community is very important to the City of Cambridge, as referenced in a number of City plans and policies. Growth, if not properly managed, can present several challenges, especially on our transportation network. Some challenges could include an increased demand for major infrastructure investments, increased traffic congestion, growing rates of illnesses in part due to inactivity linked to low-density and automobile dependent development patterns, and an aging population that will result in the need for more walkable and accessible built environments.

Stage 2 ION Light Rail Transit (LRT) will be a transformational transit service to the City of Cambridge and Region of Waterloo as a whole. Development near existing and future high-order transit, such as the LRT, has the potential to shift travel patterns for the community if the right transit-supportive infrastructure and amenities are put in place. With a number of provincial policies and pressures to shift our auto-dependency to more active forms and transit use, it is imperative that all future developments built within the endorsed Stage 2 ION alignment follow the principles of Transit-Oriented Development (TOD). To help create vibrant, walkable communities, incentives should be created to ensure that investments along the CTC are leveraged and that TOD goes above and beyond the basic minimum requirements of the Region’s and City’s Transportation Demand Management (TDM) Checklists.

In response to the limited mechanisms available to enforce the TDM checklist, the Region of Waterloo and City of Cambridge have taken a proactive approach to the encouragement of transit-supportive development along the CTC through the development of a Community Improvement Plan to enable the Transit Oriented Development Grant (TODG) Program. The City’s TODG Program is a financial tool that is designed to offset the costs of providing transit-supportive amenities, infrastructure and programs in developments through municipal grants.

1.5 Project Area

When preparing a CIP, a Project Area must be defined in order to avoid scope creep. The Project Area is defined as the Cambridge Central Transit Corridor (CTC), a central spine that connects core areas in Cambridge and follows the alignment for Stage 2 ION. In June 2019, Region of Waterloo Council endorsed the full Preferred Route for the Stage 2 ION project.

At its June 16, 2020 Council meeting, City of Cambridge Council approved the project area through By-Law No. 20-056

i. THAT a Community Improvement Project Area be designated, consisting of all lands described as within 800 meters of the LRT Route/Central Transit Corridor within the City of Cambridge, as depicted in Schedule A.
1.6 What is Transit-Oriented Development?
Transit-Oriented Development (TOD) is a strategy for development that is often within an 800-metre radius of major transit stations. TOD incorporates a mix of urban design, land use, built form, public realm, and active transportation considerations all designed to encourage transit use. This can be seen as the creation of compact, walkable, pedestrian-oriented, mixed-use communities centered around high-quality transit systems. The result of TOD is vibrant, livable, sustainable communities where it is possible to live, work and play without complete dependence on a car for daily needs.

Some benefits that can arise from Transit-Oriented Development include:
• Increased transit ridership by locating more people and jobs near stations, ultimately reducing the dependence on driving and reducing the cost of parking;
• Improved customer experience by enhancing station areas and making transit more attractive;
• Makes active transportation and transit an easy mode choice;
• Creates complete places for residents to live, work and play all in one spot;
• Reduce the community’s carbon footprint and negative impacts on the environment;
• Provides access to more and better jobs; and
• Revitalizes urban areas.

1.7 What does TOD look like?
The Institute for Transportation and Development Policy (ITDP) identifies 8 principals of urban development and key implementation objectives of what TOD should look like:

1. **Walk: Developing neighbourhoods that promote walking**

   *What does this mean?* The pedestrian realm is safe, complete, accessible, active, vibrant, temperate and comfortable.

   *What does this look like?* Building entrances oriented to the street, additional sidewalks, active uses at grade, amenities such as benches

2. **Cycle: Prioritize non-motorized transport networks**

   *What does this mean?* The cycling network is safe and complete; bicycle parking and storage is ample and secure.

   *What does this look like?* Long-term (secure) and short-term (visitor) bicycle parking, cycling infrastructure is included in road designs, cyclist and pedestrian circulation is shown and accounted for on the site plan, separated cycling/pedestrian networks, parking reductions.

3. **Connect: Create dense networks of streets and paths**

   *What does this mean?* Walking and cycling routes are short, direct, varied, and shorter than motor vehicle routes.

   *What does this look like?* Walking and cycling is prioritized, additional sidewalks and multi-use trails above and beyond the minimum requirements, cyclist and pedestrian circulation is shown and accounted for on the site plan, pedestrian connections at a neighbourhood level.

4. **Transit: Locate development near high-quality public transport**

   *What does this mean?* High-quality transit is accessible by foot.

   *What does this look like?* Incentives for developing high-quality buildings along the CTC, mixed-use developments, transit information displays, transit shelters.
5. **Mix: Plan for mixed uses, income, and demographics**

*What does this mean?* Opportunities and services are within a short walking distance of where people live and work, and the public space is activated over extended hours; diverse demographics and income ranges are included among local residents.

*What does this look like?* Incentives for developing high-quality buildings along the CTC, mixed-use developments, affordable housing units, zoning for mixed-use.

6. **Densify: Optimize density and match transit capacity**

*What does this mean?* High residential and job densities support high-quality transit, local services, and public space activity.

*What does this look like?* Mixed-use developments, Zoning, focused development along the CTC

7. **Compact: Create regions with short transit commutes**

*What does this mean?* The development is in, or next to, an existing urban area; and traveling through the city is convenient

*What does this look like?* Mixed-use developments, Zoning, focused development along the CTC

8. **Shift: Increase mobility by regulating parking and road use**

*What does this mean?* The land occupied by motor vehicles is minimized.

*What does this look like?* Parking reductions, unbundled parking, shared parking costs, parking is not fronting major streets, underground parking, other modes of travel are prioritized.

The full TOD Standard document can be found at [https://www.itdp.org/what-we-do/eight-principles/](https://www.itdp.org/what-we-do/eight-principles/)

### 1.8 Rationale for a TODG Program

The Region of Waterloo adopted a Transportation Demand Management (TDM) Checklist along with a Parking Reduction Worksheet in 2012 to be used alongside the development review process. Since 2012 there has been limited uptake in the TDM Checklist, primarily due to the lack of enforcement mechanisms and the lack of incentives for developers to install additional site enhancements. Although some enhancements are often asked for by City and Regional staff in the development process, there are currently no mechanisms in place to require developers to include any items above and beyond the current zoning and site plan requirements. Using a TDM Checklist is not a unique practice to the City and Region, as several cities across Ontario use this method. Research on other cities’ practices all led to similar conclusions in that most municipalities struggle encouraging developments to include items from this checklist. Requiring developers to put in additional amenities and infrastructure through policies and zoning by-laws could be too restrictive of an approach that can have backlash on investment and development in the City.
By offering a grant to implement transit-supportive infrastructure and amenities, the City can reach its goals and objectives of creating a transit-supportive and active community and make effective use of investments in infrastructure and public service facilities.

1.9 Transit Supportive Strategy and Funding
As part of the approval for ION implementation in 2011, Regional Council approved an annual allocation of $1,000,000 for a period of ten years to implement a Regional Transit Supportive Strategy (TSS) for Cambridge. The ultimate goal of the TSS is to accelerate the implementation of Stage 2 ION LRT through initiatives that improve transit ridership and/or encourage transit supportive development, specifically within the Central Transit Corridor (CTC) in Cambridge. The first annual TSS Implementation Plan was approved by Regional Council in 2012 (P-12-023/E-12-028) and the Region and City of Cambridge signed a TSS Funding Agreement in January 2014.

Every year the TSS Working Group, which consists of City of Cambridge and Regional staff representatives, identifies the initiatives that best meet the program requirements and develops an implementation plan each year for Regional Council’s consideration. Recognizing the need for developments to be more transit-supportive and the challenges in getting there, the TSS Working Group came up with the idea of establishing a grant program.

The Working Group consulted with a number of internal staff (Planning, Legal, Finance) to gain a better understanding of what the program would look like. The conclusion from this background research was that the most comprehensive approach to the TOD grant would be the provision of a package of financial incentives under the umbrella of a Community Improvement Plan for the City of Cambridge.

At is March 20, 2018 meeting, the Region of Waterloo Council approved the 2018 Implementation Plan for the Regional Transit Supportive Strategy for Cambridge (via report PDL-CPL-18-14/TES-TRS-18-10), which proposed a new initiative: to provide financial support to TOD redevelopment projects within identified locations within Cambridge’s Central Transit Corridor. This included the allocation of $250k; $100k in 2018 and $150k in 2019 to fund a TOD incentive program. As a result of not being able to enact this program without a CIP, the initiative was put on hold and the approved funding has been rolled over until the program is up and running. If the program is successful, the TSS Working Group plans to ask Regional Council for continued financial support.

2.0 LEGISLATIVE CONTEXT

2.1 Provincial Policy Statement (PPS), 2020
Ontario is at the forefront of transit-supportive planning and has put a number of policies and programs in place to support the development of compact, complete, transit-friendly communities. The Provincial Policy Statement, 2020 (PPS) contains a number of transit-supportive planning policies that all Ontario communities must be consistent with. These include:

- Ensuring land use patterns promote transportation choices that increase the use of active transportation and transit before other modes of travel;
• Integrating transportation and land use considerations at all stages of the planning process;
• Promoting a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation;
• Promoting energy efficiency and improved air quality through land use and development patterns which promote the use of public transit and other alternative transportation modes;
• Promoting the efficient use of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
• Maintaining connectivity within and among transportation systems and modes, as part of a multimodal transportation system
• Focusing growth and development in settlement areas, where the land use patterns support active transportation and are transit-supportive, where transit is planned, exists or may be developed;
• Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;
• Promoting the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
• Encouraging transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; and,
• Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

These guidelines are intended to assist municipalities in implementing the policies and objectives of the PPS as well as those of the Growth Plan for the Greater Golden Horseshoe, 2019. Municipalities subject to the Growth Plan for the Greater Golden Horseshoe are expected to develop municipal strategies and policies for urban growth centres and other intensification areas consistent with transit-supportive guidelines established by the Province (as required by Growth Plan policy 2.2.4).

2.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

Reducing dependency on the automobile and supporting existing and planned transit and active transportation is not a unique opinion to the City of Cambridge. The Provincial Growth Plan for the Greater Golden Horseshoe (2020), which strives to reduce the outward movement of the urban area through intensification, recognizes in its vision that “automobiles will be only one of a variety of effective and well-used choices for transportation. Transit and active transportation will be practical elements of our urban transportation systems”. The Growth Plan provides a policy framework that aims towards directing growth to built-up areas, requiring municipalities to develop intensification targets, promoting transit-supportive densities and efficient transportation networks, preserving employment lands and natural resources, planning community infrastructure, and ensuring adequate water and waste water services are available to support growth. Part of the vision of the Growth Plan is that “Getting around will be easy. An integrated transportation network will allow people choices for easy travel both within
and between urban centres throughout the region. Public transit will be fast, convenient, and affordable. Automobiles will be only one of a variety of effective and well-used choices for transportation. Transit and active transportation will be practical elements of our urban transportation systems”. Encouraging transit-supportive features in developments will greatly assist in meeting this vision as it will make transit and active transportation for first/last mile connections more comfortable and attractive.

Despite most (if not all) provincial policies and plans supporting TOD in one form or the other, additional mechanisms, such as the grant program, are needed to help expedite the right infrastructure, amenities and programs in time for Stage 2 LRT.

2.3 The Municipal Act
Under Subsections 106(1) and (2) of the Municipal Act, municipalities are prohibited from directly or indirectly assisting any business or enterprise through the granting of bonuses. Prohibited actions include:

- Giving or lending money or municipal property;
- Guaranteeing borrowing;
- Leasing or selling any municipal property at below fair market value; and
- Giving a total or partial exemption from any levy, charge or fee.

However, pursuant to Section 106(3) of the Municipal Act, a municipality is exempt from the bonusing rule if they are exercising its authority under the provisions of Section 28(6) or (7) of the Planning Act or Section 365.1 of the Municipal Act, 2001.

2.4 The Planning Act
The Planning Act provides the statutory framework for the development of CIPs in the Province of Ontario. Section 28 of the Planning Act allows municipalities with provisions in their official plans relating to community improvement to designate by by-law a “community improvement project area” and prepare and adopt a community improvement plan for the community improvement project area. Under the provisions of the Act, a community improvement project area means a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason.

Once the CIP is approved by Council, the municipality may exercise authority under Section 28(6) or (7) of the Planning Act or Section 365.1 of the Municipal Act, 2001, in order that the exception provided for in Section 106(3) of the Municipal Act, 2001 will apply.

For the purposes of carrying out a CIP that has come into effect, a municipality may make grants or loans, in conformity with the community improvement plan, to owners and tenants of lands and buildings within the community improvement project area.
2.5 Regional Official Plan

According to Section 28(7.2) of the Planning Act, the Region may provide a grant or loan to the council of a lower-tier municipality for the purpose of carrying out a CIP if there are provisions in the Region’s Official Plan relating to the making of such grants or loans.

Section 10.B.8 of the Regional Official Plan (ROP) notes that the Region may provide grants, loans or other assistance as Regional Council deems appropriate for the purposes of carrying out programs as described in Area Municipal Community Improvement Plans.

Section 10.B.6 of the ROP states that the application of the community improvement programs shall be directed towards the following objectives:

- Affordable housing;
- Infrastructure that is within the region’s jurisdiction;
- Land and buildings within and adjacent to existing or planned transit corridors that have the potential to provide for higher density reurbanization;
- Other matters as the province may prescribe in accordance with the planning act.

The TODCIP specifically addresses the third objective by developing programs, like the TODG Program, to focus on making developments transit-supportive along the Central Transit Corridor.

Many of the policies in Chapter 2 of the ROP are grounded in the principles of Transit Oriented Development. Chapter 2 recognizes the importance of TOD to help create a more compact and pedestrian-friendly urban environment. In addition to the general development provisions described in Policy 2.D.1, the Region and Area Municipalities will apply the following Transit Oriented Development provisions in reviewing development applications or site plans, on or near sites that are served by existing or planned rapid transit, or higher frequency transit to ensure that development is transit-supportive.

2.6 City of Cambridge Official Plan

The Official Plan (OP) recognizes the need to plan and manage growth so that Cambridge is a complete community: well-designed; compact; vibrant and with convenient access to local services and community infrastructure. TDM/TOD principles are referenced all throughout the document.

Under Section 10.15(1) of the OP, the City’s community improvement goals are to make commercial and industrial areas more efficient, attractive, competitive, sustainable and pedestrian and transit-oriented. The following measures may be implemented by the City to help achieve its goals and objectives pertaining to community improvement, which include:

- Designate community improvement project areas by by-law under the Planning Act;
- Provide for the preparation of a Community Improvement Plan for a Community Improvement Project Area under the Planning Act;
• Use City grant and loan programs available to assist with community improvement and property rehabilitation; and
• Evaluate development applications within community improvement project areas, having regard for the objectives of community improvement in that area;

Section 5.3 of the OP speaks to Transit-Oriented Development and states that development located within a Major Transit Station Area or within walking distance of one or more higher frequency transit stops will be planned and designed based on the principles of transit-oriented development.

2.7 City of Cambridge Strategic Plan
The Cambridge Connected Strategic Plan 2020-2023 has an emphasis on sustainability, leadership, and collaboration. Under the theme of ‘Prosperity’, the goal is to build a vibrant and resilient city where current and future generations will live well. A key objective under this goal is ‘getting around’, which is to emphasize connectivity and active transportation choices to help people travel in and beyond the city without a car.

Another key action it to collaborate on the promotion and development of more transportation options. This action focuses on initiatives that increase transportation options, including preparing for the LRT and related development; enhancing and connecting multi-use trails and other active transportation such as buses; investing in cycling infrastructure, improving walkability in and between downtown and community hubs; and advocating and preparing for GO Transit. This action recognizes that we need to plan responsibly for growth, support and facilitate local connections and infrastructure, and participate in regional advocacy for large-scale transit infrastructure.

3.0 TRANSIT-ORIENTED DEVELOPMENT GRANT (TODG) PROGRAM

3.1 Program Overview
With the goal to create vibrant, walkable communities, the City is proposing to create an incentive program to help developments along the Central Transit Corridor (CTC) become more transit-friendly. This program will allow developers and existing property owners to apply for funding to put towards transit-friendly infrastructure and amenities for their development. Designing or altering developments to include transit-supportive features has great benefits to our local economy, environment, better accessibility and makes developments more attractive. For residents, living near the CTC provides reduced transportation costs, provides alternatives to driving and allows for an active and independent lifestyle. For our economy, encouraging development near transit reduces strain on our roads, brings customers to the streets, and can help businesses attract and retain employees. For our environment, a walkable community linked by transit reduces air pollution and allows our economy to grow with less impact on our lands.

The TODG Program is proposed to encourage transit-oriented developments along the CTC, to improve the pedestrian environment and to support other modes of transportation other than the personal vehicle.
The provisions of the City’s TODCIP shall apply to all lands described as within 800 meters of the LRT Route/Central Transit Corridor within the City of Cambridge, as per By-law 20-056. Section 1.5 of the TODCIP speaks to the Project Area.

3.2 City of Cambridge Program Coordinator
The TSS Working Group recognized the need for staff resources to be directed to the TDM portfolio and for the development of a CIP. As it relates to the TODG program, this staff person will have the following responsibilities:

- Act as the first point of contact for inquiries regarding the TODG Program;
- Receive and review applications for financial assistance under the TODG Program;
- Provide complete applications to the Working Group for TODG Program review;
- Prepare update reports for City/Regional Council regarding the uptake of the TODG Program; and,
- Assist with formal legal agreements and site plan requirements required.

3.3 Eligibility Criteria
The grant program is available to developments going through site plan control, or any registered property owner of existing properties within the Project Area boundary. Participation is contingent upon the proposed project satisfying all of the following eligibility criteria:

New Developments:

- Located within the project area boundary;
- Building entrances are oriented towards public space, street, square, park or plaza;
- Continuous sidewalks are provided through parking areas and connect to transit stops;
- Long-term (secure) and short-term (visitor) bicycle storage provided in accordance with City’s requirements;
- Parking is not located on major street frontage or between a road right of way and the building façade;
- Provides no more than the minimum number of parking spaces, as required by the Zoning By-Law; and,
- Zoned as: multi-unit residential, commercial, mixed-use, industrial or institutional.

Existing Developments:

- Located within the project area boundary;
- ION Bus stop located within 450m;
- Zoned as: multi-unit residential, commercial, mixed-use, industrial or institutional.

Additional requirements include:

1. The proponent applying is either the developer or the registered property owner.
2. The subject property shall not be in a position of tax arrears. All taxes owing shall be paid prior to approval of any program applications. Similarly, the subject property shall not have any outstanding municipal liabilities.

3.4 Eligible Enhancements

The following is a list of examples of eligible enhancements in relation to the TODG program. Eligibility and funding amounts are subject to the TODG Working Group's approval.

- Additional municipal sidewalk
- Additional on-site sidewalk
- Pedestrian amenities (benches, shade tarps etc.)
- Horizontal or vertical (wall) bike racks
- Fencing for bicycle enclosures
- Bicycle lockers or bicycle storage
- Bike repair stand
- Bike shelter or awning
- Bus shelter improvements (seating, displays, shelters, heating)
- Digital screens with transit information
- Other (as approved by the TSS Working Group)

3.4 Funding Availability

$250,000 will be made available over two rounds of funding, through the Region’s Transit Supportive Strategy. Grant applications will be assessed after each intake deadline. If all the funding is not exhausted, another intake may occur at a later date. Applicants may be eligible to receive one-time funding up to $30,000.

3.5 Pay-as-you-go

All grants provided, as part of the TODG Program, would only be paid out after the applicable improvements have been completed and inspected by the City. For existing developments, all improvements must be completed within 1 year of notice of grant approval. For new developments, all improvements must be completed within 2 years of site plan approval.

3.6 Program Parameters

The TODG Program will be open to property owners. These grants will be available up to a maximum amount of $30,000. Grants approved under this program would be provided to property owners/developers following submission of the final original paid invoice and final inspection.

The City may discontinue this grant program at any time. However, participants in the program prior to its closing will receive any funding that has already been approved upon completion of the assignment.
3.7 Program Administration

a) All new developments and existing developments within the boundary of the project area are eligible to apply for this grant program subject to the general eligibility requirements in Section 3.3.

b) Any property owner wishing to be considered for the TODG Program would complete a City of Cambridge Transit Oriented Development Grant Application and submit it to Transportation & Engineering Services prior to the commencement of any works (“works” is defined as those activities that are required to construct the project in an application that qualifies under the criteria for this program). The application shall include 3 quotes from qualified professionals to verify the expected cost of the project(s).

c) The City will review the project proposal, suggest any modifications, and determine an estimated grant amount. The actual component costs of the work done, as identified under eligible program costs in the guideline, will be supplied to the City upon completion of the project. Payment of the grant will be based on the City’s review and satisfaction with all reports and documentation submitted outlining the full scope and cost of the work completed. Any and all of these costs may be subject to an independent audit, at the expense of the property owner.

d) If during the course of the work, the scope of the work changes, or actual costs are greater or less than estimated costs, the City reserves the right to increase or decrease the total amount of the grant.

e) On approval of the application, the property owner shall be required to enter into an agreement with the City setting out the City’s and the property owner’s obligations under the program.

f) Applications will be approved only if they meet the criteria specified in this document and any other requirements of the City.

g) Upon receipt of a final invoice indicating that the project has been paid in full, and upon City inspection, Engineering & Transportation Services shall authorize Financial Services to issue payment to the applicant.

3.8 Terms

a) All property owners participating in this program will be required to enter into an agreement with the City, which will specify the terms of the grant. The agreement shall specify such items as (but not limited to) the level of the grant applicable, the duration of the grant, and the owner’s obligation to repay the City for any grants received if the property is demolished before the grant period elapses. The agreement is intended to encapsulate all of the terms and conditions included in these grant guidelines. City Council approval is not required for project approvals.
b) If a building(s) erected on a property participating in this program is demolished before the grant period expires, the remainder of the monies to be paid out under the grant shall be forfeited.

c) The improvements made to buildings and/or land shall be constructed in accordance with the Ontario Building Code and all applicable zoning requirements and approvals.

4.0 MONITORING & EVALUATION
The TODG Program will be evaluated from time to time by the TODG Working Group. The purpose of the monitoring is to determine the effectiveness of the TODG Program in relation to the goals of the CIP, identify Program modifications as required, and assist City and Regional Councils in determining continuation of the TODG Program. Specifically, Staff will provide Council with a program status report every year the program is operating. This program status report will include discussion on:

- The nature and extent of projects for which applications have been made;
- The value of City/Regional TODG contributions and the corresponding private sector investment; and,
- Non-financial benefits resulting from the program.

Monitoring the CIP may lead to revisions to the TODG Program through an amendment to the Plan. Changes to the program will be provided to the Minister of Municipal Affairs and Housing for information purposes only.

4.1 Initiating the Incentive Program
Prior to initiation of any program included in this CIP, staff will develop a Program Guideline outlining more detailed procedures, criteria and requirements of the TODG Program and add information to the City’s website under existing incentives programs.

4.2 Description of Monitoring Program
This CIP is intended to be an active and responsive plan to support TOD within the Project Area. As a result, the use of the program will be monitored to facilitate annual reporting to Regional and City Council, to enable the City to refine the program, and to explore options to continue funding the program. Some key variables to be monitored include:

- # of applications received and awarded;
- % uptake of program (# of inquiries vs. applications)
- # of TOD initiatives per development;
- # of new developments within the CTC;
- Value ($) of grant provided;
- Travel behaviour trends (traffic volumes, # of pedestrians, # of cyclists etc.)
- Transit ridership and boarding numbers along routes within the CTC;
- # of parking space reductions granted;
4.2.1 Measuring the Goals of the CIP

- Encourage private and public sector development along the Central Transit Corridor (CTC)
  - # of developments within the CTC
  - % increase in developments
  - Value ($) invested along the CTC
- Reduce the dependence of personal vehicles along the CTC by reducing parking rates and encouraging TOD infrastructure and amenities;
  - # of vehicle parking space reductions per development
  - Transit ridership and boarding numbers
- Make destinations and amenities along the CTC easily accessible, convenient, and comfortable for walking, cycling and transit;
  - # of destinations
  - % of developments with end of trip facilities
  - % of cycling network complete
  - % of sidewalk network complete
- Increase community and developer awareness of the economic, environmental, and social benefits of TOD (see definition in Section 1.6); and,
  - # of social media posts and engagement regarding program promotion
  - # of general communications about the program
- Demonstrate municipal leadership in the overall encouragement of sustainable transportation throughout the municipality.
  - % of developments with a score above 25 on the TDM checklist
  - # of updates to relevant policies and design standards that support TOD
  - # of incentive programs developed
  - Value ($) invested in sustainable infrastructure, amenities and programs

4.3 Program Adjustments

The incentive program contained in this CIP can be activated, deactivated or discontinued by Council without amendment to this Plan. Increases in funding provided by the financial incentives contained in this CIP, the addition of any new incentive programs to this CIP, or an expansion of the Community Improvement Project Area will require a formal amendment to this Plan in accordance with Section 28 of the Planning Act. The City may periodically review and adjust the terms and requirements of any of the programs contained in this Plan, without amendment to the Plan.

5.0 CONCLUSION

The CIP provides guidance that can be used to achieve the vision of transit-oriented development within the Project Area. The TODG Program has been designed to support transit supportive infrastructure and amenities into developments at a rate above and beyond the current requirements.
On Council’s direction, and subject to decisions around funding, the TODG program in this CIP can be initiated. The success of the implementation of the CIP will require resources to administer, monitor and report back on the outcomes of the program.

On-going monitoring of the performance of the program and adjustments to the program will also help to ensure the effectiveness of the CIP.
Appendix B – Circulation List

Internal Circulation

- City of Cambridge Finance Department
- City of Cambridge Planning Services Division
- City of Cambridge Development Engineering Division
- City of Cambridge Recreation and Culture Division
- City of Cambridge Economic Development
- City of Cambridge Fire Department
- City of Cambridge Legal
- City of Cambridge Building Services Division
- City of Cambridge By-law Enforcement

External Circulation

- Regional Municipality of Waterloo
- Energy + (Hydro)
- Grand River Conservation Authority
- Waterloo Region District School Board
- Le Conseil Scolaire de District Catholique Centre-sud-Ouest
- Le Conseil Scolaire de District Centre-sud-Ouest
- Ministry of Municipal Affairs and Housing
- CN and CP Rail

Public Stakeholder Circulation

- City Advisory Committee’s
- Downtown Cambridge BIA
- Preston Towne Centre BIA
- Cambridge Chamber of Commerce
- Cambridge Home Builders Association
- Various other stakeholders (not listed)
To: SPECIAL COUNCIL (STATUTORY PUBLIC MEETING)
Meeting Date: 9/27/2022

Submitted By: Lisa Prime, Chief Planner
Prepared By: Rachel Greene, Senior Planner
Report No.: 22-114-CD
File No.: OR06/22
Wards Affected: Ward 3

RECOMMENDATION(S):

THAT Report 22-114-CD Public Meeting – 506, 510 and 516 Hespeler Road and 1000 Langs Drive – OPA and ZBA – Legion Heights Hespeler Inc. be received;

AND THAT application OR06/22 for 506,510 and 516 Hespeler Road and 1000 Langs Drive be referred back to staff for a subsequent report and staff recommendation.

EXECUTIVE SUMMARY:

Purpose

- This report has been prepared for the statutory public meeting required by the Planning Act to introduce the requested Official Plan and Zoning By-law Amendments to Council and the Public, which if approved, would facilitate the development of the property with a mixed-use high-rise development consisting of:
  - Five (5) high-rise buildings to a maximum height of 20 storeys
  - Maximum of 1,366 dwelling units including one, two and three-bedroom units
  - Approximately 9,200 square metres of office/retail floor area located at grade and within podiums
  - Private internal road network and underground parking
  - Public park of approximately 10,663 square metres (1 hectare)
Key Findings

- The subject lands are designated Hespeler Mixed-Use Corridor in the City’s Official Plan and zoned C4 Commercial in Zoning By-law 150-85.

- The proposal provides an opportunity to introduce intensification within a proposed Major Transit Station Area (MTSA) and is located along an existing transit corridor.

- The proposed development would require the existing stand-alone commercial buildings to be demolished. The intent is to phase the development so these restaurants can continue to operate during initial construction activities.

- The proposed development would contribute to the City’s objective of providing a range and mix of housing options and directing 45 percent of new development within the built-up area.

- The proposed development represents an efficient use of the subject lands. The proposal would utilize existing municipal services and would provide additional support to local amenities. The proposed development supports the City’s objective of creating complete communities.

Financial Implications

- Any costs of the application are borne by the applicant. The future recommendation report will provide additional financial implications.

STRATEGIC ALIGNMENT:

☐ Strategic Action; or
☒ Core Service

Objective(s): PLANNING FOR GROWTH - Provide for a mix of development, uses and amenities in order to meet the needs of a changing and diverse population

Strategic Action: Promote and develop more transportation options

Program: Land Use Planning

Core Service: Official Plan and Zoning By-law Amendments

The proposed developed of the land for a mix of residential, commercial and office uses represents the opportunity for a transit supportive development that would contribute to
the creation of a complete community along the Hespeler Road Corridor to meet the housing and employment needs of a diverse population.

BACKGROUND:

Property

The applicant has submitted Official Plan and Zoning By-law Amendments to facilitate the development of the subject land known municipally as 506, 510 and 516 Hespeler Road and 1000 Langs Drive and legally described as Part Lot 4, Concession 1, Beasley’s Lower Block; Lots 54 and 57 Plan 1374; Parts 1-7 67R-1577, City of Cambridge, Regional Municipality of Waterloo. The irregular shaped lands have an approximate area of 4.5 ha with 155 m of frontage along Hespeler Road and Langs Drive.

506 and 510 Hespeler Road are currently occupied by two (2) single-storey commercial buildings with a shared surface parking lot currently being used for restaurants. The balance of the subject lands is vacant. The lands are generally flat and the Groff Mill Creek flows adjacent to the property with a portion of the subject lands being located within the floodplain/flood fringe.

The subject lands are located south of Langs Drive, on the east side of Hespeler Road. The subject lands are show in Figure 1.

Figure 1 Aerial Photo of 506, 510 & 516 Hespeler Road and 1000 Langs Drive
Existing Surrounding Land Uses

The surrounding land uses are characterized by a mix of commercial and industrial land uses. The Hespeler Road Corridor is lined with commercial plazas and shopping centres containing a variety of retail, service commercial, automotive uses and associated parking lots. Groff Mill Creek is located west of the subject lands, beyond the creek are a variety of industrial land uses fronting on Industrial Drive. Farther south along Hespeler Road is the Cambridge Centre Mall, Dumfries Conservation Area and Chaplin Family YMCA.

The site is located within the draft proposed Pinebush Station MTSA boundary (800 m or approximately a 10-minute walk) but is also on the boundary adjacent to the Cambridge Centre Mall Station MTSA.

The subject lands are one of the only primarily vacant properties in the area and would be one of the first transit supportive developments along the Hespeler Road Corridor.

ANALYSIS:

The applicant is seeking approval to redevelop the subject lands with five (5), 20-storey, mixed-use residential/commercial buildings. The development includes private road network with access from Hespeler Road and Langs Drive. A public park is proposed adjacent to Groff Mill Creek.

Buildings A, C and D, are residential apartment buildings with a wide range of unit sizes and types ranging from one to three bedrooms. Building B proposes commercial units at grade along the internal road network with residential above. Building E which fronts on Hespeler Road, contemplates a large format retail use (such as a grocery store) at grade, with office space located within the podium and residential above. Building D is the location of the existing commercial structures which are to be demolished as part of a future phase.

Ground floor amenity areas are proposed in each building for residents and outdoor amenity area is proposed on the roof of podiums as well as a series of landscaped areas at grade throughout the site.

The applicant is proposing a total of 1,873 parking spaces primarily within the underground parking structure with some on-street parking along the private road network. The site also incorporates 20 Type A and 22 Type B barrier free spaces. Additionally, the site is proposed to include 481 bicycle stalls.

The applicant has submitted Official Plan and Zoning By-law Amendment applications for the subject lands. An Official Plan Amendment is required to permit the requested...
increase to density and building height. A Zoning By-law Amendment is also required to permit mixed use multiple residential and commercial land uses with site specific provisions for increased density and height in addition to reduced parking rates, setbacks and amenity area.

A statutory public meeting is a requirement of the Planning Act, which provides Council and members of the community an opportunity to review the proposed application and to provide input on the proposal.

Following the statutory public meeting, City Planning Staff will review comments received from the public meeting, City departments and external commenting agencies and will work with the applicant to address any concerns prior to moving forward with a final recommendation to Council.

The proposed Official Plan and Zoning By-law Amendment applications are currently under review by City staff and applicable commenting agencies. Considerations for the review of these applications include (but are not limited to) the following:

- Consistency with the policies of the Provincial Policy Statement (2020);
- Conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020); Region of Waterloo Official Plan; City of Cambridge Official Plan; and, the City of Cambridge Zoning By-law No. 150-85;
- General conformity with the Draft Hespeler Road Corridor Secondary Plan;
- Land use compatibility with surrounding existing development and overall character of the existing neighbourhood;
- Appropriateness of the proposed Official Plan designation for increased residential density and height;
- Appropriateness of the proposed site-specific zoning request associated with the proposed development; and,
- Comments received from members of Council, public, City staff and agency circulation.

In accordance with Planning Act requirements, the City is required to process complete planning applications which includes circulation, review of issues, and consideration of all input, along with making a future recommendation to Council. For this report, staff is providing the standard recommendation to refer the applications back to staff to continue the processing of the planning applications.
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.

EXISTING POLICY / BY-LAW(S):

City of Cambridge Official Plan, 2012, as amended

The City of Cambridge Official Plan (2012) designates the subject lands as “Built-up Area” on Map 1A and is designated as Hespeler Road Mixed Use Corridor and Natural Open Space System on Map 2 (included in this report as Appendix C).

The Built-Up Area encourages the intensification of lands as part of the City’s growth management strategy and directs that “infill, intensification, and redevelopment within existing neighbourhoods will be minor in nature and will be designed to respect existing character and provide connections and linkages where possible.”

The Hespeler Road Mixed Use Corridor is intended to provide opportunities for transit-oriented development supportive of the Region of Waterloo’s rapid transit initiative that will help achieve the City’s growth management objectives and may be developed for commercial, residential, office and institutional uses. New development is encouraged to be of a mixed-use format and shall have a density between 0.5-2.0 Floor Space Index (FSI) and between 4-12 storeys in height.

Detailed land use policies with respect to the mixed-use corridor will be established through the Hespeler Road Corridor Secondary Plan which is still under review. The draft policies in the secondary plan currently indicate the subject lands would be designated as mixed-use high density which would permit a maximum of 300 units per hectare and a maximum height of 20 storeys. The plan contains draft urban design guidelines and its is expected the applicant will address these policies through a future site plan application.

The Natural Open Space System designation consists of Core Environmental Features, watercourses, shorelines and the regulatory floodplain. The designation on this site is the floodplain associated with the Groff Mill Creek that runs adjacent to the property. No development is proposed within this area.

The applicant is requesting an increase in density with an FSI of 3.1 and 330 units per hectare. The Official Plan currently permits a maximum FSI of 2.0 while the draft secondary plan proposes a maximum of 300 units per hectare. The applicant is also requesting an increase in height to a maximum of 20 storeys where the Official Plan permits 12 storeys and the draft secondary plan proposes a maximum of 20 storeys. Therefore, while the proposal meets the intent of the draft secondary plan policies, an Official Plan Amendment is required in the interim to permit the proposed density and
height. The proposed public park will also be required to be placed in the appropriate open space designation.

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

The subject lands are currently zoned C4 Commercial which permits a variety of commercial uses along the Hespeler Road corridor. The applicant is requesting to rezone the subject lands to generally align with the Hespeler Road Mixed Use/High Density (HR-MU/HD) zone as outline in the Draft 2019 City of Cambridge Zoning By-law which is still under review. The City’s currently by-law would require a compound zone of RM1/C4 to permit the proposed multiple residential uses in addition to the commercial.

The following table outlines the site-specific provisions that would be required to permit the development and compares the proposed against the current zoning by-law regulations and the draft zoning by-law regulations.

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Zoning By-law 150-85</th>
<th>Draft Zoning By-law (HR-MU/HD)</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Density</td>
<td>250 units per hectare</td>
<td>300 units per hectare</td>
<td>330 units per hectare</td>
</tr>
<tr>
<td>Minimum Parking (Residential – includes visitor parking)</td>
<td>1.25 spaces per unit (1,708 spaces)</td>
<td>1.25 spaces per unit (1,708 spaces)</td>
<td>1.22 spaces per unit (1,660 spaces)</td>
</tr>
<tr>
<td>Minimum Front Yard Setback (C4 Commercial)</td>
<td>15 m</td>
<td>0 m</td>
<td>6 m</td>
</tr>
<tr>
<td>Minimum interior side yard (Residential)</td>
<td>3 m for the first 2 storeys plus 1.5 m for each additional storey to a maximum of 12 m</td>
<td>0 m</td>
<td>8.9 m</td>
</tr>
<tr>
<td>Maximum building height</td>
<td>N/A</td>
<td>12 Storeys (38 m)</td>
<td>20 Storeys (72.85 m)</td>
</tr>
<tr>
<td>Minimum Amenity Area</td>
<td>20 sq.m per one bedroom unit 30 sq.m per two+</td>
<td>15 sq.m per unit (outdoor amenity area)</td>
<td>15 sq.m per unit (outdoor amenity area)</td>
</tr>
</tbody>
</table>
The parkland and floodplain portion of the property will be required to be placed in the appropriate open space zoning.

A Record of Site Condition and Ministry Acknowledgement letter is required and a Holding (H) provision will be required until receipt of the required documentation.

A zoning map representing the current zoning of the subject lands has been included as Appendix D.

**FINANCIAL IMPACT:**

Any costs of the application are borne by the applicant. The future recommendation report will provide additional financial implications.

**PUBLIC VALUE:**

Engagement:

The intent of the Statutory Public Meeting is to provide an opportunity to the public to be involved in the decision-making process with respect to new development proposed in their neighbourhoods. Participants are able to share their feedback, whether that be in support of the application or in opposition. This opportunity will allow for engagement between the community and the applicant, as well as with staff, in order to gain insight on the impacts the development may have on surrounding residents and the area. The Public Meeting is a key milestone in the planning approval process that introduces the development to the community and allows for further engagement and dialogue between stakeholders.

**ADVISORY COMMITTEE INPUT:**

Advisory Committees Consulted:

Not Applicable.

**PUBLIC INPUT:**

The statutory public meeting being held under the Planning Act is being held May 31, 2022 and official notification was provided in the Cambridge Times. In addition, notice was provided to all assessed property owners within a 120 metres (393.7 feet) radius of
the subject lands and anyone else requesting notice. Any interested parties and members of the public will be provided with an opportunity to speak to this proposal at the September 27, 2022 public meeting. The studies provided in support of the applications are available on the City of Cambridge Current Development website: [Current Development Applications - City of Cambridge](#)

All public comments received will be considered as part of the review of the application and will be included in the future recommendation report to Council.

Posted publicly on the City’s website as part of the report process.

**INTERNAL / EXTERNAL CONSULTATION:**

The applications have been circulated to the departments and commenting agencies listed in Appendix E. Any comments received will be included in a future planning recommendation report.

**CONCLUSION:**

Staff will provide further comments and analysis regarding these applications as part of the future recommendation report to Council. A statutory public meeting is required by the Planning Act to provide an opportunity for the public and members of Council to give input on the proposal.

**REPORT IMPACTS:**

Agreement: **No**  
By-law: **No**  
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. 22-114-CD Appendix A – Proposed Site Plan
2. 22-114-CD Appendix B – Concept Elevations
3. 22-114-CD Appendix C – Existing Official Plan Map
4. 22-114-CD Appendix D – Existing Zoning Map
5. 22-114-CD Appendix E – Internal/External Consultation & List of Supporting Studies
Appendix B
Concept Elevations

View from Hespeler Road
Image 8 - Conceptual elevation (East)

View from Proposed Park
Image 9 - Conceptual elevation (West)

View from Langs Drive
Image 5 - Conceptual elevation (North)
Concept Renderings:

Image 10 - Conceptual rendering (looking east towards Hespeler Road from the proposed public park)

Image 11 - Conceptual rendering (looking northeast)
Appendix D
Existing Zoning Map

EXISTING ZONING

Map 3

SITE  Zoning Classification

INDUSTRIAL  INSTITUTIONAL  COMMERCIAL
Appendix E
Internal/External Consultation & List of Supporting Studies

This application has been circulated to the departments and agencies listed below. Their comments will be included in a future staff report to Council for consideration.

- City of Cambridge Engineering Division;
- City of Cambridge Transportation Engineering Division;
- City of Cambridge Recreation and Cultural Division;
- City of Cambridge Fire Department;
- City of Cambridge Building Services Division;
- City of Cambridge Accessibility Coordinator;
- City of Cambridge Economic Development Division;
- City of Cambridge Planning Services;
- Regional Municipality of Waterloo;
- Grand River Conservation Authority;
- Energy+ Inc;
- Waterloo Region District School Board; and,
- Waterloo Catholic District School Board.

List of Supporting Studies

- Planning Justification Report/Urban Design Brief
- Conceptual Site Plan
- Urban Design Brief
- Wind and Shadow Studies
- Transportation Impact Study
- Noise Impact Study
- Preliminary Geotechnical Feasibility Study
- Functional Servicing and Stormwater Management Report
- Grading and Servicing Plan
- Hydrogeological Study
- Market Analysis
To: SPECIAL COUNCIL (STATUTORY PUBLIC MEETING)
Meeting Date: 9/27/2022
Subject: 22-115-CD Public Meeting – 932 Eagle Street N – OPA and ZBA – BHR Properties
Submitted By: Lisa Prime, Chief Planner
Prepared By: Rachel Greene, Senior Planner
Report No.: 22-115-CD
File No.: OR07/20
Wards Affected: Ward 1

RECOMMENDATION(S):

THAT Report 22-115-CD Public Meeting – 932 Eagle Street N – OPA and ZBA – BHR Properties be received;

AND THAT; application OR07/20 for 932 Eagle Street North be referred back to staff for a subsequent report and staff recommendation.

EXECUTIVE SUMMARY:

Purpose

This report has been prepared for the statutory public meeting required by the Planning Act to introduce the requested Official Plan and Zoning By-law Amendments to Council and the Public, which if approved, would facilitate the development of the property with 15 stacked townhouse units with 20 surface parking spaces.

Key Findings

- The subject lands are designated Low/Medium Density Residential in the City’s Official Plan and zoned R5 Residential permitting one single detached dwelling and accessory uses.
- The proposed development would require the existing house and shed to be demolished.
- The proposal would contribute to the City’s objective of providing a range and mix of housing options and directing 45 per cent of new development to the built-up area.
• The proposed development represents an efficient use of the subject lands. The proposal would utilize existing municipal services.

Financial Implications

• Any costs of the application are borne by the applicant. The future recommendation report will provide additional financial implications.

STRATEGIC ALIGNMENT:

☐ Strategic Action; or
☒ Core Service

Objective(s): PLANNING FOR GROWTH - Provide for a mix of development, uses and amenities in order to meet the needs of a changing and diverse population

Strategic Action: Not Applicable

Program: Land Use Planning

Core Service: Official Plan and Zoning By-law Amendments

The proposal to redevelop the land with stacked townhouse dwellings would contribute to the City’s housing options by providing for a mix of housing types to serve a diverse range of needs in the community.

BACKGROUND:

Property

The applicant has submitted Official Plan and Zoning By-law Amendment applications to facilitate the development of the subject lands known municipally as 932 Eagle Street North and legally described as Plan 715 PT Lot 13, City of Cambridge, Regional Municipality of Waterloo. The property is rectangular in shape and has an approximate area of 0.18 ha (0.45 acres) and frontage of 30.5 m (100 ft) along Eagle Street North.

The subject lands currently contain an existing single detached dwelling and shed which are proposed to be demolished to accommodate the development. The grading of the site is generally flat but slopes towards the northwest of the property. Mature trees are concentrated on the northern end of the site.

The subject lands are located on the north side of Eagle Street North, between Russ Street and Shettleston Drive. The subject lands are shown on the aerial below:
Existing Surrounding Land Uses

Residential uses primarily surround the subject lands. The neighbourhood is comprised of a mix of single detached dwellings and low-rise apartment buildings. The site is located just outside the Preston Regeneration Area. The site is within proximity of Arlington Park located south of Eagle Street N as well several elementary schools, churches and seniors living facilities. The neighbourhood is adjacent to the natural area along the Speed river with pedestrian connection off Russ Street to the Mile Run Trail and Riverside Park.

Existing bus transit is available along Eagle Street North.

The site is directly adjacent to a two-storey single detached dwelling to the east and an access driveway to the west leading to the three storey apartment north of the site.
ANALYSIS:

The applicant is seeking approval to develop the subject lands with a two and a half (10.5 m) storey stacked townhouse block containing 15 dwelling units. The plan provides 20 surface parking spaces with vehicular access from Eagle Street N. Pedestrian access to each unit would be via on site sidewalks.

The applicant has submitted Official Plan and Zoning By-law Amendment Applications for the subject lands in order to accommodate the proposed stacked townhouse development on the site. The applicant is requesting a site-specific amendment to the Low/Medium Density Residential designation in the Official Plan in order to permit increased density on the subject lands to facilitate the proposed intensification of the site. The request to rezone the property from its existing R5 Residential zone to RM3 Multiple Residential zone with site specific provisions would permit the proposed stacked townhouse development with reduced setbacks, common amenity area and landscaping.

A statutory public meeting is a requirement of the Planning Act, which provides Council and members of the community an opportunity to review the proposed application and to provide input on the proposal.

Following the statutory public meeting, City Planning Staff will review comments received from the public meeting, City departments and external commenting agencies and will work with the applicant to address any concerns prior to moving forward with a final recommendation to Council.

The proposed Official Plan and Zoning By-law Amendment applications are currently under review by City staff and applicable commenting agencies. Considerations for the review of these applications include (but are not limited to) the following:

- Consistency with the policies of the Provincial Policy Statement (2020);
- Conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020); Region of Waterloo Official Plan; City of Cambridge Official Plan; and, the City of Cambridge Zoning By-law No. 150-85;
- Land use compatibility with surrounding existing development and overall character of the existing neighbourhood;
- Appropriateness of the proposed Official Plan designation for increased residential density;
• Appropriateness of the proposed site-specific zoning request associated with the proposed development; and,

• Comments received from members of Council, public, City staff and agency circulation.

In accordance with Planning Act requirements, the City is required to process complete planning applications which includes circulation, review of issues, and consideration of all input, along with making a future recommendation to Council. For this report, staff is providing the standard recommendation to refer the applications back to staff to continue the processing of the planning applications.

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.

EXISTING POLICY / BY-LAW(S):

City of Cambridge Official Plan, 2012, as amended

The City of Cambridge Official Plan (2012) designates the subject lands as “Built-up Area” on Map 1A and “Low/Medium Density Residential” on Map 2 (included in this report as Appendix C).

The Built-Up Area encourages the intensification of lands as part of the City’s growth management strategy and directs that “infill, intensification, and redevelopment within existing neighbourhoods will be minor in nature and will be designed to respect existing character and provide connections and linkages where possible.”

The “Low/Medium Density Residential” designation permits a maximum of 40 units per hectare and permits a variety of built forms including single detached dwellings, townhouses and walk up apartments.

The proposed development is planned to have a density of 83.3 units per hectare and therefore a site-specific amendment to the Official Plan is required.

The Official Plan promotes compatible higher density development in locations that meet the criteria for multi-unit residential development and compatibility. Location criteria includes proximity to amenities, schools, transit and whether the site has the ability to accommodate parking, landscaping, servicing, etc. Compatibility factors to be taken into consideration include, but are not limited to, the scale, height, massing, visual impact, orientation and architectural character of the existing neighbourhood and the proposed development.

City of Cambridge Zoning By-law 150-85, as amended
The subject lands are presently zoned R5 Residential in the City’s zoning by-law which permits a single detached dwelling and accessory uses. The existing zoning classification does not permit townhouse dwellings. In order to proceed with the development, a Zoning By-law Amendment is required to rezone the lands to RM3 Multiple Residential.

The applicant is proposing the following site-specific provisions to facilitate the development:

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Required</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Density</td>
<td>40 units per hectare</td>
<td>83.3 units per hectare</td>
</tr>
<tr>
<td>Minimum Front Yard Setback</td>
<td>6.0 m</td>
<td>4.5 m</td>
</tr>
<tr>
<td>Minimum Interior Side Yard</td>
<td>7.5 m adjacent to R/RS-Class</td>
<td>2.5 m (along westerly lot line)</td>
</tr>
<tr>
<td></td>
<td>3.0 m adjacent to all other</td>
<td></td>
</tr>
<tr>
<td></td>
<td>zones</td>
<td></td>
</tr>
<tr>
<td>Minimum Common Amenity</td>
<td>30 square metres per unit</td>
<td>0 (proposing private amenity area instead)</td>
</tr>
<tr>
<td>Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Landscaped Open</td>
<td>30%</td>
<td>18%</td>
</tr>
<tr>
<td>Space</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planting Strips</td>
<td>1.5 m</td>
<td>1.2 m</td>
</tr>
</tbody>
</table>

The current zoning map of the subject lands has been included as Appendix D.

**FINANCIAL IMPACT:**

Any costs of the application are borne by the application. The future recommendation report will provide additional financial implications.

**PUBLIC VALUE:**

**Engagement:**
The intent of the Statutory Public Meeting is to provide an opportunity to the public to be involved in the decision-making process with respect to new development proposed in their neighbourhoods. Participants are able to share their feedback, whether that be in support of the application or in opposition. This opportunity will allow for engagement between the community and the applicant, as well as with staff, in order to gain insight on the impacts the development may have on surrounding residents and the area. The Public Meeting is a key milestone in the planning approval process that introduces the development to the community and allows for further engagement and dialogue between stakeholders.

**ADVISORY COMMITTEE INPUT:**

Not applicable.

**PUBLIC INPUT:**

The statutory public meeting under the Planning Act is being held September 27, 2022 and official notification was provided in the Cambridge Times. In addition, notice was provided to all assessed property owners within 120 metres (393.7 feet) radius of the subject lands and anyone else requesting notice. Any interested parties and members of the public will be provided with an opportunity to speak to this proposal at the meeting.

The studies provided in support of the applications are available on the City of Cambridge Current Development website: [https://www.cambridge.ca/en/build-invest-grow/current-development-applications.aspx](https://www.cambridge.ca/en/build-invest-grow/current-development-applications.aspx)

All public comments received will be considered as part of the review of the application and will be included in the future recommendation report to Council.

Posted publicly on the City’s website as part of the report process.

**INTERNAL / EXTERNAL CONSULTATION:**

The applications have been circulated to the departments and commenting agencies listed in Appendix E. Any comments received will be considered in the preparation of a future planning recommendation report.

**CONCLUSION:**

Staff will provide further comments and analysis regarding this application as part of the future recommendation report to Council. A statutory public meeting is required by the Planning Act to provide an opportunity for the public and members of Council to give input on the proposal.

**REPORT IMPACTS:**
Agreement: No
By-law: No
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. 22-115 Appendix A – Proposed Site Plan
2. 22-115 appendix B – Concept Elevation
3. 22-115 Appendix C – Existing Official Plan Map
4. 22-115 Appendix D – Existing Zoning Map
5. 22-115 Appendix E – Internal/External Consultation & List of Supporting Studies
Appendix B
Concept Elevations

Front Elevation from Eagle Street North (East Elevation)

Rear Elevation (West Elevation)
Appendix C
Existing Official Plan Map

Extract from Map 2 of the City of Cambridge Official Plan

SITE  Land Use
Low / Medium Density Residential
High Density Residential

1:1,000
Appendix E
Internal/External Consultation & List of Supporting Studies

This application has been circulated to the departments and agencies listed below. Their comments will be included in a future staff report to Council for consideration.

- City of Cambridge Engineering Division;
- City of Cambridge Transportation Engineering Division;
- City of Cambridge Recreation and Cultural Division;
- City of Cambridge Fire Department;
- City of Cambridge Building Services Division;
- City of Cambridge Accessibility Coordinator;
- City of Cambridge Economic Development Division;
- City of Cambridge Planning Services;
- Regional Municipality of Waterloo;
- Grand River Conservation Authority;
- Energy+ Inc;
- Waterloo Region District School Board; and,
- Waterloo Catholic District School Board.

List of Supporting Studies

- Planning Justification Report
- Conceptual Site Plan
- Urban Design Brief
- Vegetation Management Plan
- Salt Management Plan
- Archeological Assessment
- Functional Servicing and Stormwater Management Report
- Grading and Servicing Plan
- Noise Impact Study
RECOMMENDATION(S):


AND THAT application OR07/22 for 581-595 Langs Drive be referred back to staff for a subsequent report and staff recommendation.

EXECUTIVE SUMMARY:

Purpose

- This report has been prepared for the statutory public meeting required by the Planning Act to introduce the requested Official Plan Amendment and Zoning By-law Amendments to Council and the public, which if approved, would facilitate the redevelopment of 581-595 Langs Drive ("the subject lands") to a seven-storey, mixed-use apartment building containing 136 affordable dwelling units and a Youth Community Centre on the ground floor.
- An Official Plan Amendment is required to redesignate the subject lands from "Low/Medium Density Residential" to "High Density Residential" to permit the proposed density of the development at 135 units per hectare.
- A Zoning By-law Amendment is required to rezone the subject property from the "Multiple-Residential – RM4" zone to "N1RM3", which is a compound zone that will permit both institutional and residential uses, with site-specific exceptions to accommodate the proposed apartment building.
Key Findings

- The proposed application presents an opportunity for intensification within the Built-Up Area that will provide for additional affordable rental housing units within Cambridge while supporting the Region’s Housing Master Plan.
- The subject lands are located in an area where intensification is encouraged by Provincial, Regional and City policies. The proposal would contribute to the City’s objectives of providing a range and mix of housing and directing 45 percent of new development to the Built-Up Area.
- The proposed intensification represents the efficient use of the subject lands and existing municipal infrastructure.

Financial Implications

Any costs of the application are borne by the applicant. The future recommendation report will provide additional financial implications.

STRATEGIC ALIGNMENT:

☐ Strategic Action; or
☒ Core Service

Objective(s): PLANNING FOR GROWTH - Provide for a mix of development, uses and amenities in order to meet the needs of a changing and diverse population

Strategic Action: Increase housing options

Program: Land Use Planning

Core Service: Official Plan and Zoning By-law Amendments

The proposed development will provide affordable rental housing units within a mixed-use building containing a Youth Community Centre, which will support the growing diverse population in the City.

BACKGROUND:

Property:

The subject lands are located on the north side of Langs Drive, just west of the intersection with Concession Road, in the centre of a triangle formed by Hespeler Road to the east, King Street East/Coronation Boulevard to the southwest and Highway 401 to the north. The site has an approximate area of 10,117 square metres (108,900 square feet) and provides frontage onto Langs Drive. The subject lands are currently
developed with eight blocks of townhouse buildings, a Youth and Teen (Community) Centre, a children’s park and amenity areas.

**Location:**

The subject lands are municipally addressed as 581-595 Langs Drive in the City of Cambridge and are legally described as Block A, Plan 1259, Cambridge S/T 403417; S/T 383629, Cambridge. The property is located within an established neighbourhood, with a Seniors Community Home abutting the property immediately to the west. To the north and east of the site are single detached and multiple residential dwellings within a mature residential area. Further east is Hespeler Road (approximately 1km from the subject lands), a long corridor consisting of primarily retail and commercial properties. Finally, south of the site and on the opposite side of Langs Drive is William G. Davis Public School.

The subject lands are shown in Figure 1 below:
ANALYSIS:

The applicant has submitted applications to the City of Cambridge for an Official Plan Amendment and Zoning By-law Amendment to facilitate the redevelopment of the site for a seven-storey, mixed-use apartment building consisting of 136 residential dwelling units and a Youth Community Centre on the ground floor. All of the proposed dwelling units are intended to be affordable rental units. The Region of Waterloo (owner of the subject lands) has confirmed that approximately one third (1/3) of the units will be rent-gauged-to-income. One third of the units will be low end of the market rent and one third of the units will be below average market rent. The proposed multi-storey development

Figure 1: Aerial Image of the Subject Lands
will provide unit types that range from one to five bedrooms in order to offer a diverse range of housing units to future residents.

The applicant is also proposing to include a Youth Community Centre on the ground floor of the proposed building with direct frontage onto Langs Drive. The site currently contains a similar use on the site, however, the proposed development will provide a larger and more modern space to accommodate the different activities and programs that are available to the broader community. In addition to the residential dwellings and the Community Centre, the building will contain office space for Regional Staff who will facilitate day to day activities for the building.

The proposed mixed-use building has been designed in the shape of an “L”. The frontage of the building will face Langs Drive and is planned to be seven storeys in height, with a transition to 5 storeys towards the rear of the building on its western side, as shown in Figure 2 below:

![Figure 2: Rendering of Proposed Development looking South towards Langs Drive](image)

The proposal will include a large outdoor amenity space behind the building that will feature a playground area, coloured asphalt play areas, a gazebo-like structure, as well as barbeque pits and picnic benches for larger gatherings. The site is also proposed to contain additional landscaping around the site. Indoor amenity areas are also proposed including a multi-purpose room, meeting room and community gathering space.

The proposed development provides for a total of 142 parking spaces within a surface parking lot. 96 of these spaces are dedicated for the residential use, while 21 spaces are proposed as visitor spaces. The remaining 25 spaces are intended for the Youth
Community Centre, which includes five Type A and five Type B barrier free spaces. The site will also provide for a total of 60 bicycle parking spaces, where 48 will be located within the building and 12 will be outside.

In order to facilitate the development of the subject lands for the proposed mixed-use building, an Official Plan Amendment is required to redesignate the property from the current “Low/Medium Density Residential” designation to the “High Density Residential” designation. The “High Density Residential” designation permits a maximum Floor Space Index (FSI) of 2.0. The proposed development will be developed at a maximum FSI of 1.4.

A Zoning By-law Amendment is required to rezone the subject lands from the “RM4” zone to the “N1RM3” zone with site-specific provisions as follows:

- To permit a minimum front yard setback of 5.0 metres, whereas the Zoning By-law requires a setback of 6.0 metres;
- To permit a maximum density of 135 units per hectare, whereas the Zoning By-law permits a maximum of 75 units per hectare;
- To permit a reduced residential parking rate of 0.70 spaces per dwelling unit, whereas the Zoning By-law requires 1.0 spaces per dwelling unit; and,
- To permit a reduced visitor parking rate of 0.15 spaces per dwelling unit, whereas the Zoning By-law requires 0.25 spaces per dwelling unit.

A statutory public meeting is a requirement of the Planning Act, which provides Council and members of the community an opportunity to review the proposed application and to provide input on the proposal. Any input received at the public meeting will be considered as part of the review of these applications prior to moving forward with a final recommendation to Council.

The applications are currently under review by City Staff and applicable commenting agencies. Considerations for the review of these applications include (but are not limited to) the following:

- Consistency with the policies of the Provincial Policy Statement (2020);
- Conformity with the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020); Region of Waterloo Official Plan; City of Cambridge Official Plan; and, the City of Cambridge Zoning By-law No. 150-85;
- Land use compatibility with surrounding existing development and overall character of the existing neighbourhood;
• Appropriateness of the proposed site-specific zoning requests associated with the proposed development;

• Proposed density of the development related to the subject lands and adjacent properties;

• Proposed parking for the mixed-use development; and,

• Comments received from members of Council, public, City staff and commenting agencies.

In accordance with the Planning Act requirements, the City is required to process complete planning applications which includes circulation, review of issues, and consideration of all input, along with making a future recommendation to Council. For this report, staff is providing the standard recommendation to refer the application back to staff to continue the processing of the planning applications.

Planning Applications are subject to an appeal to the Ontario Lands Tribunal (OLT). An appeal may be filed if the application is refused or if a decision is not made within the timeline for processing the applications set out in the Planning Act.

EXISTING POLICY / BY-LAW(S):

City of Cambridge Official Plan (2012)

The City of Cambridge Official Plan designates the subject lands as “Built-Up Area” on Map 1A and “Low/Medium Density Residential” on Map 2 (included in this report as Appendix C). The Built-Up Area encourages the intensification of lands as part of the City’s growth management strategy and directs that “infill, intensification, and redevelopment within existing neighbourhoods will be minor in nature and will be designed to respect existing character and provide connections and linkages where possible”. The “Low/Medium Density Residential” designation permits development at a maximum density of 40 units per hectare.

The applicant has submitted an Official Plan Amendment to redesignate the lands to “High Density Residential”, which will permit the development of the mixed-use apartment building at a higher density with a maximum FSI of 1.4.

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

The subject lands are currently zoned “Multiple-Residential – RM4”, which permits a range of residential uses except for apartment houses. As a result, in order to proceed with the development of a mixed-use apartment house on the site consisting of residential dwellings and a Youth Community Centre, the lands will need to be rezoned to accommodate the combination of uses. A compound zone is therefore proposed,
being a combination of the "Institutional – N1" zone and the "Multiple-Residential – RM3" zone. The proposed “N1RM3” zone is being requested with site-specific exceptions relating to the minimum front yard setback, density and parking, as discussed earlier in this report.

A zoning map representing the current zoning of the subject lands has been included as Appendix D of this report.

FINANCIAL IMPACT:
Any costs of the application are borne by the applicant. The future recommendation report will provide additional financial implications.

PUBLIC VALUE:

Engagement:

The intent of the Statutory Public Meeting is to provide an opportunity to the public to be involved in the decision-making process with respect to new development proposed in their neighbourhoods. Participants are able to share their feedback, whether that be in support of the application or in opposition. This opportunity will allow for engagement between the community and the applicant, as well as with staff, in order to gain insight on the impacts the development may have on surrounding residents and the area. The Public Meeting is a key milestone in the planning approval process that introduces the development to the community and allows for further engagement and dialogue between stakeholders.

ADVISORY COMMITTEE INPUT:

- Not applicable

PUBLIC INPUT:

The statutory public meeting being held under the Planning Act is scheduled for September 27th, 2022 and official notification was provided in the Cambridge Times. In addition, notice was provided to all assessed property owners within a 120 metre (393.7 feet) radius of the subject lands and anyone else requesting notice. Any interested parties and members of the public will be provided with an opportunity to speak to this proposal at the September 27th, 2022 public meeting. The studies provided in support of the applications are available on the City of Cambridge Current Development website found here:

All public comments received will be considered as part of the review of these applications and will be included in the future recommendation report to Council.

INTERNAL / EXTERNAL CONSULTATION:
The applications have been circulated to the departments and commenting agencies listed in Appendix E. Any comments received will be included in a future planning recommendation report.

CONCLUSION:
Staff will provide further comments and analysis regarding these applications as part of the future recommendation report to Council. A statutory public meeting is required by the Planning Act to provide an opportunity for the public and members of Council to give input on this proposal.

REPORT IMPACTS:
Agreement: No
By-law: No
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. 22-132-CD Appendix A – Proposed Site Plan
2. 22-132-CD Appendix B – Proposed Elevations
3. 22-132-CD Appendix C – Existing Official Plan Map
4. 22-132-CD Appendix D – Existing Zoning Map
5. 22-132-CD Appendix E – Internal/External Consultation & List of Supporting Studies
22-132-CD Appendix C – Existing Official Plan Map

Extract from Map 2 of the City of Cambridge Official Plan

SITE

Land Use
Low / Medium Density Residential

Page 73 of 391
Internal/External Consultation & List of Supporting Studies

This application has been circulated to the departments and agencies listed below.

- Regional Municipality of Waterloo
- Grandbridge Energy Inc. (Hydro)
- The Grand River Conservation Authority
- Waterloo Regional District School Board
- Waterloo Catholic District School Board
- City of Cambridge Engineering and Transportation Divisions
- City of Cambridge Economic Development
- City Cambridge Fire Department
- Planning Services
- City of Cambridge Accessibility Coordinator
- City of Cambridge Sustainable Transportation
- City of Cambridge Policy Services

List of Supporting Studies

- Concept Site Plan
- Concept Elevations
- Concept Floor Plans
- Planning Justification Report
- Architectural Package;
- Fire Route and Accessibility Plan;
- Functional Grading, Servicing and SWM Report;
- Preliminary Landscape Plan;
- Shadow Study;
- Tree Preservation Plan;
- Truck Movement Plan; and,
- Urban Design Brief
1. **Meeting Called to Order**

The meeting of the Council of the Corporation of the City of Cambridge is held virtually via Microsoft Zoom and live streamed to the City of Cambridge website. Mayor McGarry welcomes everyone present and calls the meeting to order at 10:00 a.m.
2. Indigenous Territory Acknowledgement

3. Disclosure of Pecuniary Interest

None.

4. Public Meeting Notice

5. Public Meetings


Motion: 22-235

Moved by Councillor Mann
Seconded by Councillor Wolf

THAT Report 22-126-CD - Public Meeting Report - 540 Queenston Road - Zoning By-law Amendment - C/O Brock Linklater - Dryden, Smith & Head Consultants Ltd. be received;

AND THAT application R07/22 for 540 Queenston Road be referred back to staff for a subsequent report and staff recommendation.

In Favour (9): Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, Councillor Ermeta, and Mayor McGarry

Carried (9 to 0)

5.2 Public Meeting Report – 22-100-CD - 499 Dundas Street Official Plan Amendment and Zoning By-law Amendment

Motion: 22-236

Moved by Councillor Liggett
Seconded by Councillor Adshade

THAT Report 22-100-CD Public Meeting Report - 499 Dundas Street Official Plan Amendment and Zoning By-law Amendment 22-100-CD be received;

AND THAT applications OR09/22 for Official Plan Amendment and Zoning By-law Amendment at 499 Dundas Street be referred back to staff for a subsequent report and staff recommendation.
In Favour (9): Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, Councillor Ermeta, and Mayor McGarry

Carried (9 to 0)

5.3 Public Meeting Report - 22-072-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive – Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

Motion: 22-237

Moved by Councillor Hamilton
Seconded by Councillor Ermeta

THAT Report 22-072-CD (44 and 46 Mill Creek Road and 5 Liberty Drive - Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.) be received;

AND THAT applications OR05/22 for Official Plan Amendment and Zoning By-law Amendment at 44 and 46 Mill Creek Road and Liberty Drive be referred back to staff for a subsequent report and staff recommendation.

In Favour (9): Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, Councillor Ermeta, and Mayor McGarry

Carried (9 to 0)

6. Delegations

6.1 Jeff Hoffman re: Public Meeting Report - 22-126-CD - 540 Queenston Road - Zoning By-law Amendment - C/O Brock Linklater - Dryden Smith & Head Consultants Ltd.

6.2 Audrey Hill re: Public Meeting Report – 22-100-CD - 499 Dundas Street Official Plan Amendment and Zoning By-law Amendment

6.3 Gregory Hill re: Public Meeting Report – 22-100-CD - 499 Dundas Street Official Plan Amendment and Zoning By-law Amendment

Withdrawn Request to Speak
6.4 David Corbett re: Public Meeting Report - 22-072-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive – Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

6.5 Emily Karunaratne re: Public Meeting Report - 22-072-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive – Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

6.6 Karen Bailey re: Public Meeting Report - 22-072-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive – Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

6.7 Azhar Nakhuda re: Public Meeting Report - 22-134-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive - Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

6.8 Amber Mercer re: Public Meeting Report - 22-134-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive - Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

6.9 Angela Galley re: Public Meeting Report - 22-134-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive - Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

6.10 Gary Sharratt re: Public Meeting Report - 22-134-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive - Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

6.11 Susan Bayliss re: Public Meeting Report - 22-134-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive - Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

6.12 Michael Deamaline re: Public Meeting Report - 22-134-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive - Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

6.13 Karen Scott Booth re: 22-134-CD Request to add 436 Fountain Street to the Municipal Heritage Register

6.14 Jane Newland re: 22-134-CD Request to add 436 Fountain Street to the Municipal Heritage Register
7. **Presentations**


7.3 Jacqueline Hannemann, Senior Planner - Development re: Public Meeting Report – 22-100-CD - 499 Dundas Street Official Plan Amendment and Zoning By-law Amendment

7.4 Andrea Sinclair, Partner, MHBC Planning re: Public Meeting Report – 22-100-CD - 499 Dundas Street Official Plan Amendment and Zoning By-law Amendment

7.5 Jacqueline Hannemann, Senior Planner - Development re: Public Meeting Report - 22-072-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive – Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

7.6 Andrea Sinclair, Partner, MHBC Planning re: Public Meeting Report - 22-072-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive – Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.


8. **Consent Agenda**

Motion: 22-238

Moved by Councillor Adshade
Seconded by Councillor Mann

THAT all items listed under the heading of Consent Agenda for September 13th, 2022 Council Agenda be adopted as recommended.
In Favour (9): Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, Councillor Ermeta, and Mayor McGarry

Carried (9 to 0)

8.1 Special Council Minutes - August 9, 2022
8.2 Council Information Package - August 12, 2022 and August 26, 2022
8.3 Council Information Package - September 9, 2022
8.4 22-104-CD Building Division Statistics 2022 Q2
8.5 22-010-IFS Regional Sampling Agreement – Old Galt Landfill
8.6 22-108-CD Request to Alter a Part IV Designated Property – 38 Lansdowne Road North
8.7 22-096-CD School Traffic Control Modifications
8.8 22-053-CRS Citizen Committee for Council Compensation Appointments
8.9 22-058-CRS Joint Municipal Election Compliance Audit Committee Appointments for the 2022-2026 Term of Council

9. Consideration of Reports

9.1 Corporate Services
None.

9.2 Corporate Enterprise
None.

9.3 Community Development

9.3.1 22-124-CD – Recommendation Report – 11-13 Barrie Lane – 2748058 Ontario Inc. (c/o Hans Madan)

Motion: 22-239

Moved by Councillor Wolf
Seconded by Councillor Adshade

AND THAT the Zoning By-law Amendment to amend the zoning of the site from the “Commercial – C2” zone to the “Residential – RS1” zone and to establish site-specific provisions for the site to permit the development of a semi-detached dwelling containing two units be approved;

AND THAT a subsequent public meeting in accordance with subsection 34(17) of the Planning Act is not required;

AND FURTHER THAT the By-law to amend Zoning By-law No. 150-85, included as Appendix G to Report 22-124-CD, be passed.

In Favour (9): Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, Councillor Ermeta, and Mayor McGarry

Carried (9 to 0)

9.3.2 22-125-CD – Recommendation Report – 15-17 Barrie Lane – 122559056 Canada Inc. (c/o Hans Madan)

Motion: 22-240

Moved by Councillor Wolf
Seconded by Councillor Hamilton


AND THAT the Zoning By-law Amendment to amend the zoning of the site from the “Commercial – C2” zone to the “Residential – RS1” zone and to establish site-specific provisions for the site to permit the development of a semi-detached dwelling containing two units be approved;

AND THAT the Mayor and Clerk be authorized to enter into a Section 37 bonusing agreement to secure the improvements to the development being provided in return for the increase in density on the site to the satisfaction of the Chief Planner and City Solicitor;

AND THAT a subsequent public meeting in accordance with subsection 34(17) of the Planning Act is not required;
AND FURTHER THAT the By-law to amend Zoning By-law No. 150-85, included as Appendix G to Report 22-125-CD, be passed.

In Favour (9): Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, Councillor Ermeta, and Mayor McGarry

Carried (9 to 0)

9.3.3 22-134-CD Request to add 436 Fountain Street to the Municipal Heritage Register

Motion: 22-241

Moved by Councillor Wolf
Seconded by Councillor Mann

THAT Report 22-134-CD Request to add 436 Fountain Street South to the Municipal Heritage Register, be received;

AND THAT the subject property be added to the Municipal Heritage Register as a listed property of interest due to the cultural heritage value of the property identified in the HIA and in report 22-134-CD.

In Favour (8): Councillor Reid, Councillor Devine, Councillor Mann, Councillor Wolf, Councillor Adshade, Councillor Hamilton, Councillor Ermeta, and Mayor McGarry

Opposed (1): Councillor Liggett

Carried (8 to 1)

9.4 Infrastructure Services

None.

9.5 Office of the City Manager

None.

10. Unfinished Business

11. Correspondence

11.1 David Corbett re: Public Meeting Report - 22-072-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive – Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.
11.2 Barb Hinchcliffe re: Public Meeting Report - 22-072-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive – Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

11.3 Kathy and Tomasz Bubielo re: Public Meeting Report - 22-072-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive – Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

11.4 Susan Bayliss, Graham Bayliss, Karen Bailey, and Rajmy Sayavong re: Public Meeting Report - 22-072-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive – Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

11.5 Azhar Nakhuda re: Public Meeting Report - 22-072-CD - 44 and 46 Mill Creek Road and 5 Liberty Drive – Official Plan Amendment and Zoning By-law Amendment, Roman Home Builders Inc.

12. Notice of Motion

13. Closed Session

Motion: 22-242

Moved by Councillor Ermeta
Seconded by Councillor Reid

THAT in accordance with Section. 239 (b), (c), (e), and (f) of the Municipal Act, 2001, Council to convene in Closed Session at 6:02 p.m. to consider the following subject matters:

(b) personal matters about an identifiable individual, including municipal or local board employees (Citizen Appointments)

(c) a proposed or pending acquisition or disposition of land by the municipality or local board (19 Cambridge Street – Potential Lease)

(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board (211-215 Queen Street litigation update)

(f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose (211-215 Queen Street litigation update)
In Favour (9): Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, Councillor Ermeta, and Mayor McGarry

**Carried (9 to 0)**

14. **Rise from Closed Session**

Motion: 22-243

Moved by Councillor Devine
Seconded by Councillor Liggett

THAT Council rise from Closed Session and reconvene in Open Session at 6:40 p.m.

In Favour (9): Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, Councillor Ermeta, and Mayor McGarry

**Carried (9 to 0)**

15. **Motion to Receive Correspondence and Presentations**

Motion: 22-244

Moved by Councillor Reid
Seconded by Councillor Mann

THAT all presentations and correspondence from the September 13, 2022 Special Council meeting be received.

In Favour (9): Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, Councillor Ermeta, and Mayor McGarry

**Carried (9 to 0)**

16. **Introduction and Consideration of By-laws**

Motion: 22-245

Moved by Councillor Hamilton
Seconded by Councillor Liggett
THAT the following by-laws listed under the heading of Introduction and Consideration of By-laws be enacted and passed:

22-054 Being a by-law to amend By-law 22-044 being a By-law for the regulation of Traffic and Parking (Dando Ave, Gail St, Osborne St, Renwick Ave and Saginaw Pkwy)

22-055 Being a by-law to amend Zoning By-law 150-85, as amended, with respect to land municipally known as 11-13 Barrie Lane

22-056 Being a by-law to amend Zoning By-law 150-85, as amended, with respect to land municipally known as 15-17 Barrie Lane

In Favour (9): Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, Councillor Ermeta, and Mayor McGarry

Carried (9 to 0)

17. Confirmatory By-law

Motion: 22-246

Moved by Councillor Devine
Seconded by Councillor Ermeta

THAT By-Law 22-057 being a by-law to confirm the proceedings of the Council of the Corporation of the City of Cambridge be passed

In Favour (9): Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, Councillor Ermeta, and Mayor McGarry

Carried (9 to 0)

18. Adjournment

Motion: 22-247

Moved by Councillor Wolf
Seconded by Councillor Liggett

THAT the Council meeting does now adjourn at 6:45 p.m.
In Favour (8): Councillor Reid, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, Councillor Ermeta, and Mayor McGarry

Absent (1): Councillor Devine

Carried (8 to 0)

_________________________
Mayor

_________________________
Clerk
To: SPECIAL COUNCIL

Meeting Date: 9/27/2022

Subject: 22-031-OCM Cambridge and North Dumfries Energy Plus Inc. ("Energy Plus") and Brantford Power Inc. ("BPI") Merger Participation Agreement – Closing Adjustment Documents

Submitted By: David Calder, City Manager
Prepared By: David Calder, City Manager
Report No.: 22-031-OCM
File No.: C1101
Wards Affected: All Wards

RECOMMENDATION(S):


AND THAT no objection be given to the City of Brantford with respect to the Brantford Closing Financial Statements, the reports of the auditor thereon, and the Tallgrass Appraisal (as those terms are defined in the Merger Participation Agreement), prepared in accordance with Section 2.4(a) of the duly executed Merger Participation Agreement, resulting in the payment of a special dividend payable to the City of Brantford in the amount of approximately $125,000 as a result of the applicable calculation of adjustments to closing valuations (the “Closing Valuations”) of Energy Plus and BPI pursuant to Section 2.5 of the Merger Participation Agreement (set out in a letter dated August 29, 2022 by GrandBridge Corporation to its shareholders, with attachments, as revised pursuant to a letter dated September 20, 2022), it being understood that the Brantford Closing Financial Statements, the reports of the auditor thereon, and the Tallgrass Appraisal shall be deemed to have been approved in the absence of such objection by City of Cambridge and the Township of North Dumfries;

AND THAT, in respect of the submission for consideration by GrandBridge Corporation of a further adjustment to the Closing Valuations with respect to certain write-offs of deferred financing costs related to BPI’s credit facility, City Council has received such submission and considers that no changes to the adjustment set out in paragraph 2 above result therefrom;
AND FURTHER THAT the Board of Directors of GrandBridge Corporation and the Council of the Township of North Dumfries, in their capacity as a shareholder in the former Energy Plus and now a shareholder of GrandBridge Corporation, be circulated a copy of this Resolution.

EXECUTIVE SUMMARY:

Purpose
The Purpose of this Report is to advise City Council, in their role as a Shareholder in the former Energy Plus and now GrandBridge Corporation, of the results of the Closing Financial Statements of the former Energy Plus and BPI.

This reporting to Council is a requirement of the Merger Participation Agreement, dated September 1st, 2021, which established the framework of the merger between Energy Plus and BPI.

Key Findings
N/A

Financial Impact
The expenditure associated with the professional services necessary to assist the City Manager on the review of the close out of the former Energy Plus and BPI and their respective subsidiary companies will be funded from Hydro Dividend Stabilization Fund. This expense is being shared with the Township of North Dumfries. There are sufficient funds in the account to cover the expenditure associated with the preparation of this report.

STRATEGIC ALIGNMENT:

☐ Strategic Action; or
☐ Core Service

Objective(s): Not Applicable

Strategic Action: Not Applicable

Program: Not Applicable

Core Service: Not Applicable

BACKGROUND:
Energy Plus and BPI merged to form GrandBridge Corporation on May 2nd, 2022.
Energy Plus and its subsidiary companies, BPI and its subsidiary companies, and the respective shareholders of Energy Plus and BPI, namely, the City of Brantford (in respect of BPI) and the City of Cambridge and Township of North Dumfries (in respect of Energy Plus) duly executed a Merger Participation Agreement on September 1st, 2021 (the “MPA”).

The MPA had the effect of committing the parties to the merger of the two local distribution companies and their holding companies based upon an agreed upon framework and principles.

A key element of the MPA was the calculation of the final closing adjustments of Energy Plus and BPI and their respective subsidiaries (notably, their regulated local distribution company subsidiaries). In accordance with the MPA, the audited final closing statements, certain other financial information, and resulting adjustments to closing valuations of the respective corporations are to be completed within 120 days of the Closing Date. The City of Brantford and the City of Cambridge / Township of North Dumfries shall then have 30 days upon receipt of receiving the proposed closing adjustments to lodge an objection of the audited financial statements. If there is no objection within the 30-day period, then the statements will be deemed to be approved by the respective Shareholders.

Relevant to this discussion are subsections (a), (f), (h) and (i) of Section 2.4 of the MPA as follows:

(a) Brantford shall cause the auditors for the BEC Group to complete the audit procedures and distribute to Brantford, Cambridge and North Dumfries the audited financial statements for each member of the BEC Group as at the end of business on the day immediately prior to the Closing Date (including the audited financial statements of BEC on a consolidated basis) within 120 days following the Closing Date (collectively the “Brantford Closing Financial Statements”).

(f) All Closing Financial Statements shall be prepared in accordance with IFRS applied on a basis consistent with the preparation of the BEC Financial Statements, the BPI financial Statements, BHI Financial Statements, the Energy Plus Holdings Financial Statements, Energy+ Financial Statements and the Energy Plus Solutions Financial Statements, as applicable. The Closing Financial Statements shall be accompanied by a report thereon by such auditors. For the purposes of preparing and reviewing the applicable Closing Financial Statements, each Party shall grant such auditors and the other authorized Representatives of the other Parties reasonable access to all relevant records, facilities and personnel in its possession or within its control. Brantford will pay all costs and expenses in connection with the preparation of the Brantford Closing Financial Statements.

h) Cambridge and North Dumfries shall have a period of 30 days from the date they receive the Brantford Closing Financial Statements, the reports of the auditor thereon, the Customer Contracts Valuation in respect of each applicable member of the BEC Group and the Tallgrass Appraisal during which to review such Brantford Closing Financial Statements, the Customer Contracts Valuation in respect of each applicable member of the BEC Group and the Tallgrass Appraisal. For the purpose of such review, Cambridge and North Dumfries and each member of the Energy Plus Group and their authorized Representatives shall be given full access by Brantford and each member of the BEC Group to examine the working papers, schedules and other documentation used or prepared by the auditors to the Energy Plus Group, Chartered Business Valuator or appraiser in respect of the Tallgrass Appraisal, as applicable. If no written objection to such Energy Plus Closing Financial Statements, the Customer Contracts Valuation in respect of each applicable member of the BEC Group or Tallgrass Appraisal is given to Brantford by Cambridge and North Dumfries within such 30-day period, such Brantford Closing Financial Statements, the Customer Contracts Valuation in respect of each applicable member of the BEC Group and the Tallgrass Appraisal shall be deemed to have been approved by Cambridge and North Dumfries as of the last day of such 30-day period.

(i) Brantford may object to the Energy Plus Closing Financial Statements, the Customer Contracts Valuation in respect of any applicable member of the Energy Plus Group and/or the MTS Appraisal within the 30-day period set out in Section 2.4(h) by giving written notice to Cambridge and North Dumfries setting out in reasonable detail the nature of such objection (a “Brantford Objection”). Cambridge and North Dumfries (acting jointly) may object to the Brantford Closing Financial Statements, the Customer Contracts Valuation in respect of the applicable member of the BEC Group and/or the Tallgrass Appraisal within the 30-day period set out in Section 2.4(h) by giving written notice to Brantford setting out in reasonable detail the nature of such objection (a “Cambridge and North Dumfries Objection”). Brantford, Cambridge and North Dumfries (acting jointly) agree to attempt to resolve the matters in dispute set out in a Brantford Objection and/or Cambridge and North Dumfries Objection within 15 days from the date on which such notice is given. If all matters in dispute are resolved by Brantford, Cambridge and North Dumfries, the applicable Closing Financial Statements(s), Customer Contracts Valuation, Tallgrass Appraisal and/or MTS Appraisal, as applicable, shall be modified to the extent required to give effect to
such resolution and shall be deemed to have been approved as of the date of such resolution.

The City Manager can confirm that in accordance with Section 2.4 of the MPA that the closing financial statements attributed to Energy Plus, BPI and their respective subsidiary companies, together with the closing adjustment calculations was received by letter dated August 29th, 2022 with attachments. A letter dated September 20, 2022 set out certain revisions to the closing adjustment calculations (reflecting comments made by KPMG to GrandBridge Corporation).

In accordance with the provisions of the MPA, if the City wishes to object to the closing adjustment for BPI then a written objection must be lodged no later than September 29th, 2022.

In the event of an objection by either Brantford or jointly by the City of Cambridge / North Dumfries, then in accordance with Section 2.4 j) of the MPA the Parties shall have 15 days to resolve the dispute. At the end of the 15-day period all unresolved matters shall be forwarded to a mutually agreed, independent, nationally recognized accounting firm for resolution (an “Expert”). The Expert’s determination of all such matters shall be final and binding on all Parties and shall not be subject to appeal by Brantford, Cambridge, North Dumfries or any other Party.

In the event of the need to retain an independent Expert to deal with an unresolved dispute, GrandBridge Corporation will be responsible for the fees and expenses attributed to the Expert.

**ANALYSIS:**

Professional Services

The City of Cambridge and the Township of North Dumfries retained the professional services of Ron Clark (Aird & Berlis LLP) and John Rockx (KPMG Canada) to undertake a review of the August 29th final adjustment closings for BPI and its subsidiary companies.

Messrs. Clark and Rockx were key advisors to Cambridge and North Dumfries throughout the negotiations to establish the new utility corporation and the preparation of the Merger Participation Agreement, amongst other documents.

Messrs. Clark and Rockx were retained in the present time period to conduct a review of the final closing adjustments of BPI and the relevant provisions of the MPA.

Closing Adjustment
Section 2.5 of the MPA prescribes the calculations to be undertaken with respect to the final Closing Adjustments for Energy Plus and BPI and their respective subsidiary companies as of the day prior to the merger. The merger was effective May 2nd, 2022 and as such the financial statements were the financial position of Energy Plus and BPI as of May 1st, 2022.

Based upon the review the closing financial statements and in alignment with the MPA, KPMG has advised of the following:

Closing Adjustment Schedule:

KPMG reviewed the draft Closing Adjustment schedule and identified one error of $115,000 to Energy Plus' closing balance sheet entries at May 1, 2022 (extra accrued liability of $115,000 was deducted) plus a minor adjustment to a BPI item (under $1,000).

The expected impact of the $115,000 adjustment was that the closing dividend payable by GrandBridge Corporation to the City of Brantford would have been reduced by $80,000 to about $125,000 vs the previously calculated amount of $205,000 as identified in the August 29th, 2022 filing with the Shareholders.

Such error was brought to the attention of GrandBridge Corporation by KPMG. GrandBridge Corporation corrected the error in a letter dated September 20, 2022. As a result, the special dividend to Brantford has been reduced to approximately $125,000.

Deferred Financing Fees

Management of GrandBridge Corporation are seeking direction from the Shareholders as to a payment of a one-time dividend related to deferred financing fees with BPI’s “early break” from its long-term debt and the associated administration fees that had been paid to the Royal Bank of Canada (RBC), and external legal counsel in 2019 and 2020.

BPI had a $25 million non-revolving term facility with RBC that had unamortized deferred financing costs of $216,533 at December 31, 2021 (before additional amortization until May 1, 2022).

On or about April 20, 2022, BPI amended its credit facility with RBC to provide take-out financing for the Infrastructure Ontario debt ($12.1 million) and provide extra financing capacity for future periods. The amendment to the RBC credit facility resulted in the $216,533 of deferred financing costs to be written off for accounting purposes (i.e., the old RBC facility was cancelled). The City of Brantford is suggesting that this is an
unanticipated merger-related cost that was borne by Brantford Hydro Inc. pre-merger and should be recovered by BPI, net of taxes ($159,152).

It is the position of the City Manager, and supported through the legal review of Aird & Berlis, that there is no obligation for Cambridge / North Dumfries as Shareholders to support the payment of the adjustment related to the $159,154 as an anticipated write-down in connection with termination of the RBC debt of BPI. There is no requirement in the MPA for any adjustment as a result of the Infrastructure Ontario “make-whole” payment/break fee. Thus, the issue of liabilities relating to other financings was specifically dealt with in the MPA and there is no provision in the MPA relating to the RBC write-down.

It remains the contention of the City Manager that the adjustment provisions were heavily negotiated during the lead up to the execution of the MPA and are quite precise. It is the City Manager’s opinion that it is not open to the Parties to create adjustments for newly discovered reasons.

Next Steps

In accordance with the timeframes as set out in the MPA, the Parties have 30 days following the receipt of the closing financial statements to signal an appeal or dispute to the contents of the published documents. The documents were served to the Shareholders on August 29, 2022 (subject to revision on September 20, 2022) and as such if Council in their role as a Shareholder wishes to object to an element within the published draft documents, then written notice must be served upon the City of Brantford no later than September 29th.

The recommended next steps for Council in their role as a Shareholder of the former Energy Plus and GrandBridge Corporation is as follows:

1. That no objection be made to the financial statements and resulting adjustment calculations as reflected in the materials received from GrandBridge Corporation on August 29, 2022 as revised on September 20, 2022, resulting in a special dividend payable to Brantford of approximately $125,000, it being understood that the absence of such objection within the 30-day period constitutes approval of such financial statements; and

2. That, in respect of GrandBridge Corporation management’s inquiry concerning the deferred financing fees attributed to RBC, taking into account that the MPA did not include this expense as part of the terms of the merger, and the City as a Shareholder is not under any obligation nor
are there provisions in the MPA for the Parties to open up the Agreement to create adjustments for newly discovered reasons. The City considers that no changes to the adjustment set out in paragraph 1 above result therefrom and that such position may be conveyed by City staff to the other parties.

The Township of North Dumfries Council will be meeting on September 26th, 2022 to review a Report from their Staff on the financial closing statements. The City Manager and Chief Administrative Officer from the City and Township have worked jointly on the preparation of Reports to the respective Councils that are in alignment in terms of analysis and recommendations.

EXISTING POLICY / BY-LAW(S):

N/A

FINANCIAL IMPACT:

The expenditure associated with the professional services necessary to assist the City Manager on the review of the close out of the former Energy Plus and BPI and their respective subsidiary companies will be funded from Hydro Dividend Stabilization Fund. This expense is being shared with the Township of North Dumfries. There are sufficient funds in the account to cover the expenditure associated with the preparation of this report.

PUBLIC VALUE:

N/A

Sustainability:

N/A

Leadership:

N/A

Collaboration:

N/A

Transparency:

N/A
Engagement:
N/A

ADVISORY COMMITTEE INPUT:
Advisory Committees Consulted:
N/A

PUBLIC INPUT:
N/A

INTERNAL / EXTERNAL CONSULTATION:
Engagement has taken place with representatives from KPMG and Aird and Berlis LLP with regard to financial and legal consultation.

CONCLUSION:
N/A

REPORT IMPACTS:
Agreement: Yes
By-law: No
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
City Solicitor
City Manager

ATTACHMENTS:
N/A
RECOMMENDATION(S):

THAT Report 22-027-CRE Core Areas Community Improvement Plan Financial Incentives Update be received by Council for information;

AND THAT a change be approved in wording for Appendix E of the Core Areas Community Improvement Plan – Fee Waiver Program.

AND FURTHER THAT the change in wording for Appendix E of the Core Areas Community Improvement Plan – Fee Waiver Program be applied retroactively to August 3, 2021.

EXECUTIVE SUMMARY:

Purpose

- To provide Council with an update on the activity of the Core Areas Community Improvement Plan (CIP) Financial Incentives Program for the period of August 3, 2021 to August 3, 2022.

- The CIP was developed to be a financial incentive to owners and tenants of buildings in the 3 Core Areas to improve the aesthetic appeal of their building. This includes undertaking exterior and interior renovations which will lead to more jobs being created, an increase in activity in the Core Areas and new residential units.
Staff have delegated authority to approve applications under the Plan. This report also provides information on how Staff have been exercising this authority under the program.

To request Council approval of a change to the recently approved Core Areas Community Improvement Plan (CIP) regarding collections of planning application and building permit fees.

Key Findings

This report provides a summary to be presented to City Council on the activities of the Core Areas CIP for the period of August 3, 2021 to August 3, 2022.

A total of $1,206,917 was approved to the owners of 27 buildings in the Core Areas in 2021-22. 13 files were approved by Council, 14 were approved by Staff, and 3 previously approved applications were amended through delegated authority to access the maximum funding permitted for those projects. The total value of work done as a result of this funding is conservatively estimated at $9,139,102 as values tend to increase as work progresses. This translates into a 7.6 to 1 ratio regarding private to public dollars. Note that the program is set up for a 1 to 1 ratio thus the significant leveraging factor of the current program is positive news.

During the current implementation phase of the Community Improvement Plan for 2021, Staff noted that the Application fees would be collected then granted back but this has proven to be an administrative challenge for Staff. Staff proposes to return to the previous procedure under the former Building Revitalization Program and simply not collect fees thereby foregoing the rebate process.

Financial Implications

Financial impact from the implementation of the financial incentives program has seen 30 approved projects with a total grant value of $1,206,917.

Funding for the Core Areas CIP comes from the Core Areas Transformation Fund Reserve which currently has an uncommitted balance of $9,061,216 as of September 1, 2022.

Regarding the Fee Waiver policy, Staff are of the opinion that there will be no change to the amount of revenue to the City. Currently, the policy in the Community Improvement Plan allows for holding of a fee and then granting it back. Staff proposes a return to how this program operated under the previous
Building Revitalization Program in that fees were not collected. The proposed amendment will reduce a significant administrative issue and improve efficiency in the delivery of the program.

STRATEGIC ALIGNMENT:

☒ Strategic Action; or
☐ Core Service

Objective(s): ECONOMIC INCLUSION AND SUPPORT - Establish and extend inclusive programs to support business readiness and workforce development and help local businesses to thrive

Strategic Action: Establish our core areas as attractive destinations

Program: BIA / Core Area Support

Core Service: BIA / Core Area Support

BACKGROUND:

The CIP provides the basis for financial incentive programs within the 3 designated CIP Project Areas in the City of Cambridge. It focuses mainly on Cambridge’s 3 Core Areas as designated in the Official Plan and Community Improvement Project Area By-law. The Project Area in Hespeler is larger than the Core Area identified within the Official Plan.

These financial initiatives facilitate the planning and financing of development activities that effectively use, reuse and revitalize lands, buildings and infrastructure. They prioritize municipal investment and are intended to stimulate private sector investment, property maintenance and revitalization within the project areas.

Economic Development Staff is pleased to present this summary of information for the Financial Incentives programs.

The subject applications fall under the following grant programs:

- **Commercial Property Improvement Grant (CPIG):** The Commercial Property Improvement Grant Program is intended to provide financial assistance for commercial property owners & tenants who aim to improve upon the exterior appearance of commercial properties.

- **Commercial Building Restoration, Renovation and Improvement Grant (CBRRIG):** The Commercial Building Restoration, Renovation and Improvement Grant works to leverage significant private sector investment
in interior building renovations and improvements for commercial properties in need of renovation or vacant in the core areas.

- **Mixed Use Conversion and Restoration Grant Program (MUCRG):** The Mixed-Use Conversion and Restoration Grant Program is aimed at attracting new investment and interest in converting currently non-residential vacant or underutilized upper storey space to residential units and renovating the existing commercial space located below by providing a financial incentive that will be targeted at the costs of converting the space.

Under these programs, grants are available to property owners and authorized tenants who typically have one year to complete the renovations. Upon review of an application and approval, City Staff issues an approval letter outlining the eligible scope of work and funding.

The next step in this process is for the owner or tenant to complete the work as specified in the application. City Staff will inspect the work to ensure it is complete and meets all necessary Municipal codes. The applicant will then submit paid invoices for all work completed, which are matched to the work submitted in the application. If all submitted invoices comply with the program regulations, Staff (Economic Development and Finance) approve the issuance of payment under the Core Areas CIP.

**Delegated Authority for Approvals**

Through Report 22-008 (CRE) on April 19, 2022, Staff received delegated authority to approve Financial Incentive grant applications. In order to share how this delegated authority is exercised along with promoting the success of the program, Staff have committed to providing regular updates to Council and the public.

**Fee Waivers for Applications**

The second recommendation before Council is the requested change to the existing Fee Waiver Program.

The current CIP provides that application fees be paid for by the applicant and held by the City of Cambridge. These fees are subsequently refunded when the application is completed and approved by the City or other level of government.

Such changes are permitted under Policy 10.2 of the Core Areas Community Improvement Plan through the passing of a Council Resolution. For reference, this policy notes:

**10.2 Other Changes**
Administration procedures are contained in the various program descriptions and terms provided in the appendices to this Plan. Changes to the appendices not requiring a formal amendment will be adopted by City Council by resolution. In addition, Council may discontinue any of the programs described in this Plan, without amendment to the Plan. Formal amendments, including public meetings under the Planning Act, shall not be required for minor administrative amendments to this Plan such as format changes, typographical errors, grammatical errors and policy number changes.

**ANALYSIS:**

**1 Year Summary of Applications**

From August 3, 2021 to August 3, 2022, a total of 27 properties have been approved for funding and 3 previously approved properties have been granted amendments to access the maximum program funding. The total value of grants given to projects is $1,206,917. The total value of work done as a result of this funding is $9,139,102. This translates into a 7.6 to 1 ratio regarding private to public dollars.

To date, 4 projects have been completed. Of the 4 projects, to date funding has only been released for 3 applications in the amount of $188,820. The fourth project is expected to have funding released when heritage approvals have been complete.

During this time period, Staff also received inquiries for a total of 39 properties across the 3 Community Improvement Project Areas (CIPAs). From those inquiries Staff received 33 full applications, Staff are currently working with 3 files to be completed in the near future. Staff is expecting more applications in the coming months due to new businesses locating within the CIPAs.

For a list of all properties that have been provided funding or an allocation pending project completion please refer to Appendix A.

**Changes to Appendix E**

Staff is recommending a change to Appendix E – Fee Waiver Program. Accordingly, as per Policy 10.2, a Council resolution is required.

Under the current program, certain applications require application fees to be paid at the time of application, and then refunded when the application is complete. In practice, this has been administratively challenging due to the limitations of our current software in holding funds for indeterminate amounts of time.

To address this issue and simplify the process, staff are recommending that the program be amended to remove the requirement to pay fees for:
1. Development Applications, including but not limited to: Severance; Minor Variance; Official Plan Amendment; Zoning By-law Amendment; Plans of Subdivision.

2. Plans of Condominium; Condominium Conversion and Part Lot Control.

The proposed amendment will reduce a significant administrative issue and improve efficiency in the delivery of the program.

Staff is requesting that the wording in the program be replaced with the wording in the attached Appendix C following and that this change be made retroactively to August 3, 2021.

PROGRAM DESCRIPTION

The following application fees are waived if applications are for properties that are located within the Core Areas Community Improvement Project Area. This fee waiver will only be applicable to mixed used, commercial and mid to high density housing, and will not be for single detached/duplex homes.

The following application fees are hereby waived:

3. Development Applications, including but not limited to: Severance; Minor Variance; Official Plan Amendment; Zoning By-law Amendment; Plans of Subdivision.

4. Plans of Condominium; Condominium Conversion and Part Lot Control.

ADDITIONAL FEES WAIVED

In addition to the development application fees above, Pre-consultations, Site Plan Approval Applications, Sign Permits, Sign Variance applications and Building Permit fees will also be waived.

INTERPRETATION OF POLICY

If there is a question or confusion of whether or not a fee should be waived, the Director of Economic Development (or designate) in concert with the Chief Financial Officer (or designate) may also waive any fee associated with this policy.

Making the change retroactively means that staff will review the fees collected to date and will issue refunds for all eligible applications. This removes the administrative tracking of each file and processing required to return funds. This also provides a
consistent approach to all applicable developments in the core rather than having applications received in the last year be handled differently.

This is a change to Appendix E which requires a Council Resolution.

EXISTING POLICY / BY-LAW(S):
Authorization of the Financial Incentive programs is granted by the Council approved Core Areas Community Improvement Plan for 2021 (CIP) and the associated project areas.

FINANCIAL IMPACT:

- Financial impact from the implementation of the financial incentives program has seen 30 approved projects with a total grant value of $1,206,917.

- Funding for the Core Areas CIP comes from the Core Areas Transformation Fund Reserve which currently has an uncommitted balance of $9,061,216 as of September 1, 2022.

- Regarding the Fee Waiver policy, Staff are of the opinion that there will be no change to the amount of revenue to the City. Currently, the policy in the Community Improvement Plan allows for holding of a fee and then granting it back. Staff proposes a return to how this program operated under the previous Building Revitalization Program in that fees were not collected. The proposed amendment will reduce a significant administrative issue and improve efficiency in the delivery of the program.

PUBLIC VALUE:

Transparency:
To ensure transparency relating to the Core Areas Community Improvement Plan applications, Staff will regularly share with council and the public applications that have received Staff approval.

ADVISORY COMMITTEE INPUT:
Not Applicable

PUBLIC INPUT:
Posted publicly as part of the report process.

INTERNAL / EXTERNAL CONSULTATION:
There was no internal/external consultation undertaken.

CONCLUSION:

In conclusion, Staff respectfully provides this update to Council on the Core Areas CIP Financial Incentives Programs.

The change to Appendix E of the Core Areas Community Improvement Plan 2021 will better reflect the actual intentions of the programs and policies contained therein. Staff respectfully recommends approval of this request.

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
City Clerk
Chief Building Official
Chief Planner
Deputy City Manager
Chief Financial Officer
City Solicitor
City Manager

ATTACHMENTS:

1. 22-027-CRE Appendix A – List of Properties Approved for Funding
2. 22-027-CRE Appendix B – Existing APPENDIX E - Fee Waiver Program
3. 22-027-CRE Appendix C – Draft APPENDIX E - CORE AREAS WAIVER OF APPLICATION FEES
## 22-027-CRE Appendix A – List of Properties Approved for Funding

<table>
<thead>
<tr>
<th>Property</th>
<th>Programs Used</th>
<th>Grant Amount</th>
<th>Private Sector Spend</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Received Council Approval (August 2021 – March 2022)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 Main St</td>
<td>MUCRG</td>
<td>$150,000</td>
<td>$2,600,000</td>
</tr>
<tr>
<td>27 Queen St E</td>
<td>CPIG, CBRRIG</td>
<td>$123,820</td>
<td>$526,588</td>
</tr>
<tr>
<td>38 Ainslie St N</td>
<td>CBRRIG</td>
<td>$11,413</td>
<td>$22,826</td>
</tr>
<tr>
<td>30 Dickson St</td>
<td>CBRRIG</td>
<td>$50,000</td>
<td>$107,000</td>
</tr>
<tr>
<td>759 King St E</td>
<td>CPIG, MUCRG</td>
<td>$70,000</td>
<td>$733,903</td>
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<td>18 Tannery St</td>
<td>CBRRIG</td>
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<td>35-37 Main St</td>
<td>MURCG</td>
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<td>$1,300,000</td>
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<tr>
<td>39 Main St</td>
<td>MURCG</td>
<td>$90,000</td>
<td>$1,300,000</td>
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<tr>
<td>29 Main Street</td>
<td>CPIG</td>
<td>$15,367</td>
<td>$63,487</td>
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<tr>
<td>26-28 Main St</td>
<td>CPIG</td>
<td>$4,405</td>
<td>$8,810</td>
</tr>
<tr>
<td>89 Main St - Unit 106</td>
<td>CBRRIG</td>
<td>$15,000</td>
<td>$93,230</td>
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<tr>
<td>632 King St E</td>
<td>CPIG, MUCRG</td>
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<td>$240,000</td>
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<td>20 Grand Ave S</td>
<td>CPIG, CBRRIG</td>
<td>$14,643</td>
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<td><strong>Staff Approved via Delegated Authority (April – August 3, 2022)</strong></td>
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<tr>
<td>38 Ainslie Street North</td>
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<tr>
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<td>CPIG</td>
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<tr>
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<tr>
<td>33 Cambridge St</td>
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<td>Property</td>
<td>Programs Used</td>
<td>Status</td>
<td>Grant Provided</td>
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<td>------------------------</td>
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<tr>
<td>5 Guelph Ave</td>
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<td>MUCRG Amendment</td>
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<tr>
<td>223 King St E</td>
<td>CPIG</td>
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<tr>
<td>26-28 Main St</td>
<td>CPIG</td>
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<td>$11,155</td>
</tr>
<tr>
<td>Total</td>
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<td>$1,206,917</td>
</tr>
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</table>

**Completed Files**

In 2022, the following four projects have been completed.

<table>
<thead>
<tr>
<th>Property</th>
<th>Programs Used</th>
<th>Status</th>
<th>Grant Provided</th>
<th>Private Sector Spend</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 Dickson St</td>
<td>CBRRIG</td>
<td>Completed and Paid</td>
<td>$50,000</td>
<td>$200,000</td>
</tr>
<tr>
<td>27 Queen St E</td>
<td>CPIG, CBBRIG</td>
<td>Completed and Paid</td>
<td>$123,820</td>
<td>$467,800</td>
</tr>
<tr>
<td>89 Main St - Unit 106</td>
<td>CBBRIG</td>
<td>Completed and Paid</td>
<td>$15,000</td>
<td>$93,230</td>
</tr>
<tr>
<td>14-22 Queen Square</td>
<td>CPIG</td>
<td>Completed</td>
<td>$31,620</td>
<td>$120,000</td>
</tr>
<tr>
<td>Total Grant Awarded</td>
<td></td>
<td></td>
<td>$220,440</td>
<td>$881,030</td>
</tr>
</tbody>
</table>
APPENDIX B - APPENDIX E - CORE AREAS WAIVER OF APPLICATION FEES

The following application fees are waived if applications are for properties that are located within the Core Areas Community Improvement Project Area. This fee waiver will only be applicable to mixed used, commercial and mid to high density housing, and will not be for single detached/duplex homes.

The following application fees are hereby waived:

1. Development Applications, including but not limited to: Severance; Minor Variance; Official Plan Amendment; Zoning By-law Amendment; Plans of Subdivision.
2. Plans of Condominium; Condominium Conversion and Part Lot Control.

ADDITIONAL FEES WAIVED

In addition to the development application fees above, Pre-consultations, Site Plan Approval Applications, Sign Permits, Sign Variance applications and Building Permit fees will also be waived.

INTERPRETATION OF POLICY

If there is a question or confusion of whether or not a fee should be waived, the Director of Economic Development (or designate) in concert with the Chief Financial Officer (or designate) may also waive any fee associated with this policy.
APPENDIX E - CORE AREAS WAIVER OF APPLICATION FEES

PROGRAM DESCRIPTION

The following application fees may be waived if applications are for properties that are located within the Core Areas Community Improvement Project Area. This waiver will only be applicable to mixed used, commercial and mid to high density housing, and will not be for single detached/duplex homes.

PROGRAM TERMS

1. Development Applications (Severance; Minor Variance; Official Plan Amendment; Zoning By-law Amendment; Plan of Subdivision; Plan of Condominium; Condominium Conversion; Part Lot Control) that can be supported by Planning staff and the decision to approve is made by Council or the Committee of Adjustment will be granted back following final inspection and building permit completion.

2. Pre-consultation, Site Plan Application, Sign Permits and Sign Variance application fees as well as Building Permit fees will not be collected.
RECOMMENDATION(S):

THAT Report 22-094-CD Recommendation Report – 255 King Street West Official Plan and Zoning By-law Amendments – North Development Corporation be received;

AND THAT Cambridge Council adopts Official Plan Amendment No. 56 with Site-Specific Policy 8.10.91 to increase the maximum number of dwelling units to 600, establish a maximum height to 16 storeys, and permit residential uses on the ground floor of a mixed-use building, and that the adopted Official Plan Amendment be submitted to the Region of Waterloo for Approval;

AND THAT Cambridge Council approves the proposed Zoning By-law Amendment to amend the zoning from C1RM2 s.4.1.125 (Mixed-Use Commercial and Residential) and RM3 (Multiple Residential) s.4.1.125 to C1RM2 (Mixed-Use Commercial and Residential) s. 4.1.430 and OS1 (Open Space) with a Holding (H) Provision, to allow an increase in the maximum number of dwelling units to 600, establish a maximum building height of 16 storeys, and reduce parking and setbacks for 255 King Street West;

AND THAT Council accept the recommendations included in the “Revised Heritage Impact Assessment for 255 King Street West” Staff Report to the Municipal Heritage Advisory Committee included as Appendix I to Report 22-094-CD.

AND THAT Cambridge Council is satisfied that a subsequent public meeting in accordance with subsection 34(17) of the Planning Act is not required;

AND THAT Amendment No. 56 to the City of Cambridge Official Plan (2012), included as Appendix A to Report 22-094-CD, be passed;
AND FURTHER THAT the By-law to amend Zoning By-law 150-85, included as Appendix B to Report 22-094-CD, be passed.

EXECUTIVE SUMMARY:

Purpose

To seek Council approval to permit the redevelopment of a vacant site.

Key Findings

- If approved, the redevelopment would consist of three (3) buildings comprising of a maximum 600 dwelling units, maximum building height of 16 storeys, and a commercial retail unit at street level.

- The Subject Lands are:
  - Located within the City’s Built-up Area as well as a Regeneration Area
  - Designated ‘Preston Towne Centre’ Community Core Area

- The proposed development will contribute to the City’s objective of providing for a range and mix of housing options and directing 45 percent of new development to the Built-up Area.

- The proposed development will support the existing and planned public transit network and is located within the draft Preston Major Transit Station Area (MTSA) which has been endorsed by Regional Council.

- The proposal aligns with Provincial, Regional and City goals and objectives with respect to intensification.

Financial Implications

- Planning application fees were waived in accordance with the previous Community Improvement Program for development applications in the Core Area.

- A Site Plan application was submitted prior to eliminating Core Area Development Charge exemptions and therefore City Development Charge fees will be exempt.

- If approved, the proposed development will contribute additional tax revenue to the City. An estimate of the potential tax revenue is provided further below in this report.

- Any additional costs associated with the development of the site are to be borne by the applicant.

STRATEGIC ALIGNMENT:

☐ Strategic Action; or
Core Service

Objective(s): PLANNING FOR GROWTH - Provide for a mix of development, uses and amenities in order to meet the needs of a changing and diverse population

Strategic Action: Not Applicable

Program: Land Use Planning

Core Service: Official Plan and Zoning By-law Amendments

The proposal will permit the development of a currently underutilized, vacant site within a Community Core Area and proposed MTSA. The proposed applications provide for appropriate intensification and desirable compact built form that will efficiently utilize existing infrastructure while providing convenient access to existing transit services, local community amenities, and the Preston Towne Centre.

BACKGROUND:

Property

The Subject Lands are legally described as Part of 9 and Part of Lot 8, and Part of Lots 11 to 13, Registered Plan 730 and, Part of Lots 1 to 3 (North of Main Street) and Lots 1 to 3 (East of Woolwich Street), Registered Plan 522, formerly the Town of Preston, City of Cambridge, Regional Municipality of Waterloo. The lands are municipally known as 255 King Street West and are located on the northeast corner of King Street West and Fountain Street North as shown in Figure 1.

Figure 1 Location Map
The Subject Lands are irregular in shape and approximately 2.4 hectares in size with approximately 80 m of frontage on King Street West and 100 m of frontage on Fountain Street North. A portion of the site is also located within the floodplain of the Speed River.

The subject property is the former location of the Kress Hotel. The site is now vacant with the exception of the driveway access to the apartment building at 237 King Street West which is to remain. The grading across the site varies by approximately 10 m with the highest elevations along the street frontages and driveway. The subject property is adjacent to six listed and designated properties on the Municipal Heritage Register.

Existing/Surrounding land uses:

The subject property abuts an existing 13-storey apartment building to the north (Kressview Springs) and existing low-density residential dwellings fronting on Fountain Street North. The Canadian Pacific Railway, Riverside Park and the Speed River are located to the east. Existing commercial uses are located to the south along with P&H Milling Group on the south side of King Street West. Existing low-density residential dwellings are location to the west fronting on Fountain Street North and the former Preston Springs Hotel site is located across the street on the west side of Fountain Street.

Proposal

The purpose of this report is to provide a recommendation on the proposed Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications that will facilitate the construction of three residential buildings ranging from 14-16 storeys in building height, consisting of 580 residential units to a maximum of 600 units with a ground floor commercial retail unit. The three buildings are oriented on three storey podiums atop a shared parking structure.

The Subject Lands will maintain the existing vehicular access point from King Street West. The Region has recommended this access be modified to a left-in/right-out access only, which will be further reviewed through the Site Plan application. A new full-movement access is proposed along Fountain Street North. There is an existing easement in place to permit both the existing access and proposed access to be shared with Kressview Springs.

The applicant is proposing a reduction in the overall parking rate to 1.08 parking spaces per residential unit from 1.25 (1.19 when accounting for the permitted 25% reduction in the core area) as required by the by-law. The residential parking rate factors in the visitor parking rate. Overall, there are 652 parking spaces proposed which consists of 123 surface spaces and 529 spaces within the parking structure which also includes 20
barrier free spaces. A total of 307 bicycle parking spaces are proposed. The applicant is also requesting to eliminate the commercial parking requirements as the small-scale commercial retail unit is intended to serve on-site residents and is not anticipated to generate additional vehicular traffic.

Amenity space will be provided through balconies and at street level (interior common rooms etc.), in addition to an enhanced landscape promenade along the driveway access from King Street and between buildings creating outdoor amenity space.

The initial application presented at the Public Meeting proposed buildings heights ranging from 15-18 storeys containing 579 dwelling units with 690 parking spaces. After the public meeting the concept plan was revised to reduce height impacts, reorient buildings and reduce the amount of surface parking on the site, particularly in proximity to the lower density dwellings on Fountain Street. The interior side yard along the shared property line with the Fountain Street properties has been increased to provide enhanced landscaping and screening. The revised concept plan is included in Appendix C and the concept elevation renderings are included in Appendix D. The pink overlay on the concept plan illustrates the original orientation of the buildings on the site for comparison.

The development is proposed to be a mix of condominium and rental tenure and will therefore be subject to a future Plan of Condominium application. The applicant is not proposing affordable housing as part of the development but is proposing to donate $800 per unit to a total of $480,000 to the City’s affordable housing reserve. This contribution will be secured through the future Plan of Condominium application, if the application is approved.

**Statutory Public Meeting**

In accordance with the Planning Act, the City held a public meeting in order to formally consider the requested OPA and ZBA applications and receive comments from members of the public and Councillors. Oral submissions were made at the public meeting held on September 28, 2021. Written submissions were also received. Comments were generally raised regarding impacts to neighbouring properties, traffic, heritage impacts as well as onsite wildlife and vegetation.

The applicant also held an informal open house with the Kressview Springs Condominium at 237 King Street West. Comments received were generally related to the shared driveway access, traffic, noise impacts, overflow parking, and cost impacts for maintenance of shared infrastructure.

The excerpts from the public meeting minutes are in Appendix G.
The public comments received are included and addressed in Appendix H.

**ANALYSIS:**

Staff have considered agency comments, compatibility with the surrounding neighbourhood with respect to height and density, and the appropriateness of the site-specific provisions that were requested by the applicant. Should Council approve the Official Plan and Zoning By-law Amendments, Site Plan approval and a Plan of Condominium application will be required to implement the plan.

The proposal is consistent with the policy directions to build healthy, sustainable communities and support intensification within the Built-up Area. The Subject Lands provide an opportunity for an appropriate residential infill development in a Core Area that will be compatible with the surrounding established residential community. As per the Official Plan, compatible development does not necessarily mean the same as or similar to existing buildings or uses in the vicinity but can exist in harmony and will not have a physical or functional adverse impact on surrounding properties.

Additionally, the proposal will maximize the use of existing municipal infrastructure available in the area. Staff are of the opinion that the proposal is consistent with the 2020 Provincial Policy Statement, and conforms to the Provincial Growth Plan of 2020.

The Subject Lands are located within the ‘Built-up Area’ Schedule 3a of the Region of Waterloo’s Official Plan (ROP). Policies of the ROP support the provision of housing options by contributing to a range of dwelling types in the community, while utilizing existing municipal infrastructure. The proposal conforms to the ROP, which directs growth towards the ‘Built-Up Area’ to facilitate the creation of complete communities.

The Subject Lands are also located within the proposed Preston ION MTSA as endorsed by Regional Council. Accommodating growth within MTSA has a variety benefits such as efficient use of existing infrastructure and land as well as supporting a range of transit and active transportation options which contribute to the creation of complete communities and mitigate climate change. The proposed development is compact in form and will result in increased residential density within proximity to the future Preston ION Station.

The Subject Lands are designated ‘Preston Towne Centre’ and are located within a ‘Regeneration Area’ where compatible intensification is encouraged. A portion of the property to the east of the existing driveway is designated ‘Natural Open Space System’. No new development is proposed within the open space lands.

The Subject Lands are located within proximity to the Speed River and the developable area is partially located within the Flood Fringe of the Two-Zone Floodplain Area, Plan Map 11 (Preston, Hespeler and Groff Mill Creek Two-Zone Floodplain Policy). The
Flood Fringe is a portion of the floodplain between the floodway and the regulatory floodline as defined by GRCA. Development in the Flood Fringe is permitted where development could occur without adverse impacts on flood flows, flood elevations or adjacent structures. Development is permitted in the Flood Fringe provided appropriate flood proofing measures are provided. A permit must be issued by the GRCA demonstrating the development is appropriately floodproofed and no habitable floor area is located below the regulatory flood elevation.

The Subject Lands are subject to site-specific policy 8.10.14. This policy applies to 255 King Street West and 237 King Street West (Kressview Springs) which only permits a total of 313 dwelling units on the properties combined despite that the properties have since been severed. The original development applications for the lands were filed in 1988 and 1999 which resulted in the site-specific provisions limiting the number of residential units based on the 1981 Cambridge Official Plan (Units per Hectare x lot area). Density policies in the current Official Plan (2012) have since been updated to calculate density based on the Floor Space Index (FSI). The FSI is the gross floor area of all buildings on a lot divided by the area of the lot on which the buildings are developed.

The applicant is proposing the following site-specific policy to apply only to 255 King Street West:

- To permit a maximum of 600 dwelling units and maximum FSI of 2.15
  - The ‘Preston Towne Centre’ core area permits a maximum FSI of 2.0. The applicant is proposing a maximum of 600 units and 2.15 FSI. Therefore, the proposed increase in units is appropriate given the direction in the current Official Plan which is consistent with the Provincial and Regional policy framework to increase density within exiting Built-up Areas and MTSAs. In staff’s opinion, the proposed density is appropriate within the Preston Core Area designation.

- A maximum building height of 16 storeys where there are currently no height restrictions
  - While the current site-specific policy 8.10.14 does not include any height restrictions on the subject lands, the ‘Preston Towne Centre’ permits a maximum of 5 storeys. The proposed building height on the Subject Lands is requested to facilitate the increased density on site. The applicant has reduced the overall maximum height from 18 storeys to 16 storeys. The buildings are now similar in height to the abutting property at 237 King Street West (Kressview Springs) which is a 13-storey building. There is also existing 12 and 16-storey residential buildings at the corner of King...
Street West and Eagle Street. The varying building heights proposed have also taken the grading of the site into consideration and are generally aligned with the height of the Kressview Springs. A Pedestrian Wind Assessment (and addendum based on revisions) has been submitted in support of the application. This will be peer reviewed through the site plan process with the recommendations implemented in the final site design.

- In order to minimize impacts to the low-density residential properties fronting on Fountain Street North, the proposed buildings have been oriented towards the eastern side of the site. Three storey podiums are proposed at the base of each tower in order to minimize the scale and massing of the buildings from street level. It is staff’s opinion that the proposed building height will not adversely impact the surrounding lands given the generous setbacks (approximately 30 m) to the adjacent residential properties.

- Given the location of the Subject Lands in the Preston Core Area and proximity to the proposed Preston ION Station, it is staff’s opinion that the requested building height to accommodate greater density on the site is appropriate and compatible with the existing neighbourhood.

- To permit residential uses on the ground floor of a mixed-use building

  - Policy 8.3.1 e) states that in Community Core Area designations where residential uses occur in conjunction with commercial uses, the residential uses will not be permitted in the street level, storefront portion of a multi-storey, mixed-use building. The general intent of the policy is to encourage commercial uses to be located along the street frontage to activate the streetscape. The subject lands are being developed primarily for high-density residential and the commercial use is limited to a retail/convenience commercial use intended to serve on-site residents. An existing guard rail exists within the Regional right-of-way and therefore the grading makes it difficult to activate the streetscape. Therefore, given the grading, the commercial/retail unit will be provided at street level at the southeast corner of Building C closest to King Street, as this area has the most streetscape exposure. Residential uses are proposed at street level elsewhere on the site which includes common amenity spaces such as the lobby, common rooms, mail room, etc. Urban Design and landscaping will be reviewed through site plan to ensure there is consideration of the streetscape along King Street.

Staff note that the existing site-specific policy will continue to apply to the property at 237 King Street West.
The Subject Lands are currently zoned ‘C1RM2 – Mixed-Use Commercial and Multiple Residential’ and ‘RM3 – Multiple Residential’ with site-specific provision Section 4.1.125 which includes a unit cap. The current site-specific provision was established prior to the property being severed from 237 King Street and therefore applies to both properties. The applicant is now seeking to amend the site-specific provisions on 255 King Street West only, in order to facilitate the development on the Subject Lands. The amendment will also re-zone the lands on the eastern portion of the access driveway to ‘OS1 – Open Space’ to be consistent with the Natural Open Space System designation in the Official Plan.

As the proposal is seeking changes to the current permissions, an amendment is required to establish the following site-specific provisions:

- To permit a maximum of 600 dwelling units on 255 King Street West whereas the Zoning By-law, as amended by s.4.1.125, only permits 313 dwelling units on 255 King Street West and 237 King Street West combined.
  - The applicant is proposing a maximum of 600 units or 2.15 FSI. Based on the Official Plan analysis above, in staff’s opinion, the proposed increase in units is appropriate and consistent with current policy direction related to intensification within Built-up Areas and MTSAs.

- To permit a maximum building height of 16 storeys whereas the Zoning By-law, as amended by s.4.1.125, only permits 5 storeys (or 295.7 m) within 30 m from King Street. There is currently no height restriction beyond the 30 m setback.
  - The applicant is seeking to increase the permitted height on the Subject Lands to 16 storeys. Based on the Official Plan analysis above, in staff’s opinion the proposed height is compatible within the existing neighbourhood.

- To permit a minimum residential parking rate of 1.08 spaces per unit, whereas the Zoning By-law requires a minimum of 1.25 spaces per unit (25% reduction to visitor parking would require a rate of 1.19 spaces per unit).
  - A maximum of 600 dwelling units are being proposed. The parking rate provides a minimum of 1 space per dwelling unit and approximately 0.08 spaces per unit for visitor parking. Under the Zoning By-law, the parking rate would require 714 spaces (accounting for the 25% reduction in visitors parking) whereas the applicant is proposing 652 spaces. The proposed parking rate still provides each unit with a parking space and 52 visitor parking spaces.
  - The Transportation Impact Study prepared by Paradigm Transportation Solutions (May 2021) includes a number of Transportation Demand
Measures (TDM) including providing bicycle parking and unbundling parking, meaning spaces may be sold separately from the units. This option would attract non-auto users, while reducing the overall parking demand on-site.

- The reduction of 38 parking spaces from the original proposal, resulted in additional landscaping and amenity areas on site which improves the site design and provides additional opportunities for enhanced buffering to the surrounding land uses.

- The site has access to existing GRT routes and active transportation network. Additionally, it is located approximately 550 m north of the proposed Preston ION Station.

- In staff’s opinion, the reduction in parking is appropriate given the site’s location in the ‘Preston Towne Centre’ and proposed MTSA. Due to proposed TDMs and improved site design, it is not anticipated the parking reduction will negatively impact the site or surrounding uses.

- To permit no commercial parking requirements, whereas the Zoning By-law requires 2.5 spaces per 100 square metres of retail commercial floor area.

  - The proposed commercial component of the development is approximately 76 square metres and would only require a minimum of 2.5 parking spaces. The proposed retail/convenience commercial use is intended to serve future on-site residents and the applicant does not anticipate the use to generate additional vehicular traffic to the site. As such, it is staff’s opinion that the request to eliminate the commercial parking minimums is appropriate and will not adversely impact the site.

- That a minimum setback of 30 m be required between the multiple residential buildings and the Railway Right-of-Way.

  - The Subject Lands are adjacent to the Canadian Pacific Railway and the Region has recommended that this provision be included in the zoning amendment to meet the “Guidelines for New Development in Proximity to Railway Operations”. It is staff’s opinion that the requested provision is suitable.

- That no habitable residential area shall be permitted below the regulatory flood elevation.

  - The Subject Lands are located within the Flood Fringe. Development in the flood fringe is permitted in locations where development already exists and where development could potentially occur without adverse impacts on flood flows, flood elevations or adjacent structures. The applicant will
be required to obtain a permit from the GRCA and demonstrate appropriate floodproofing measures will be implemented.

- Lot lines created through condominium shall not be used for the purposes of parking, planting strips, fencing, and zoning regulations.

**Holding Provision**

Staff requires that a ‘H – Holding Provision’ be added to the Zoning By-law Amendment for the Subject Lands to ensure that the following requirements are satisfied prior to Site Plan Approval:

1. A Record of Site Condition (RSC) and Ministry Acknowledgement Letter have been received to the satisfaction of the City of Cambridge and the Region of Waterloo; and,

2. A detailed Noise Study assessing the impact of the building design on the on-site and off-site noise on sensitive uses be submitted to confirm the development will comply with the Ministry of Environment, Conservation and Parks noise guidelines to the satisfaction of the Region of Waterloo.

It is the opinion of staff that the proposed applications are consistent with the Provincial Policy Statement, conform with the policies of the Provincial Growth Plan 2020, 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 No. 150-85. The proposal represents good planning. As such, staff recommend approval of the Zoning By-law Amendment.

If Council does not support the recommendation, the project as planned may not be able to proceed. If Council refuses, approves, or does not make a decision on the applications, were to decide not to approve the applications, the applicant or anyone else would be able to file an appeal to the Ontario Land Tribunal (OLT).

**EXISTING POLICY / BY-LAW(S):**

**Official Plan**

The City of Cambridge Official Plan (2012) designates the Subject Lands as, ‘Built-up Area’ on Map 1A (Urban Structure) and the lands are within a ‘Regeneration Area’ on Map 6 (Regeneration Areas). Further, the Subject Lands are designated ‘Preston Town Centre’ and ‘Natural Open Space System’ on Map 2 (General Land Use Plan).

The requested Official Plan Amendment seeks to maintain the Preston Town Centre and the Natural Open Space System designations, and proposes the following site-specific policy to permit the proposed development:
• A maximum of 600 dwelling units and an FSI of 2.15
• A maximum building height of 16 storeys
• To permit residential uses on the ground floor of a mixed-use building

The Official Plan indicates that compatible higher density residential development is permitted in Community Core Areas and Regeneration Areas in order to support and ensure viability of existing and planned transit service levels.

In staff's opinion, the proposal conforms to the City of Cambridge Official Plan.

A map representing the current Official Plan designation of the Subject Lands is included in Appendix E.

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

The subject property is currently zoned ‘C1RM2 – Commercial/Multiple Residential’ s.4.1.125 and ‘RM3 Multiple Residential’ s.4.1.125. ‘C1RM2’ is a compound zone permitting commercial and multiple residential uses and RM3 is exclusively multiple residential. Compound zones allow any permitted use exclusively or in combination with all the zones. S.4.1.125 is a site-specific exception which permits:

• Maximum of 313 dwelling units across 255 and 237 King St W
• Minimum 4.5 m setback from King Street West
• Maximum building height of 295.7 m (or 5 storeys) within 30 m of King St
• Parking spaces located within a parking structure permitted 0m setback
• Lot lines created through condominium shall not be used for the purposes of parking, planting strips, fencing, and zoning regulations

The proposed Zoning By-law Amendment would zone the entire property at 255 King Street West as ‘C1RM2’ with new site-specific provisions as outlined above in order to facilitate the proposed development. The portion of lands located east of the driveway will be zoned ‘OS1 – Open Space’ to be consistent with the Natural Open Space System designation in the Official Plan delineating the floodway on the property.

In staff’s opinion, the proposed Zoning Amendment with the site-specific regulations conforms to the Official Plan and is consistent with Provincial Policy.

A zoning map representing the current zoning of the subject lands is included in Appendix F.
FINANCIAL IMPACT:

- Planning Application fees for the Official Plan and Zoning By-law Amendment applications were waived due to the previous Community Improvement Program for Core Area properties.

- City Development Charge fees in the amount of $7,637,589 for the proposed development will be exempt and must be funded by the City.

- The potential tax revenue from the proposed development is as follows:
  - The total assessed value for all three buildings will be an estimated $240,837,000. The potential tax revenue from the development will be approximately $1,071,745 using the 2021 City tax portion rate.
  - Please note this is an estimate of assessed value and property taxes only. For an accurate estimate, the building plans are required to be submitted to MPAC for the Current Value Assessment (CVA) to be calculated.

Any further costs associated with the development of the site are borne by the applicant.

PUBLIC VALUE:

Engagement:

Public involvement was encouraged through the planning review process. This process provided the community with the ability to share their opinions and views openly and allowed for active and direct communication between residents, staff, the applicant and members of Council.

ADVISORY COMMITTEE INPUT:

The Subject Lands are neither listed nor designated on the Heritage Properties Register; however, it is adjacent to six (6) listed and designated properties. As such, a Heritage Impact Assessment (HIA) was required to accompany the OPA and ZBA applications.

Policy 4.10.5 of the Official Plan requires the HIA to first be submitted to MHAC for review and the recommendation of MHAC will be forwarded to Council for consideration with the proposal.

The Municipal Heritage Advisory Committee (MHAC) originally reviewed the HIA at the June 2022 meeting where they did not accept the HIA and requested the HIA be updated to explore alternative design options in accordance with the City’s Detailed Guidelines for the Preparation of Cultural Heritage Impact Assessments.
An addendum was submitted to address the updated design proposal and the three alternative design options. The revised HIA was reviewed at the July 2022 meeting. The Committee noted that the requested drawings showing the scale and massing of the development to the surrounding heritage properties were not provided and therefore they had concerns regarding the setback of the parking garage from the heritage buildings along Fountain Street North. The Senior Planner - Heritage recommended that the findings of the HIA be accepted and that at site plan a commemorative plaque be required as well as a Zone of Influence Study to address vibration concerns for the adjacent listed and designated heritage properties. Ultimately, the Committee refused the staff recommendations as they did not agree with the findings that there were no negative impacts that would result from the proposed development.

Staff recommend Council accept the recommendations included in the “Revised Heritage Impact Assessment for 255 King Street West” Staff Report to the Municipal Heritage Committee included as Appendix I to Report 22-094-CD.

PUBLIC INPUT:

The statutory public meeting required under the Planning Act was held on September 28, 2021 and official notification was provided in the Cambridge Times. In addition, notice was provided to all assessed property owners within a 120 metre (393.7 feet) radius of the site and anyone else who requested notice. The public meeting minutes excerpt is included in Appendix G and the public comments received are addressed in Appendix H.

INTERNAL / EXTERNAL CONSULTATION:

The applications and supporting information have been circulated to the departments and agencies listed in Appendix J. Staff has received comments from the applicable City departments and outside agencies in regard to the proposed OPA and ZBA. The staff comments have been addressed by the applicant and will be implemented through the Site Plan application.

CONCLUSION:

Staff is of the opinion that the proposed applications are consistent with the Provincial Policy Statement, conform with the policies of the Provincial Growth Plan 2020, the Regional Official Plan and the City of Cambridge Official Plan.

The proposal represents good planning that contributes to the creation of complete communities and is compatible with the character of the surrounding neighbourhood
with a desirable compact built form that incorporates high standards of design. As such, staff recommends approval of the Official Plan and Zoning By-law Amendments.

**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. 22-094-CD Appendix A – Draft Official Plan Amendment
2. 22-094-CD Appendix B – Draft Zoning By-law Amendment
3. 22-094-CD Appendix C – Concept Site Plan
4. 22-094-CD Appendix D – Concept Elevations and Massing
5. 22-094-CD Appendix E – Existing Official Plan Map
6. 22-094-CD Appendix F – Existing Zoning Map
7. 22-094-CD Appendix G – Public Meeting Minutes
8. 22-094-CD Appendix H – Public Comments and Responses
9. 22-094-CD Appendix I – Revised Heritage Impact Assessment for 255 King Street West (Staff Report)
10. 22-094-CD Appendix J – Internal/External Consultations & List of Support Studies
BY-LAW 22-XXX

OF THE

CITY OF CAMBRIDGE

Being a By-law of the Corporation of the City of Cambridge to adopt Amendment No. XX to the City of Cambridge Official Plan (2012), as amended (255 King Street West)

WHEREAS sections 17 and 22 of the Planning Act R.S.O. 1990 c. P. 13, as amended empower the City of Cambridge to adopt an Official Plan and make amendments thereto;

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. That Amendment No. 56 to the City of Cambridge Official Plan (2012) applies to land legally described as Part of 9 and Part of Lot 8, and Part of Lots 11 to 13, Registered Plan 730 and, Part of Lots 1 to 3 (North of Main Street) and Lots 1 to 3 (East of Woolwich Street), Registered Plan 522, formerly the Town of Preston, City of Cambridge, Regional Municipality of Waterloo.

2. The Amendment No. 56 to the City of Cambridge Official Plan (2012) as amended, consisting of the text and attached map, is hereby adopted.

3. That the Clerk is hereby authorized and directed to make application to the Regional Municipality of Waterloo for approval of the aforementioned Amendment No. 56 to the City of Cambridge Official Plan (2012), as amended.

4. That this By-law shall come into full force and effect upon the final passing thereof.

Read a First, Second and Third Time
PASSED AND ENACTED this 27th day of September 2022.

___________________________
Mayor

___________________________
Clerk
The Purpose and Effect of Official Plan Amendment No. 56 to the City of Cambridge Official Plan (2012), as amended, is to maintain the existing Preston Town Centre designation and modify the existing site-specific policy to permit the development of three residential buildings ranging from 14-16 storeys in height, consisting of a maximum of 600 dwelling units with ground floor commercial/retail for the lands municipally known as 255 King Street West.
Amendment No. 56 to the City of Cambridge Official Plan

1. Chapter 14, Map 2A of the City of Cambridge Official Plan is hereby modified by adding Site Specific Figure 91 as shown on Schedule ‘A’ attached hereto;

2. Chapter 16, of the City of Cambridge Official Plan is hereby amended by adding Figure 91 as shown on Schedule ‘B’ attached hereto;

3. Section 8.10 of the City of Cambridge Official Plan is hereby amended by adding the following subsection thereto:

8.10.91

1. Notwithstanding policy 8.10.14 in this plan, the land designated as Preston Towne Centre on Map 2 of this Plan, located at 255 King Street West and more particularly shown on Figure 91 shall permit a maximum of 600 dwelling units, maximum density of 2.15 FSI, and maximum building height of 16 storeys. The residential density and height provisions of Section 2.6, 2.8.3 and 8.4.6 shall not apply to limit the number of dwelling units and building heights.

2. Notwithstanding policy 8.3.1 e) in this plan, where residential uses occur in conjunction with commercial uses, the residential uses will be permitted in the street level, storefront portion of a multi-storey, mixed use building.
Schedule ‘B’
BY-LAW 22-XXX
of the
CITY OF CAMBRIDGE

Being a By-law of the Corporation of the City of Cambridge to amend Zoning By-law 150-85, as amended with respect to land municipally known as 255 King Street West.

WHEREAS Council of the City of Cambridge has the authority pursuant to Section 34 and 36 of the Planning Act, R.S.O. 1990, c. P. 13, as amended to pass this By-law;

AND WHEREAS this By-law conforms to the City of Cambridge Official Plan, as amended;

AND WHEREAS Council deems that adequate public notice of the public meeting was provided and adequate information regarding this Amendment was presented at the public meeting held September 28, 2021, and that a further public meeting is not considered necessary in order to proceed with this Amendment; and,

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT this by-law shall apply to lands described as Part of 9 and Part of Lot 8, and Part of Lots 11 to 13, Registered Plan 730 and, Part of Lots 1 to 3 (North of Main Street) and Lots 1 to 3 (East of Woolwich Street), Registered Plan 522, formerly the Town of Preston, City of Cambridge, Regional Municipality of Waterloo and shown on Schedule ‘A’ attached hereto and forming part of the by-law;

2. THAT Schedule ‘A’ to City of Cambridge Zoning By-law 150-85, as amended, is hereby amended by changing the zoning classification of the lands shown in heavy black in the attached Schedule ‘A’ to this By-law from C1RM2 s.4.1.125 and RM3 s.4.1.125 to (H)C1RM2 s.4.1.430 and OS1;

3. THAT the aforesaid City of Cambridge Zoning By-law No. 150-85, as amended, is hereby further amended by adding the following subsection under section 4.1 thereof:

4.1.430 – 255 King Street West:
1. Notwithstanding the provisions of Sections 4.1.125, 3.1.2.4 (b), (c), (i), 2.2.3.8 and in addition to the regulations prescribed in section 3.1.2.4 of the City of Cambridge Zoning By-law No. 150-85, the following regulations shall apply to the property in the C1RM2 zone to which reference S.4.1.430 is made on Schedule ‘A’ attached to and forming part of this by-law:

   a. Maximum of 600 residential units are permitted
   b. The maximum building height shall not exceed 16 storeys
   c. No habitable rooms shall be permitted below the regulatory flood elevation
   d. The minimum setback to the railway right-of-way shall be 30 metres
   e. Lot lines created through condominium shall not be used for the purposes of parking, planting strips, fencing, and zoning regulations

2. Notwithstanding the provisions of Section 2.2.1.1 (d) and 2.2.1.2, of this By-law, the following regulations shall apply to the lands in the C1RM2 zone to which reference “s.4.1.430” is made on Schedule ‘A’ attached to and forming part of this By-law:

   a. Residential parking shall be provided at a rate of 1.08 spaces per unit inclusive of residential visitor parking
   b. No commercial parking is required

3. The (H) Holding provision applying to the lands zoned C1RM2 “s.4.1.430” may only be lifted once the following requirements have been addressed:

   a. The City of Cambridge and the Regional Municipality of Waterloo is satisfied that an acceptable Stationary Noise Study that assesses any on-site and off-site stationary noise impacts on sensitive uses and, if necessary recommends appropriate mitigation measures, has been prepared in accordance with Ministry of the Environment, conservation and Parks Publication NPC-300; and,

   b. The City of Cambridge and Regional Municipality of Waterloo is satisfied that a Record of Site Condition and Ministry of Environment, Conservation and Parks Acknowledgement Letter has been submitted.

4. THAT this By-law shall come into force and effect on the date it is enacted and passed by Council of the Corporation of the City of Cambridge, subject to notice hereof being circulated in accordance with the Planning Act and Ontario Regulation 545/06.
Read and First, Second and Third Time, Enacted and Passed this 27th day of September 2022.

PASSED AND ENACTED this 27th day of September 2022

__________________________
Mayor

__________________________
Clerk
Purpose and Effect of By-law No 22-XXX

The purpose and effect of this by-law is to amend the zoning classification of the lands legally described as Part of 9 and Part of Lot 8, and Part of Lots 11 to 13, Registered Plan 730 and, Part of Lots 1 to 3 (North of Main Street) and Lots 1 to 3 (East of Woolwich Street), Registered Plan 522, formerly the Town of Preston, City of Cambridge, Regional Municipality of Waterloo from C1RM2 s.4.1.215 and RM3 s.4.1.215 to (H)C1RM2 s. 4.1.430 and OS1 to facilitate the development of three residential buildings ranging from 14-16 storeys in height consisting of a maximum of 600 dwelling units with ground floor commercial/retail to serve the needs of future residents for the lands municipally known as 255 King Street West.
Appendix C
Concept Site Plan
Appendix D
Concept Elevations and Massing
Shared vehicular/pedestrian connection between towers A and B

Pedestrian connection between towers B and C

Pedestrian connection along driveway access from King Street
East Elevation (looking towards Fountain Street North)

West Elevation (looking towards Speed River)
MINUTES
Corporation of the City of Cambridge
Special Council Meeting - Statutory Public Meeting

Date: September 28, 2021, 10:00 a.m. (Statutory Public Meeting) and reconvening at 5:00 p.m. (Special Council)
Location: Virtual Meeting

Council Members In Attendance: Mayor McGarry, Councillor Reid - Ward 1, Councillor Devine - Ward 2, Councillor Mann - Ward 3 (left at 10:05 a.m. for Item 5.1, returned for 5:00 p.m.), Councillor Liggett - Ward 4 (arrived at 5:00 p.m.), Councillor Wolf - Ward 5, Councillor Adshade - Ward 6, Councillor Hamilton - Ward 7, Councillor Ermeta - Ward 8 (arrived at 5:00 p.m.)

Staff Members in Attendance: David Calder - City Manager, Dave Bush - Deputy City Manager - Corporate Services, Hardy Bromberg, Deputy City Manager - Community Development, Yogesh Shah, Deputy City Manager - Infrastructure Services, Cheryl Zahnleiter, Deputy City Manager - Corporate Enterprise, Sheryl Ayres - Chief Financial Officer, Lisa Shields - City Solicitor, Danielle Manton - City Clerk, Jennifer Shaw - Deputy City Clerk, Mallory Greenough - Council Committee Services Coordinator, Rachel Greene - Senior Planner, Trevor McWilliams - Manager of Business Development, Deanne Friess - Manager of Policy Planning, Lisa Prime - Chief Planner, Ayesh Da Silva, Network Administrator

_____________________________________________________________________

1. Meeting Called to Order

The meeting of the Council of the Corporation of the City of Cambridge is held virtually via Microsoft Zoom and live streamed to the City of Cambridge website. Mayor McGarry welcomes everyone present and calls the meeting to order at 10:02 a.m.
2. Indigenous Territory Acknowledgement

3. Disclosure of Pecuniary Interest

   3.1 Councillor Mann - 21-228(CD) 255 King St W – Official Plan and Zoning Bylaw Amendment – North Development Corp.

      He and his family have ownership in the property at 237 King St. W, which is adjacent to the proposed development.

Councillor Mann subsequently left the meeting at this time.

4. Public Meeting Notice

5. Public Meeting

   5.1 21-228(CD) 255 King St W – Official Plan and Zoning Bylaw Amendment – North Development Corp.

      Motion: 21-169

      Moved by Councillor Reid
      Seconded by Councillor Devine

      THAT report 21-228(CD) Public Meeting Report – 255 King St W – Official Plan and Zoning Bylaw Amendment – North Development Corp. be received;

      AND THAT the application OR07/21 for 255 King St W be referred back to staff for a subsequent report and staff recommendation.

      In Favour (6): Mayor McGarry, Councillor Reid, Councillor Devine, Councillor Wolf, Councillor Adshade, and Councillor Hamilton

      Absent (2): Councillor Mann, Councillor Liggett, and Councillor Ermeta

      Carried (6 to 0)

   5.1.1 Staff Presentation - Rachel Greene, Senior Planner

   5.1.2 Applicant Presentation - Kristen Barisdale, Senior Planner, GSP Group

   5.1.3 Correspondence

      5.1.3.1 Mark Brown
5.2 Delegations

5.2.1 Mark Brown
5.2.2 Jane Newland, Community of Fountain Street South residents
5.2.3 Karen Scott Booth (ACO)
5.2.4 Michelle Goodridge
5.2.5 Ken Heber

6. Note: the following items will be discussed at 5:00 p.m.

7. Delegations

7.1 Tim Armstrong re: 21-260(CD) MZO Policy
7.2 Mary McGrath re: 21-260(CD) MZO Policy
7.3 Karen Scott Booth (ACO) re: 21-260(CD) MZO Policy
7.4 Julie Hacking re: 21-260(CD) MZO Policy

Note: withdrew

7.5 Janet Hartshorn re: 21-260(CD) MZO Policy

Note: withdrew

7.6 Danielle Lindamood re: 21-260(CD) MZO Policy
7.7 Nina Deeb re: 21-260(CD) MZO Policy
7.8 Joanna Manz re: 21-260(CD) MZO Policy
7.9 Ewa Osika re: 21-260(CD) MZO Policy
7.10 Alan Van Norman re: 21-260(CD) MZO Policy
7.11 Cam Crawford re: 21-260(CD) MZO Policy
7.12 Theresa re: 21-260(CD) MZO Policy
7.13 Bryan Langel re: Councillor Reid's Motion

8. Presentations

8.1 Martin van Zon, Founder & President, Interkom Inc. re: 21-198(CRE) Sponsorship, Advertising and Naming Policies
9. **Consent Agenda**

Motion: 21-170

Moved by Councillor Adshade  
Seconded by Councillor Hamilton

In Favour (9): Mayor McGarry, Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, and Councillor Ermeta

**Carried (9 to 0)**

THAT all items listed under the heading of Consent Agenda for the September 28th, 2021 Council Agenda be adopted as recommended.

9.1 Special Council Minutes - September 14, 2021  
9.2 Youth Advisory Committee Minutes - July 8, 2021  
9.3 Cambridge Cycling and Trails Advisory Committee Minutes – February 11, 2021, April 8, 2021, May 13, 2021  
9.4 Arts and Culture Advisory Committee Minutes - March 16, 2021  
9.5 September 17, 2021 Council Information Package (CIP)  
9.6 21-249(CRS) Q21-64 - Parklawn Cemetery Scattering Garden  
9.7 21-244(CD) 2021 Implementation Plan for the Regional Transit Supportive Strategy - Cambridge  
9.8 21-250(CRE) Minor Change to Core Areas Community Improvement Plan – Pre-consultations  
9.9 21-254(CRS) T21-67 Riverside Park Pedestrian Bridge Replacement

10. **Consideration of Reports**

10.1 Corporate Services  

10.1.1 21-277(CRS) Request for Funding - ACCKWA

    Motion: 21-172  
    Moved by Councillor Liggett  
    Seconded by Councillor Wolf
THAT report 21-277(CRS) Request for Funding - ACCKWA be received;

AND THAT the Grants to Groups Committee’s recommended grant of $10,000 to ACCKWA, be supported.

In Favour (9): Mayor McGarry, Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, and Councillor Ermeta

Carried (9 to 0)

Amendment:
Motion: 21-171

Moved by Councillor Liggett
Seconded by Councillor Ermeta

THAT Consideration of Report 21-277(CRS) Request for Funding – ACCKWA, be deferred to the November 9th Special Council Meeting to allow for consultation with the Region of Waterloo on the request.

In Favour (3): Councillor Devine, Councillor Liggett, and Councillor Ermeta

Opposed (6): Mayor McGarry, Councillor Reid, Councillor Mann, Councillor Wolf, Councillor Adshade, and Councillor Hamilton

Defeated (3 to 6)

10.2 Corporate Enterprise

10.2.1 21-198(CRE) Sponsorship, Advertising and Naming Policies

Motion: 21-173

Moved by Councillor Mann
Seconded by Councillor Devine

THAT Report 21-198(CRE), re: Sponsorship, Advertising and Naming Policies be received;

AND THAT Policy CSD-30.070 Naming of Parks/Open Space/Municipal Facilities and Buildings be repealed;
AND THAT the Sponsorship, Advertising, and Naming Policy in Appendix A of Report 21-198(CRE) be adopted;

AND THAT a capital project with a budget of $150,000 be created for the retention of a consultant to secure naming and sponsorship rights for the Fountain Street Soccer Complex, Recreation Complex and Preston Auditorium facilities and components;

AND THAT funding for this capital project be drawn from the Economic Development Reserve.

In Favour (9): Mayor McGarry, Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, and Councillor Ermeta

Carried (9 to 0)

10.3 Community Development

10.3.1 21-260(CD) MZO Policy

Motion: 21-176

Moved by Councillor Hamilton
Seconded by Councillor Ermeta

THAT report 21-260(CD) be received;

AND THAT the Minster Zoning Order policy, as amended, attached as Appendix A to report 21-260(CD) be approved.

In Favour (6): Mayor McGarry, Councillor Reid, Councillor Mann, Councillor Wolf, Councillor Adshade, and Councillor Hamilton

Opposed (3): Councillor Devine, Councillor Liggett, and Councillor Ermeta

Carried (6 to 3)

Amendment:

Motion: 21-174

Moved by Councillor Hamilton
Seconded by Councillor Adshade
THAT paragraph 3 of the MZO Policy attached as Appendix A to report 21-260(CD), be amended to read as follows:

“…and may request that any or all of the following requirements be complied with by the requester of an MZO before it will consider the request:

- Consult with the public including affected stakeholders
- Circulation of the proposal for an initial review to:
  - Region of Waterloo
  - Grand River Conservation Authority
  - City of Cambridge
- Completion of a Transportation Impact Study
- Completion of a Heritage Impact Assessment if the property is a listed or designated property or adjacent to a listed or designated property”

In Favour (9): Mayor McGarry, Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, and Councillor Ermeta

Carried (9 to 0)

Deferral:
Motion: 21-175

Moved by Councillor Liggett
Seconded by Councillor Ermeta

THAT Consideration of report 21-260(CD) MZO Policy, as amended, be deferred to the November 5, 2021 Special Council Meeting.

In Favour (3): Councillor Devine, Councillor Liggett, and Councillor Ermeta

Opposed (6): Mayor McGarry, Councillor Reid, Councillor Mann, Councillor Wolf, Councillor Adshade, and Councillor Hamilton

Defeated (3 to 6)
10.3.2 21-283 (CD) 27-31 Cambridge Street Holding Removal

Motion: 21-177

Moved by Councillor Liggett
Seconded by Councillor Wolf

THAT report 21-283(CD) – Holding Removal 27-31 Cambridge St – Tim Welch Consulting be received;

AND THAT the application to remove the (H) holding Provision from the property subject to approval of a bonusing agreement by the Chief Planner to the satisfaction of the City Solicitor, be approved;

AND THAT the by-law attached to report 21-283 (CD) be passed.

In Favour (9): Mayor McGarry, Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, and Councillor Ermeta

Carried (9 to 0)

10.4 Infrastructure Services

10.4.1 21-212(IFS) City Tree Bylaw Update

Motion: 21-178

Moved by Councillor Mann
Seconded by Councillor Adshade

THAT Report 21-212(IFS) be received;

AND THAT the by-law attached as Appendix “A” to report 21-212(IFS) be passed.

In Favour (9): Mayor McGarry, Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, and Councillor Ermeta

Carried (9 to 0)

11. Unfinished Business

12. Correspondence
13. Motion

13.1 Councillor Reid re: Naloxone kits in City Facilities

Motion: 21-179

Moved by Councillor Reid
Seconded by Councillor Wolf

WHEREAS Canada is among the top prescribers of opioids in the world, and Ontario has the highest opioid-dispensing rates in the country with nearly two million Ontarians receiving an opioid in 2014 and 2015. This totals approximately nine million dispenses, putting roughly 15 per cent of Ontarians on prescription opioids; and

WHEREAS the Region of Waterloo and City of Cambridge continue to be in a state of crisis seeing rises in suspected opioid overdoses; and

WHEREAS in Waterloo Region, paramedics said they responded to 39 overdoses from June 27 to July 3, 2021, with 11 of those calls on July 2. As of June 4, the region had reported 49 suspected opioid-related deaths; and

WHEREAS the pandemic may also be playing a big role in increased opioid overdoses and deaths. A national report in October 2020 found the overall health of Canadians deteriorated during the first eight months of the pandemic and showed more people turned to drugs, alcohol, tobacco and screen time rather than physical exercise to cope with the stress; and

WHEREAS in an effort to prevent overdose deaths, there is a need for increased awareness, education and training to utilize naloxone kits to assist in preventing overdoses and deaths in our community; and

WHEREAS Naloxone is proven effective at reversing potentially fatal overdoses and many municipalities have begun to include these kits in public facilities as an emergency option in a community with a significant opioid abuse problem; and

WHEREAS the City of Cambridge can join the leadership we are seeing in other Ontario Municipalities and implement the supply of Naloxone kits in
all publicly accessible, city-owned buildings that currently have defibrillators, including arenas and community centres; and

THEREFORE BE IT RESOLVED THAT Council direct staff to report back by the end of 2021 with an implementation plan to have two Naloxone kits available in all publicly accessible, city owned facilities that currently have defibrillators in them;

AND THAT staff include in the implementation plan an analysis on the costs associated with providing training to use the kits, an awareness campaign for the facilities that will have the kits and a procedure that addresses how to maintain kits within a City Facilities; and

AND THAT correspondence be sent to the Region of Waterloo, Association of Municipalities of Ontario and to the Hon. Doug Ford, Premier of Ontario and the Hon. Christine Elliot, Minister of Health outlining a request that the Provincial government mandate Naloxone kits in all public institutions across Ontario.

In Favour (9): Mayor McGarry, Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, and Councillor Ermeta

Carried (9 to 0)

14. Motion to Receive Correspondence and Presentations

Motion: 21-180

Moved by Councillor Devine
Seconded by Councillor Ermeta

THAT all presentations and correspondence from the September 14, 2021 Special Council meeting be received.

In Favour (9): Mayor McGarry, Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, and Councillor Ermeta

Carried (9 to 0)
15. **Introduction and Consideration of By-laws**

Motion: 21-181

Moved by Councillor Mann
Seconded by Councillor Liggett

that the following by-laws listed under the heading of Introduction and Consideration of By-laws be enacted and passed:

21-068 Being a by-law to amend By-law 71-06, being a by-law to regulate the planning, propagation, preservation and removal of trees on land owned by the municipality or over or adjacent to highways under the jurisdiction of the municipality

21-069 Being a by-law to amend Zoning By-law No. 150-85, as amended, with respect to the lands municipally known as 27-31 Cambridge St. (R08/21) (Holding Symbol ‘(H)’ Removal)

In Favour (9): Mayor McGarry, Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, and Councillor Ermeta

Carried (9 to 0)

16. **Closed Session**

Motion: 21-182

Moved by Councillor Wolf
Seconded by Councillor Adshade

THAT in accordance with Section 239 (2)(e) and (f) of the Municipal Act, 2001, Council convene in Closed Session at 9:45 p.m. to consider the following subject matter:

(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board (litigation update);

(f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose (litigation update);
In Favour (9): Mayor McGarry, Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, and Councillor Ermeta

Carried (9 to 0)

17. **Rise from Closed Session**

Motion: 21-183

Moved by Councillor Hamilton
Seconded by Councillor Reid

THAT Council rise from Closed Session and reconvene in Open Session at 10:16 p.m.

In Favour (9): Mayor McGarry, Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, and Councillor Ermeta

Carried (9 to 0)

18. **Confirmatory By-law**

Motion: 21-184

Moved by Councillor Wolf
Seconded by Councillor Devine

THAT By-law 21-067 being a by-law to confirm the proceedings of the Council of the Corporation of the City of Cambridge be enacted and passed.

In Favour (9): Mayor McGarry, Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, and Councillor Ermeta

Carried (9 to 0)

19. **Adjournment**

Motion: 21-185

Moved by Councillor Reid
Seconded by Councillor Mann

THAT the Council meeting does now adjourn at 10:18 p.m.
In Favour (9): Mayor McGarry, Councillor Reid, Councillor Devine, Councillor Mann, Councillor Liggett, Councillor Wolf, Councillor Adshade, Councillor Hamilton, and Councillor Ermeta

Carried (9 to 0)

_________________________
Mayor

_________________________
Clerk
**Appendix H**
Response to Public Comments Received

Oral and written submissions were both made which are summarized and discussed below:

<table>
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<th>Comment</th>
<th>Response</th>
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| Concerns with proposed height impacts and proximity of proposed parking structure to existing residential dwellings along Fountain Street. | All buildings have been reduced from 15-18 storeys to 14-16 storeys in height reducing shadow impacts to adjacent properties.  
Building A has been rotated 90° to reduce impacts to existing single detached residential uses on Fountain Street and Kressview Springs.  
Height reductions and reorientation of buildings improves views from Fountain Street North to the Speed River and Riverside Park.  
The applicant has proposed increased setbacks between the one-storey parking structure (at rear of Building B) and existing residential dwellings along Fountain Street. |
| Traffic and safety concerns regarding King Street access.               | The Traffic Impact Study submitted as part of the application has been reviewed by the Region of Waterloo.  
Regional staff have advised they will support a full-movement access to Fountain Street with the existing access at King Street being modified to a left-in/right-in access. These accesses will be further reviewed through site plan and will require a permit from the Region. |
| Concerns regarding impact on existing slope and concerns regarding existing groundwater levels. | A Slope Stability Assessment was submitted as part of the application. The assessment concluded the proposed development will |
| Concerns regarding potential impact on adjacent heritage properties. | A Heritage Impact Assessment and addendum was submitted in support of the proposed development. The Staff report to MHAC recommended acceptance of the HIA.  
Staff recommended the inclusion of a commemorative plaque on site as well as a Zone of Influence Study as part of site plan review to address vibration concerns for adjacent heritage properties.  
MHAC did not accept the findings of the HIA; however, staff recommend Council accept the recommendations in the staff report included as Appendix I. |
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<td>Concerns with tree preservation, protecting the natural environment and wildlife.</td>
<td>The Subject Lands have been vacant since the former Kress Hotel was demolished in the 1980s. The subject lands are located in a Core Area in the City and there are no natural heritage features located within the developable area. As such, an Environmental Impact Statement was not required as part of the application. The lands</td>
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east of the driveway will be zoned OS1 – Open Space and will not be developed.

A Vegetation Management Plan has been submitted and will be further reviewed through site plan. New developments are required to provide compensation plantings for removals.

| Concerns from Kressview Springs Residents regarding shared access to King Street and visitor parking lot. | An existing agreement exists with Kressview Springs Condominium which requires the provision of visitor parking and maintenance of shared access driveway to King Street. The proposed development provides for surface visitor parking to be used by Kressview Springs and the driveway access to King Street is being maintained. Kressview Springs residents will also benefit from the new access to Fountain Street as an existing easement agreement exists on title. |
| Concerns regarding parking reduction. | The development is located within a proposed Major Transit Station Area which are typically located within 600-800m of a rapid transit station. These areas are to be the focus of accommodating intensification and designed to meet the transit-oriented development provisions. In order to encourage compact development in the core area, the City may exempt a development from providing all or a portion of private off-street parking where it is not required. City Transportation staff have no objection to the proposed parking rate and Regional staff also recommended a reduction in the surface parking on site. As such, in staff’s opinion the proposed |
| Consideration for enhanced pedestrian connections. | Proposed development includes a pedestrian promenade between Building B and C as well as enhanced pedestrian connections along the “front” of the proposed development (along the driveway access from King Street).

Pedestrian connections provided to existing off-site pedestrian facilities on King Street and Fountain Street; details of pedestrian connections to be reviewed through site plan. |
Good day:

I own the property at 223 Fountain Street North and would like to bring my concerns forward on this proposed project. From the diagrams put forward, the exit traffic would be coming out beside my property and onto Fountain Street North. With the abundance of traffic from the industrial work area and the delivery trucks plus residences in the surrounding area, I don't see how this one Regional Road can accommodate the increase in the number of vehicles. But my main concern is the gully beside my house. When the last development for the condominiums was completed my husband Amedeo convinced the contractor there wasn't enough room for an exit beside our house and to stop digging as our house would shift. If someone would check they would note the fencing is falling into the gully with only a few trees holding that up. I fear one of these days my house will be next. I would like it guaranteed that a retaining wall would be built along this section before a roadway is even considered. Further, I'm terrible at public speaking and would appreciate your doing this for me. Thanks P.S. can/will you supply me with the contractors name and contact information. Again thanks
My further thoughts on this development are as follows: Each spring a doe has and raises her fawn in the area behind the houses on Fountain Street Street north and fox travel on my property and back when it catches rats squirrels and such as they have a nest in our area also in that same area the buildings are to be situated. I know it's not much but they have been here for years. At times I can have four deer in my backyard. It would be a shame if they were disturbed from the location.
Rachel,

I understand you are the planner involved with the 255 King St W zoning change request. I am writing on behalf of my mother who lives at 171 Abraham St.

After reviewing the material she was mailed, and looking at the 15 page PDF I found online it almost appears as though the drawings are deliberately trying to hide the road access to the property involved with the developer's plans. Are we to understand all vehicular access to this property will be through the current single driveway used by the Kressview condominium at 237 King St W?

There is a mention in the PDF document that considerations in review of the application will include Transportation implications. Has that, or will that include a full traffic study of the road access to the property? If this study has already been done and where can I obtain a copy?

The road access to the driveway for 237 King St W is already a problem, especially anytime around shift changes at the Toyota plant when that area of King St W and Fountain St N are already choked with traffic, making it extremely difficult for residents to exit from their neighbourhood via Jacob St or Kitchener Road onto Fountain St N. We were hoping the issue of left turns out of the property would have been addressed by the redevelopment of Shantz Hill/King St/Fountain St that was recently completed by being able to ban left turns from the Kressview condominium property and simply have drivers use the planned roundabout at King St W/Fountain St N to change direction, but alas the roundabout was dropped from the road design. Even with that roundabout left turns from King St into the driveway for the property would have been a problem. With the traffic conditions around the time of the Toyota plant shift change already being extremely busy it would be almost impossible to turn left out of the 255/267 King St W driveway. I hope any traffic study would be sure to include a study during those hours.

Years ago when the Kressview condominium property was approved I believe we were told another access road would be built from the back of the property to alleviate traffic issues. The start of a road was actually built, for around 50m, and still sits uncompleted near the driveway entrance to the Schembri (formerly Sutherland-Schultz/Genesco) plant at 401 Fountain St N. Is that access road finally to be completed as part of this proposed new development for 255 King St W? Is an additional road access planned via the section of the property that abuts Fountain St N across from Jacob Street?

Here’s a Google streetview link to the "road to nowhere" near the entrance to Schembri from Fountain St North: https://www.google.com/maps/@43.403894,-80.3701445,3a,75y,102.32h,85.48t/data=!3m6!1e1!3m4!1s74APLbv4ObIoKn3jaVkWkgf2e07f16384f8192

PS - we’re all also extremely curious as to how they plan to dig down 5 levels and build underground parking garages in a area where the underground sulphur springs/streams exist.

Thank you for your time and I look forward to receiving your answers.

Neil Palmer

Help Reduce Spam. If you forward this email, please delete the forwarding history, including all email addresses. It’s a courtesy to the senders who may not wish to have their email addresses sent all over the world. Erasing the history also helps prevent SPAMMERS from mining addresses & viruses from being propagated. Also please enter the addresses on the "Bcc" (Blind Copy) line instead of "To" or "Cc", to hide them from others.
I would hope the very least that’s added on Fountain Street after the construction is complete would be DO NOT BLOCK INTERSECTION signs at Jacob Street, Kitchener Road and Marmel Court. If this isn’t done, don’t be surprised when the residents of those areas put up their own. It is already almost impossible to make a left turn onto those streets at certain times of the day.

Lynda Palmer
Cambridge

Sent from my iPhone
Hi Rachel,

Please see email below.

Thank you,

Rachel Latour  
Administrative Service Representative  
Planning Services  
Community Development  
T: 519-623-1340 ext. 4228  
www.cambridge.ca

City Hall • 50 Dickson St • Cambridge ON • N1R 5W8

-----Original Message-----
From: Richard Murray
Sent: Wednesday, August 18, 2021 1:23 PM
To: Planning <Planning@cambridge.ca>
Subject: [External] OR07/21 - 255 King Street West

Owners at kressview condo beside where you are planning these two condos have major traffic issues getting out the driveway never mind putting up two new buildings to feed off this driveway. There is one little sign to say hidden driveway. Trying to get out of that drive is totally dangerous. No amber light flashing to say slow down watch nothing. I am over at my mums who lives there all times of the day. Did they do their traffic study at midnight as that’s the only time you are not taking your life in your hands. People fly around that corner west bound on king street doing 80 kms if they see the light is green. There is three directions of traffic you have to watch just to pull out. I would like to know what they are going to do about this situation. The majority of people come out Turning left to go into Cambridge Preston which is a nightmare When is the meeting to discuss the implication for the residents in the Kressview building and surrounding area? I would like to have someone call me to discuss Thank You Richard Murray  519-998-7924

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This email was sent to you by Richard Murray through https://www.cambridge.ca.
Mayor McGarry, members of Council, thank you for allowing me the time to address you today. My name is Jane Newland, I live on Fountain Street South. I am speaking today on behalf of residents on Fountain Street South, also on Parkview Crescent and Preston Heights community housing co-operative. There are over 35 residences in our community group.

I bring our community concerns to you today regarding the proposed Official Plan and Zoning By-law Amendment to redevelop the property at 255 King St W. Our principal concerns are as follows:

1. The scale and density of the proposal and how this relates to the established, stable community of Fountain Street North;
2. The safety risk for traffic egress at the planned new driveway connection at Fountain Street and Jacob Street; and
3. Environmental concerns including water issues, slope stability, and wind.

To my first point: this is overzealous intensification to the extreme. 3 tower blocks - 18, 17 and 15 storeys, with 600 dwelling units, 690 parking spaces, far beyond the current zoning regulations. This application is particularly intrusive to the existing neighbourhood of Fountain Street N, specifically given the many designated and listed dwellings on Fountain St N and the 1875 Erb house on the corner of Jacob Street. I remind Council that Section 2.6.1.8 of the Official Plan states that I quote ‘infill, intensification and redevelopment within existing neighbourhoods will be minor in nature and will be designed to respect existing character’. This is not the case here. And in fact, this development falls within the Preston core boundary which has a 5 storey height limit. These massive blocks will literally overshadow, engulf even having seen the drawings, existing dwellings in the area, far exceeding, as the many technical reports state, the height of existing buildings and homes in the area. If this development goes ahead in its proposed form, these eyesores will become the new landmarks of Preston, replacing the fast-disappearing heritage in this area of Cambridge.

To my 2nd point: the development speaks of creating a new driveway exiting onto Fountain Street opposite the quiet residential road of Jacob Street. The egress point is also just below the crest of the hill, this will lead to problems of visibility and preventable accidents. Any local resident who has driven up Fountain Street North at peak times or in poor visibility or in snow, understands how dangerous this hill already is, without adding additional vehicles turning onto it. A key strand of the City’s Official Plan is to create Healthy and Liveable Communities that are ‘safe, accessible, aesthetically pleasing, well-serviced and inclusive developments’. The Official Plan states that development should be transit oriented, creating ‘the provision of a safe environment for pedestrians and encouragement of pedestrian activity.’ Adding an additional junction in here to accommodate almost 700 vehicles from this development will exacerbate existing traffic flow and will pose risk to pedestrians and local residents who use the sidewalks around it. An additional issue concerns additional traffic using the established roadway to 237 King Street condominium...vehicles exiting this roadway already have difficulty seeing pedestrians and cyclists. This is a sidewalk used by many families heading to Riverside Park.
To my 3rd point: we consider there to be a number environmental concerns associated with this project including, water, bedrock issues and slope stability. As residents of Fountain Street South, we know and understand that water is an ongoing challenge on this street. Fountain Street was given its name for a reason, this name applies both to North and South Fountain Street alike. Indeed, this development is on the site of the former Kress hotel which like the recently demolished Preston Springs was renowned for its reformative springs. As a community we wonder if the presence of naturally occurring springs has been adequately addressed in the environmental reports. Removal of mature trees and greenspace to accommodate this development will clearly exacerbate water issues. In walking past the development this week, it is clear that there are water issues on site. What is more, the slope stability report clearly notes the risk this development poses to adjacent properties especially those listed on the heritage register. The report signals the problem of bedrock in preparing the underground parking and notes, I quote “During construction, it is anticipated that shoring the excavation side slope will be required to maintain the integrity and stability of the existing slope adjacent to the rear property lines of 153, 155 and 169 Fountain Street North.” The owners of these residences clearly risk problems of substantial subsidence as a result of this development.

Given that these proposed buildings are substantially taller than their surroundings, wind is also a risk factor and indeed the Pedestrian Wind Assessment states that I quote “winds at the northwest and southwest corners of Building B could potentially exceed the safety criterion in the winter due to corner accelerations” further adding that I quote again “Wind speeds near exposed building corners at grade level and on the podium surface parking areas are expected to be uncomfortable in the winter.” I ask Council if this is the type of new development we desire in our community – one that makes residents at best uncomfortable, and at worst puts them at risk.

In conclusion, I would like to reiterate that our community of Fountain Street South stands in solidarity with our neighbours on Fountain Street North with regard to this planning application. We consider the proposal to be yet another example of unsympathetic and overzealous intensification happening in Cambridge as a whole, the developments at River Road, the MZO at Blair, the proposed development on Fountain Street South all come to mind. The objectives of Section 2.2 of the Official Plan provide a foundation for growth management within the city. As a community, we respectfully ask that Council to give particular consideration to subsection 8.4.2.2 when evaluating these proposals, which speaks to residential compatibility, including factors such as building height, massing and scale, lot coverage and setbacks and ‘building form that respects the facades of neighbouring housing’. If this development were to go ahead, the scale and density must be significantly reduced to respect the existing neighbourhood and listed and heritage dwellings surrounding it. As much green space as possible must be retained to mitigate environmental concerns and to help protect the existing, established community of Fountain Street North. And the construction of the new driveway onto Fountain Street North must be reconsidered so not to add to existing problems of heavy traffic flow at peak times. Thank you.
Public Meeting OR07/21 – Tuesday September 28th – 10am

Re: 255 King Street W – North Development Corp.

Submitted by: Mark Brown, 169 Fountain Street North

Dear Councilors,

My property abuts the proposed development along my north and east property lines; some 60 feet from a proposed 15 story north tower and 4 feet from a proposed concrete parking lot ramp.

I am not anti-development. I fully support responsible development, having spent over 40 years in the Site Development and Land Development industry in Waterloo Region. I commend the developer’s agent for reaching out to the residents of Fountain Street in an effort to resolve as many issues as possible prior to this Public Meeting. I trust they are sincere in their intentions and look forward to continuing dialogue beyond this meeting.

I will present my overall concerns and then finish with what I consider to be my main objection --- the location of the north tower and associated parking lot ramp.

1. I understand the zoning on this property is fairly old, however, the proposed unit count is over 3 times the current zoning. These aggressive unit numbers seem to be driven by maximizing the parking structure such that it violates the current 16 foot setback to only 4 feet off my rear property corner.

2. I had concerns for several large trees near my rear lot line, however, with the massive underground parking lot structure (chopping off roots) and proposed grading (filling over roots) it is unlikely that an Arborist would recommend saving them. The developer’s agent has committed to planting trees that would provide a visual barrier between the properties along Fountain Street and the massive concrete parking lot structure and it would be better if the current 16 foot setback were held to allow for this tree planting behind my rear lotline. Four feet doesn’t leave much room for trees to provide a visual barrier.

3. Of course the traffic concerns in this area are already bad, now add another 700 cars and it will only get much worse. Could ‘right in and right out’ movements to and from the proposed development be seriously considered, if only from 3-6pm Monday to Friday. Not much is presented on the proposed access onto Fountain Street in this submission. I suspect there is deficient ‘stopping sight distance’ to support such an access from the proposed development and perhaps this should be strictly for emergency vehicles. Being a Regional Road, I ask that Region staff study the ‘stopping sight distance’ issue. At the very least speed reduction to 40kph could be posted from the 401 to King Street, southbound on Fountain Street and enforced.

4. **My main objection is the orientation of the north tower.** I believe it would be better suited in the same orientation as the middle tower, along the current and proposed access road. It would be farther from my rear lot line but also give better views of the Speed River and Riverside Park for more units. With the rotating of the north tower it should be possible to relocate the proposed parking lot ramp so I don’t have cars driving along my rear yard to exit and enter the parking area.
As noted earlier, the proposed north tower is approximately 60 feet from my rear lot line. Using the common practice of “angular plane” design for proper fit and transition of tall buildings, next to historic residential zoning, the north tower should only be about 6 floors high. I would have no objection to the number of floors (15) if the north tower were rotated 90 degrees and placed along the access road.

As only one source, please refer to the following excerpts regarding responsible highrise planning and development...

**TALL BUILDING DESIGN GUIDELINES, Pages 22 to 24, CITY OF TORONTO**

Tall buildings should respect the scale of the local context and display an appropriate transition in height and intensity especially when adjacent to areas of differing land use, lowerscale built form, and heritage properties. In general, appropriate fit and transition is achieved when tall buildings respect and integrate with the height, scale and character of neighbouring buildings, reinforce the broader city structure, provide horizontal separation and transition down to lower-scale buildings and open space, and maintain access to sunlight and sky view for surrounding streets, parks, public or private open space, and neighbouring properties.

Figures 3 and 4 below illustrate typical scenarios of tall building fit and transition.

I recognize that the subject lands are in the “Downtown Core”, however, part of proper core planning is to ensure that suitable transition to surrounding land uses occurs. In closing, I ask that the developer and the City incorporate these practices in the final design.

Thank you, Mark
August 31, 2022

Dear Mayor McGarry, Members of City Council & Members of Regional Council,

On Behalf of the Preston Towne Centre BIA we wanted to reach out regarding the proposed development of 255 King Street West, Cambridge.

First off, we appreciated that Mr. Weigel reached out to us regarding the proposal and was able to answer questions and concerns.

We would like to confirm in writing our support of this project. This site has been ripe for redevelopment for a number of years, this proposal brings considerable pedestrian traffic to our BIA which will help the continued revitalization of our Core.

Today more than ever these projects are vital to the sustainability of Core areas to enable less automobile depended transit solutions, to foster more walking-based communities to support local shops & services that out BIA can provide.

Step one is solidifying the route so that potential investors can make decisions to invest more in our community.

Again, thank you for listening. Now let’s get this project shovel ready.

Sincerely,

Preston Towne Centre BIA

Tony Schmidt - Chairman
Meeting Date: 07/21/2022  Report #: 22-020(MHAC)

To: Cambridge Municipal Heritage Advisory Committee

Report Date: 07/08/2022

Report Author: Laura Waldie, CAHP, Senior Planner-Heritage and Chelsey Tyers, BES, MCIP, RPP, Cultural Heritage Specialist (WSP)

Department: Development and Infrastructure

Division: Planning

Report Title: Revised Heritage Impact Assessment for 255 King Street West

File No: SP22/22, R01.01.118, D01.04.01

Ward No: Ward 1

RECOMMENDATIONS

THAT Report 22-020(MHAC) Revised Heritage Impact Assessment for 255 King Street West, be received;

AND THAT the findings of the Cultural Heritage Impact Assessment for 255 King Street West prepared by McCallum Sather revised June 30, 2022 be accepted;

AND THAT a condition be added to the Site Plan approval for 255 King Street West Requiring a Commemorative Plaque or Sign to the satisfaction of the Chief Planner;

AND FURTHER THAT that a condition be added to the Site Plan approval for 255 King Street West requiring a Zone of Influence Study be completed and implemented to the satisfaction of the Chief Planner to address vibration concerns for adjacent listed and designated heritage properties.
SUMMARY

- An Official Plan Amendment (OPA) and Zoning Bylaw Amendment (ZBA) application was submitted for the subject property in 2021.

- The subject property is neither listed nor designated on the Heritage Properties Register, however, it is adjacent to six listed and designated properties.

- Due to the adjacent listed and designated properties on the Heritage Properties Register, a Heritage Impact Assessment was required to accompany the OPA and ZBA applications.

![Figure 1: 255 King Street West, Cambridge](image)

BACKGROUND

The subject property is the site of the former Kress Hotel which was one of several hotels that were constructed in Preston to draw visitors to the mineral spring baths which were believed to provide many health benefits in the Victorian and Edwardian eras (Figure 1). The popularity of the baths began to decline by the 1930s and other uses were found for the hotels such as housing training soldiers in the 1940s and long-term care nursing housing by the 1950s. By the 1970s, the Kress Hotel held a less than
reputable presence in Preston as it became a bar with adult entertainment and had low cost overnight or short-term lease accommodations. The building was also not well maintained and was eventually condemned and demolished in the 1980s. The site has been vacant since this time. The Kress Hotel site is not listed on the City’s Heritage Register and has never been listed.

ANALYSIS

Strategic Alignment:

PLACE: To take care of, celebrate and share the great features in Cambridge that we love and mean the most to us.

Goal #3 - Arts, Culture, Heritage and Architecture

Objective 3.2 Conserve and make positive contributions to our heritage districts and buildings throughout the community.

The proposed development aligns with the strategic plan and supports the objective to make positive contributions to our heritage properties throughout the community.

Existing Policy/By-Law:

City of Cambridge Official Plan (2018)

4.10 Cultural Heritage Impact Assessment

1. A Cultural Heritage Impact Assessment shall be required for a development proposal or Community Plan that includes or is adjacent to a designated property or cultural heritage landscape, or that includes a non-designated resource of cultural heritage value or interest listed on the Municipal Heritage Register. The potential impacts could be direct, such as demolishing or altering a structure on a designated property, or indirect such as changes to the streetscape of lands adjacent to a cultural heritage resource. A Cultural Heritage Impact Assessment may include the following elements:

   a) identification and evaluation of the cultural heritage resource;
   b) graphic and written inventory of the cultural heritage resource;
   c) assessment of the proposal’s impact on the cultural heritage resource;
   d) means to mitigate impacts, in accordance with the cultural heritage resources priorities established in Policy 4.2.1 of this Plan;
   e) alternatives to the proposal; and
   f) identification of and justification for the preferred option.

Financial Impact:

The property owners are responsible for any financial impacts and costs of the project if approved by Council.
Public Input:
The Municipal Heritage Advisory Committee (MHAC) meetings are open to the public.

Internal/External Consultation:
The Senior Planner-Heritage liaised with the Senior Planner-Development on this project.

Comments/Analysis:
The subject property located at 255 King Street West is not designated or listed on the City’s Heritage Register, nor is it considered to be a significant cultural heritage resource. However, it is located adjacent to six listed or designated properties on the City’s Heritage Register. The adjacent properties include:

- 101 King Street West
- 149 King Street West
- 153 Fountain Street North
- 155 Fountain Street North
- 163 Fountain Street North
- 169 Fountain Street North

255 King Street West is currently subject to ongoing Official Plan and Zoning By-law Amendment applications to permit the proposed residential and commercial uses. A Heritage Impact Assessment (HIA) was prepared for the first design iteration which included a total of 600 residential units within three 17-storey towers. MHAC reviewed the HIA at their meeting in June 2022 where they did not accept the HIA. MHAC requested that the HIA be updated to explore alternative design options in accordance with the City of Cambridge’s Detailed Guidelines for the Preparation of Cultural Heritage Impact Assessments.

An addendum to the HIA was submitted on June 30, 2022 to address the updated development design proposal (dated June 2022), the sun shadow analysis, and the three alternative design options (Attachment 1). The development concept has been revised to include a 14-storey tower, a 15-storey tower and a 16-storey tower for a total of 580 residential units.

The revised development concept was evaluated for negative impacts to the adjacent listed and designated heritage properties in the HIA addendum. While the HIA Addendum found no negative impacts resulted from the proposed development concept, the HIA Addendum lacks consideration for potential vibration impacts. Given the close proximity of the proposed surface parking lot and towers to 153, 155, 163 and 169 Fountain Street North, indirect impacts are possible as a result of vibrations caused by construction.
The HIA addendum explores three alternative options for the development:

1. Three towers including heights of 15-storeys (Building A), 18-storeys (Building B) and 17-storeys (Building C) for a total of 579 residential units.
2. Three towers including heights of 14-storeys (Building A), 16-storeys (Building B) and 15-storeys (Building C).
3. Do Nothing.

The HIA Addendum concluded Option 2, which is also the proposed development concept, is the preferred heritage conservation option as its reduced heights offer a more sensitive buffer to the existing neighbouring properties, the skewed building massing provides for an angular landscape buffer between vehicular traffic and the sidewalk, there are more opportunities for pedestrian connections, and a commemorative signage or plaque is proposed on the site to provide interpretation of the site and area history.

The HIA (May 2021) as updated by the HIA Addendum (June 2022) satisfies the City of Cambridge’s Detailed Guidelines for the Preparation of Cultural Heritage Impact Assessments. As such, it is recommended that MHAC accept the HIA as updated by the HIA Addendum for 255 King Street West.

The concerns about indirect impacts as a result of construction vibration can be addressed through a condition requiring a Zone of Influence (ZOI) Study. A ZOI Study will identify buildings which may require vibration monitoring during the construction phase for which monitoring strategies can be tailored accordingly. Additionally, the commemorative signage or plaque should be required as a condition of Site Plan approval.

SIGNATURE

Prepared by:

Laura Waldie, CAHP
Senior Planner – Heritage
Chelsey Tyers, BES, MCIP, RPP
Cultural Heritage Specialist (WSP)

Departmental Approval:

Joan Jylanne, MCIP, RPP
Manager of Policy Planning

ATTACHMENTS

1. Heritage Impact Assessment Addendum prepared by McCallum Sather dated June 30, 2022
Multi-Residential Development
255 King Street West, Cambridge, Ontario

Heritage Impact Assessment - Addendum
Prepared for: Paul Weigel – 255 King St W Inc.

June 30, 2022
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June 30, 2022

Paul Weigel  
pweigel@northcorp.ca

cc: Laura Waldie MA, CAHP  
Senior Planner – Heritage, City of Cambridge  
Waldiel@cambridge.ca

Re: Heritage Impacts Assessment Addendum  
Official Plan and Zoning By-Law Amendment Applications  
255 King Street W, Cambridge, ON

1. Purpose

We are pleased to submit the information below to satisfy the requirement for the considered design alternatives for the subject site. This addendum will include the more developed design proposal (dated June 2022) and provide an assessment of any potential impacts due to the proposed development on 255 King Street W, the site of the previously existing Kress Hotel. This study would form part of a future Official Plan and Zoning B-Law Amendment Application which would be reviewed by Staff Heritage staff and ultimately the Council.

2. Background

McCallumSather was retained by North Development Corp. in 2021 to complete a Cultural Heritage Impact Assessment report for a proposed multi-residential development at the subject site. This CHIA report (See Appendix A – CHIA Report May 2021) evaluated the proposed design to determine any possible impacts to any identified heritage attributes on site and adjacent heritage properties. The proposal included three towers (Building A – 15 Storeys, Building B – 18 Storeys and Building C – 17 Storeys) for a total of 579 residential units with both underground and surface parking (total 690 spaces). City Staff Laura Waldie submitted this 2021 CHIA report to the Municipal Heritage Advisory Committee for their review. As part of the comments provided, it was requested that alternatives to the design proposal should be provided to explore the possibilities of the subject site.

This addendum to the CHIA report will include the requested alternatives and present a further developed design proposal. Per the current proposal (dated June 2022), the owner is proposing three towers (Building A – 14 Storeys, Building B – 16 Storeys and Building C – 15 Storeys) for a total of 580 residential units with both underground and surface parking (total 652 spaces) on site. Retail and parking are proposed on grade with residential units and parking up to the 3rd floor. All floors above in all the towers have residential units of different types.

This study is an update to the May 2021 CHIA Report and will describe this proposed development on site and how it maintains appropriate physical relationships and visual settings that contribute to the contextual significance of corner of Fountain Street and King Street.
3. Description of Proposed Development

This part of the addendum describes the proposed development at the subject site, and its conceptual design. This description is based on the June 30, 2022 Design Report prepared by EDGE Architects Ltd. (See Appendix B).

The owner is proposing construction of three towers (Building A – 14 Storeys, Building B – 16 Storeys and Building C – 15 Storeys) for a total of 580 residential units with both underground and surface parking (total 652 spaces) on site. The new lot development is designed to front on King St. W and Fountain Street North. It will have a strong presence at the intersection of King Street and Fountain Street (See Figure 1, Figure 2 & Figure 3).

Figure 1: Site Plan for the proposed development, June 2022, EDGE Architects Ltd. (See appendix B). Annotated by mCs to show the location of the proposed commemorative design feature.
Figure 2: View of the proposed podium along King Street looking East. Design Report, June 2022, EDGE Architects Ltd. (See appendix B)

Figure 3: View of the proposed development along King Street looking West. Design Report, June 2022, EDGE Architects Ltd. (See appendix B)

Verandahs and use of brick at the podium level takes inspiration from the previously existing Kress Hotel and Preston Springs Hotel.
4. Impact Assessment

There are no negative impacts to the adjacent heritage resources at 101 King Street West, 149 King Street West, 153 Fountain Street North, 155 Fountain Street North, 163 Fountain Street North, 169 Fountain Street North and 237 Fountain Street North. The following is an assessment of the potential direct or indirect adverse impacts to adjacent heritage resources resulting from the proposed development, based on those identified in Ontario Heritage Tool Kit, Info Sheet #5.

4.1 Assessment of Impacts

_Destruction_ of any, or part of any significant heritage attributes of features

**No Negative Impact**

There are no impacts. The subject site is currently vacant. No onsite heritage resources exist. The proposed development does not propose alteration or demolition of any existing adjacent heritage resources.

_Alteration_ that is not sympathetic, or is incompatible, with the historic fabric and appearance

**No Negative Impact**

There are no impacts. The proposed development is limited to within the property limits. In addition, none of the adjacent properties have heritage attributes which extend beyond their respective property limits. For more information on existing adjacent heritage resources please refer to section 2.2 Identification and Description of Adjacent Cultural Heritage – Appendix A CHIA report May 2021.

_Shadows_ created that alter the appearance of the heritage attribute or change the viability of an associated natural feature or plantings, such as a garden.

**Minimal Impact**

A shadow impact study has been completed by EDGE Architects and demonstrates the extent of which the new proposed buildings cast shadow onto the adjacent heritage properties. There are no shadows cast onto the adjacent heritage at 101 & 149 King St W at any point in time. Shadows are cast onto the adjacent heritage at 153, 155, 163, 169 and 237 Fountain St N during the Spring Equinox at 10am; during the Summer Solstice at 10am; and during the Winter Solstice at 10am. The impact to surrounding buildings is therefore minimal as shadows do not exceed 2 hours (Appendix B).

_Isolation_ of a heritage attribute from its surrounding environment, context or a significant relationship.

**No Negative Impact**

There are no impacts currently. Because the proposed developed is situated toward the western boundary of the site, away from Fountain Street North, the contextual integrity of the adjacent properties remains intact, particularly those which are noted to be “part of a grouping of heritage buildings historically linked to the Speed River and the Cambridge Mills area”.

_Direct or indirect obstruction of significant views_ or vistas with, from, or of built and natural features.

**No Negative Impact**

There are no impacts. The visual connection of the adjacent heritage resources as they address the street, Fountain Street North and King Street West, will be maintained since the proposed buildings are set back from street along Fountain Street. There are no protected views from or to any of the adjacent properties.
that have been identified in their respective designation by-laws that would need to be maintained. Views towards the Speed River and surrounding area will still exist between the proposed towers.

A change in land use where the change in use affects the property’s cultural heritage value.

No Negative Impact
There are no impacts. The site is currently vacant and enjoys a prominent corner location at the northeast corner of Fountain St and King St W. The property will be transitioning from a commercial use to a residential use. The proposed buildings will function to intensify the site’s use through the provision of amenity and residential units. This is in context with the existing mixed-use developments.

Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect a cultural heritage resource, including archeological resources.

No Impact
There are no impacts based on documentation available at this time. Good grading practices should be used to ensure that water continues to be managed properly on site. The site forms a bowl like shape with borders formed by the existing driveway and both King St W and Fountain St N at a height above the low point of the current grade. There are no anticipated changes in grade that would negatively impact the adjacent buildings due to the landscape buffers proposed at the rear of the adjacent buildings.

4.2 Results of Impact Assessment
The preceding assessment has determined that the proposed development will not result in significant direct and indirect impacts to the adjacent heritage resources.
5. Mitigation Strategies

The following design principles and mitigation strategies will be utilized to guide the development towards a contextual and sensitive response to this significant location:

5.1 Setting and Layout

The proposed development is situated at the northeast corner of King St. and Fountain St. S, establishing a continuous street wall that lines the internal street perimeter (perpendicular to King Street W) of the site. This layout ensures a deep setback from Fountain Street and the proposed surface parking layout provides buffer from the existing adjacent houses fronting onto Fountain Street (Figure 1). This helps in maintaining appropriate physical relationships and visual settings that contribute to the historic setting of the area. In history the site was a vibrant area that was a mix of retail, hotel, residential and community amenity. The new design re-introduces retail, residential and public spaces which compliments the historic use of the site.

5.2 Scale, form & massing

The proposed building is setback from the property line along Fountain Street which maintains the historic continuity of the sidewalk, while allowing for landscape buffers, greater pedestrian access and circulation. The massing and scale of the podium along King Street is in alignment with the original building footprint. The proposed podium provides a satisfactory scale and massing as related to the historic built form along King Street. The first three storeys of Building C along King Street will be designed as a colonnaded verandah that will ensure a pedestrian scale is maintained by imitating the scale and style of the verandahs seen on the historic Preston Springs and Kress Hotels (See Figure 1, Figure 2 & Figure 3).

5.3 Proportional rhythms

The façade design of the proposed development takes cues from the architectural vocabulary of the historic façade of the former Kress Hotel by recognizing the proportional rhythms in massing and fenestration along the street that helps strengthen contextual relationships. The variety of fenestration, scales and rhythms both horizontal and vertically are well developed and meaningfully re-interpret the original design intent however in a new design context. Distinct vertical and horizontal bays can be observed on the proposed podium façade fronting onto King Street. Colonnaded verandahs of a similar style and scale to those seen on the historic hotels will be situated around the building perimeter at significant moments including main entrances. (See Figure 2 & Figure 3).

5.4 Façade Design

The proposed elevation design for each building takes direct inspiration from the historically significant hotels that once stood at this prominent intersection. Both the Kress Hotel and Preston Springs Hotel had a colonnaded verandah across each of their main entrances. The verandah as a design element was significant in each instance because it not only represented an entrance into each building, it also contributed to each building's notable street presence while providing a covered outdoor space for hotel patrons and the wider community to gather (See Figure 4 & Figure 5).
The proposed King Street West elevation takes cues from the historic facades and mimic this important design element using modern materials and construction technologies. The verandahs will be designed to give each building a distinguished presence that is consistent with the historical significance and unique sense of place of the Cambridge Mills area (See Figure 2 & Figure 3).

5.5 Commemorative Design Feature
The proposed development incorporates a commemorative design feature in the form of signage/plaque located along King Street West near the entrance to the site. This education intervention will describe the history of the site to the occupants of the proposed development and future users at the subject site. (See Figure 1, annotated by mCs to show the location of the proposed commemorative design feature)
### 6. Considered Alternatives to proposal

Alternatives to the proposed design were considered to explore the possibilities of the site. The following table provides a comparison of these options and identification of and justification for the preferred option in response to the policy stated on Page 4 of the City of Cambridge’s HIA Terms of Reference:

<table>
<thead>
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<th>OPTION</th>
<th>PROPOSAL (ADVANTAGES/DISADVANTAGES)</th>
<th>FEASIBILITY</th>
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<tr>
<td><strong>#1</strong></td>
<td>The proposed development is located closer to the neighbouring properties along Fountain Street and has more impacts to these properties. The proposed massing is more impactful to the views and site lines from the surrounding neighbourhood towards the river views. This proposal presents more on-surface parking and insufficient pedestrian connections between the proposed buildings.</td>
<td>This option is not as sensitive to the adjacent heritage resources in terms of site layout, buffers, location of the proposed towers and the proposed on-surface parking and pedestrian circulation, as a result this is not the preferred option and is not recommended by this study.</td>
</tr>
<tr>
<td>See Appendix B – Drawing 1.5 to refer to Site Plan for this option and comparison with option #2.</td>
<td></td>
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<tr>
<td><strong>#2</strong></td>
<td>This option offers a more sensitive buffer to the existing neighbouring properties along Fountain Street. This also allows for a more efficient management of the intensive grade change between the existing adjacent properties and the proposed development. The proposed skewed building massing along King St. provides an angular landscape buffer between the vehicular traffic and the pedestrians and the future occupants. The lobby and the amenity spaces are located closer to the primary</td>
<td>This option is the most preferred option as it is the most optimal solution for the subject site. Re-introduction of retail, public amenity and residential functions that have been proposed are vital to the historic success of the area. No negative impacts to adjacent cultural heritage resources were found.</td>
</tr>
<tr>
<td>See Figure 1 of this letter to refer to Site Plan for this option.</td>
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A pedestrian gateway entrance to the development. There are opportunities to connect the proposed buildings on site via pedestrian promenades which was missing in the first design option.

The height of the proposed towers is lower than what was proposed in option #1.

Commemorative design feature in the form of a signage or plaque is proposed on site to educate the future users and community about the site's history and use.

| #3 | Do Nothing Approach | This option will lead to reduction in economic and commercial viability of the property. Furthermore, this option does not provide opportunities for added housing, amenities for communities and streetscape activation. | This option does not make use of an underutilized site which is located at a significant intersection and is thus not recommended by this study. |
7. Conclusion

The proposed development is a meaningful intervention that establishes a new landmark building for the community at this prominent historic intersection of King and Fountain Street. The proposal takes cues from the historic landmark heritage building that previously existed on site the historic Kress Hotel as well as the previously existing Preston Springs Hotel neighboring the subject site. The design elements are expressed through the following interventions:

- Brick as a cladding material will be used in the podium along King Street West and parts of the exterior envelope;
- The podium facade is layered, follows historic rhythm and proportions by mimicking the verandah design along King Street West;
- The connection to nature and how the hotel was designed to hug the steep terrain of the ravine at the rear, is shown in the shape and angle of the building in plan;
- Its connection to the street and the public realm is maintained through the building alignment along King St. and the introduction of the central pedestrian laneway behind the adjacent heritage resources &
- Re-introduction of retail, public amenity functions that made that were vital to the historic success of the area.

The proposal provides a development that makes efficient use of an underutilized land resource, promotes density, and takes direct inspiration from the historically significant hotels that once stood at this prominent intersection. It is thus supported and recommended by this study.

Sincerely,

Drew Hauser
Director of Design & Business Development
Hons. Vis. Arts, B.Arch., OAA, FRAIC, AIA, CAHP

Kanika Kaushal
Heritage Specialist
B.Arch., M.Arch., Intern Architect, MRAIC, APT, CAHP Intern
8. Appendices:

Appendix A: Cultural Heritage Impact Assessment Report, May 2021, mcCallumSather Architects
Appendix B: Design Report, 255 King Street West Multi-Res Development, June 2022, EDGE Architects
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This heritage impact study evaluates the impact of the proposed development on the lands known as 255 King Street West, Cambridge, on the adjacent cultural heritage resources as the subject property is vacant and does not contain on-site cultural heritage. There are 7 properties containing heritage resources located adjacent to the parcel of land where a development is proposed which are described in section 2.2. The proposed development includes three residential towers connected with an above ground parking structure.

Mitigation measures and a summary of recommendations for the protection and conservation of the adjacent heritage resources are included in section 3.4. Mitigation measures include among others, including a visual connection through horizontal datums and vertical rhythms of facade elements and their composition and proportions may be explored to create a connection and harmony with the existing context.

The proposed development will require the approval of an Official Plan Amendment, Zoning By-law Amendment application, Site Plan and Condominium applications. The purpose of this heritage impact assessment report is to review and identify impacts from the proposed development to 7 properties containing heritage resources located adjacent to the parcel of land where a development is proposed. These properties are: 101 King Street West (Designated under Part IV of the Ontario Heritage Act), 149 King Street West (Designated under Part IV of the Ontario Heritage Act), 153 Fountain Street North (Listed on Municipal Heritage Register), 155 Fountain Street North (Designated under Part IV of the Ontario Heritage Act), 163 Fountain Street North (Listed on Municipal Heritage Register), 169 Fountain Street North (Listed on Municipal Heritage Register), and 237 Fountain Street North (Listed on Municipal Heritage Register). The Heritage Impact Assessment will identify and evaluate built heritage resources, assess the proposal’s impact, identify means to mitigate impacts, discuss alternatives to the proposal if needed, and identify and justify the preferred option if required.
1.2 contact information

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Kristen Barisdale (kbarisdale@gspgroup.ca)

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T. 905.526.6700
F. 905.526.0906
Cecilia Nin Hernandez (CeciliaN@mccallumsather.com)
Christina Karney (ChristinaK@mccallumsather.com)
site location - city of cambridge (preston)
2.1 description of property

The property municipally known as 255 King Street West (Preston) is an irregular shaped lot bounded by King Street West to the South, Fountain Street North to the West and the CN railway line to the East. The parcel intersects with the properties at 153, 155, 163, 169, 223, 237 and 255 Fountain Street North to the West; the property at 237 King Street W, Kressview Springs Condominiums, to the North; and the properties at 157, 149 and 101 King Street West to the South. The parcel of land proposed to be developed is devoid of structures, and is comprised of an existing driveway, accessed from King Street West, which connects to the Kressview Springs Condominium, a large low grassy area which slopes up steeply towards Fountain Street North and slightly up towards King Street West. This open area has scattered mature trees and smaller planted areas, as well as several light posts that once formed part of a minimally landscaped rear yard for the former property of the Kress Hotel, which is no longer standing. The parcel to be developed will be accessed through the existing driveway that currently connects the property to King Street West as well as a new proposed lane which will connect the property to Fountain Street North at Jacob Street.

HISTORICAL CONTEXT - PRESTON

In the early 1800’s, a group of German speaking Mennonites from Pennsylvania arrived to the area and settled on land acquired from the Six Nations. One of the first settlers was John Erb who acquired a large plot of land, most notably was the area at the intersection of the Grand and Speed Rivers. Shortly after his arrival, he established a sawmill and just a year later a grist mill on the site currently occupied by P+H Milling Group. Although the original mill is no longer standing, the lands themselves are designated under Part IV of the Ontario Heritage Act due to its status as the “oldest continuously operating industrial site in the
region”. It is around the sites of John Erb’s mills that the settlement of Cambridge Mills, later known as Preston, began to develop.

After John Erb’s death in 1832, his lands were divided and sold off, attracting many tradesmen, artisans and craftsmen who saw a lack of their skillsets in the area. In addition, “Preston’s location on the Great Road into the interior of the province made it a natural stop for travellers” hence its many hotels, taverns and businesses.

Another big draw to the area were the town’s abundant mineral springs, which were accidentally discovered by Peter Erb, one of John Erb’s sons, in 1837. At first just used to power small machinery for the industries and businesses, word spread quickly about the many benefits of the springs, said to heal many ailments. Eager to capitalize on this opportunity, Preston saw the opening of three major hotels, first the North American, later known as the Kress Hotel which formerly sat on the subject property, then later the Del Monte, later known as the Preston Springs, and lastly the Sulphur Springs. These hotels and the baths they houses brought in wealthy clientele from all over the North America leading to a population boom and rapid business growth.

The last boom which brought the town back from its declining population was the introduction of the electric railway system which were established in 1894. Despite an initial hesitation from the local government, the railway connected Preston to Galt marking the beginning of a steady growth all the way through the mid 1900’s. The later 1960’s and 70’s saw the amalgation of Preston with Galt and Hespeler, making up the City of Cambridge as we know it today.
Mineral springs on the grounds of the Kress Hotel, c.1905 (Toronto Public Library, Digital Archive)

Town of Preston from Del Monte Hill, c.1905 (Toronto Public Library, Digital Archive)

Kress Hotel from King Street West, with the Preston Spring Hotel in the distance, c.1910 (Toronto Public Library, Digital Archive)
2.2 identification & description of adjacent cultural heritage

The subject property is located adjacent to the following properties included in the City’s Register of Property of Cultural Heritage Value or Interest:

- 101 King Street West - Designated Part IV, Ontario Heritage Act
- 149 King Street West - Designated Part IV, Ontario Heritage Act
- 153 Fountain Street North - Listed, Municipal Heritage Register
- 155 Fountain Street North - Designated Part IV, Ontario Heritage Act
- 163 Fountain Street North - Listed, Municipal Heritage Register
- 169 Fountain Street North - Listed, Municipal Heritage Register
- 237 Fountain Street North - Listed, Municipal Heritage Register

The intent of this section is to provide a written and visual description of each property. An Assessment of the compatibility of the proposed design in relation to the adjacent cultural heritage resources will be detailed in section 3. See Appendix 1 for site visit photos of the adjacent resources from the subject property.
The property municipally known as 101 King Street West is designated under Part IV of the Ontario Heritage Act, By-Law No. 166-12. The subject building was designated because of its cultural heritage significance.

**Description of Property:**
The two storey former residence is located on the north side of King Street West in the area often referred to as the Cambridge Mills area of Cambridge.

**Statement of Cultural Heritage Value or Interest:**
The two storey Georgian building located at 101 King Street West was constructed in 1850 as a residence for Joseph Erb, son of the founder of the first mill in Preston, John Erb. The building is rectangular in plan with three bays facing King Street. It has architectural value as the earliest known brick building in the Cambridge Mills Area. A large red brick extension was constructed at the rear of the building in the mid 1800's and the roof was extended to cover this addition. Originally clad with yellow brick, the building has subsequently been painted several times.

The 1850 structure has a cut limestone foundation, and the later addition has fieldstone foundations. Alternating limestone quoins flank the primary facade, while the rear quoins have been removed to accommodate the addition. The building at 101 King Street West has associative value as the former residence of Joseph Erb, son of John Erb. Following John Erb's death in 1832, Joseph Erb assumed operations of the mill and ownership of the family's property holdings. Joseph began to subdivide these lands into what would become the Village of Preston. The subject building was later associated with the Preston and Berlin Street Railway Company as the auxiliary power plant.

The former residence has contextual value as it is part of a grouping of heritage resource historically linked to the Speed River and the industrial uses of the mill.

Unless otherwise indicated, the reason for designation apply generally to all exterior elevations, facades, foundation, roof and roof trim, all doors, windows and other structural openings and associated trim, all architectural detailing, construction materials of wood, stone, brick and glazing and related building techniques.

To ensure the cultural heritage value of this property is conserved, certain heritage attributes which contribute to its value have been specifically identified and include:

- Alternating limestone quoins flanking the primary façade
- Georgian style of architecture
- Two storey regular plan with three bays
- The front door ensemble
- Recognition as Joseph Erb's house
- Part of a grouping of heritage buildings historically linked to the Speed River and the Cambridge Mills Area (contextual value)
- Two windows on the main elevation with decorative woodwork on the vertical
- Front wood door with transom
- Two tall chimneys
149 KING STREET WEST

The property municipally known as 149 King Street West is designated under Part IV of the Ontario Heritage Act, By-Law No. 168-12. The subject building was designated because of its cultural heritage significance.

Description of Property:
The two storey residence is located on the north side of King Street West in the area often referred to as the Cambridge Mills.

Statement of Cultural Heritage Value or Interest:
The brick two storey building has architectural value as a well executed example of the Italianate style having an asymmetrical facade and paired round headed windows. At the roofline it has decorative wood cornice brackets and an elaborately detailed vergeboard. The entrance has a paneled door and transom light and is recessed under a single storey porch. A bracketed one storey bay window dominates the principal facade. These Italianate style of architecture was popular from the 1840's to the 1880's.

The property has contextual value as it adds to the existing heritage character of the area through proximity to the Joseph Erb House at 101 King Street West and the mill complex at 140 King Street West.

Unless otherwise indicated, the reason for designation apply generally to all exterior elevations, facades, foundation, roof and roof trim, all doors, windows and other structural openings and associated trim, all architectural detailing, construction materials of wood, stone, brick and glazing and related building techniques.

To ensure the cultural heritage value of this property is conserved, certain heritage attributes which contribute to its value have been specifically identified and include:

- Asymmetrical façade
- Paired, round head window on the principal façade
- Bracketed one storey bay windows on the south and west facades
- Decorative wood cornice brackets and vergeboard
The subject building was built into the hill with the backyard slopes steeply down the Speed River Valley. The surrounding neighbourhood is an eclectic mix of stone, wood sheather and brick homes all of differing styles.

The residence has been significantly altered through the addition of aluminum soffit and fascia, replacement windows and the construction of a presurre treated porch at the rear.

Unless otherwise indicated, the reason for designation apply generally to all exterior elevations, facades, foundation, roof and roof trim, all doors, windows and other structural openings and associated trim, all architectural detailing, construction materials of wood, stone, brick and glazing and related building techniques.

To ensure the cultural heritage value of this property is conserved, certain heritage attributes which contribute to its value have been specifically identified and include:

- The rubblestone foundation
- Brick walls
- Georgian style of architecture
- Two-storey rectangular plan with three bays
- Part of a grouping of heritage buildings historically linked to the Speed River and the Cambridge Mills Area

**Description of Property:**
The two storey semi-detached residence is located on the east side of Fountain Street North adjacent to the area often referred to as the Cambridge Mills area of Cambridge. The property is slightly north of the intersection at King and Fountain Street, an intersection historically significant within Cambridge Mills and later Preston. The subject property adds to the historical character of the streetscape.

**Statement of Cultural Heritage Value or Interest:**
The subject building is a two storey Georgian building constructed in the late 1860's and is rectangular in plan with two bays facing Fountain Street.
163 FOUNTAIN STREET NORTH

The property municipally known as 163 Fountain Street North is listed in the Municipal Heritage Register of Cultural Heritage Value and/or interest.

This yellow brick, two-storey residence is a good example of the Victorian Gothic Revival style and is believed to have been constructed around 1880. It features an L-shaped plan, high pitched gable roof, and high pitched gable dormer (Blumenson). It has a single storey bay window on the main elevation with segmentally arched windows. There is a small perch on the main elevation. The front door features a transom over it. Bricks are used to create radiating voussoirs above all the doors and windows. There is also a round window found on one of the walls. (Landmarks Article, 1993)

153 FOUNTAIN STREET NORTH

The property municipally known as 153 Fountain Street North is listed in the Municipal Heritage Register of Cultural Heritage Value and/or interest.

This two-storey yellow brick semi-detached residence, south half, perched on the brow of a hill overlooking the Speed River valley was probably constructed in the late 1880s. It is constructed in the Victorian era Italianate style of architecture which was popular in the late 19th century (Blumenson). In town or semi housing typology, it is common that the plans and facades are arranged symmetrically to each other in this style. This style may feature variations in roof line, the shallow hipped roof and its simple rectangular shape, with decorative segmentally arched window and door heads, and decorative brickwork.
169 FOUNTAIN STREET NORTH

The property municipally known as 169 Fountain Street North is listed in the Municipal Heritage Register of Cultural Heritage Value and/or interest. This granite and limestone rubblestone 1.5 storey residence is a good example of the Georgian vernacular style of architecture. The stone portion is almost square in shape and features a symmetrical facade with simple rectangular windows. It has a small board and batten addition on the side with an angled roof where the current front door is located. The construction date of this home is unknown but believed to be around the same period as the surrounding properties on Fountain Street North.

237 FOUNTAIN STREET NORTH - Jack Harris House

The property municipally known as 237 Fountain Street North is listed in the Municipal Heritage Register of Cultural Heritage Value and/or interest. This model carpenter Gothic Revival style cottage, with vertical board and batten two storey residence was constructed in 1875 for Preston resident Jack Harris. Harris worked as the station agent at the Doon Railway Station and was a well-known member of the community. This building, unlike other on the street, has a main facade which faces South rather than onto Fountain Street North. It features a gable roof with a high pitched gabled central dormer with a window with an arched window, in line with the front door below.
127 Jacob Street, opposite the site. This property is listed on the Municipal Heritage Register of Cultural Heritage Value and/or interest.

166 (140) King Street West, opposite the site. This property is designated under Part IV of the Ontario Heritage Act due to its historical and continued use as an industrial facility.

View of 154 Fountain Street North, opposite the site. This property is listed on the Municipal Heritage Register of Cultural Heritage Value and/or interest.
View toward site from Fountain Street South (Google Streetview)

View toward site from King Street West (Google Streetview)
View toward site from Riverside Park/ Rogers Dr (Google Streetview)

View of nearby Riverside dam at King Street West bridge (Google Streetview)
3.1 design principles

Considering the cultural heritage context and character of the surrounding area to the proposed development, the following design principles are appropriate to implement in the development towards a contextual and sensitive response to this location:

- New buildings are designed to be contemporary as per Conservation Principle 7 - Legibility. We would recommend that any new work be distinguishable from original fabric and be distinct yet compatible with its context.
- Maintain appropriate physical relationships and visual settings that contribute to the cultural heritage context.
- The design should reflect the historic character of the area by recognizing proportional rhythms in siting, massing and traditional materials along the street to strengthen contextual relationships.
- Transition height between adjacent building through scale and massing through the thoughtful design of the podium.
- Set back towers from main streets to minimize visual and shadow impacts.
- New buildings are designed to be contemporary as per Conservation Principle 7 - Legibility. We would recommend that any new work be distinguishable from original fabric and be distinct yet compatible with its context.
3.2 proposed site development

This 2.4 hectare irregular shaped site is proposed to be developed for high density residential, three 17 storey towers, for a total of 900 residential units with both underground and surface parking. The preliminary site plan (see image to the left) illustrates the proposed location of the development on the site.

As stated earlier in this report, the proposed design is located adjacent to seven recognized, designated or listed, heritage resources. From observation on site, there are no remaining built features located on the subject property, as noted in the cultural heritage section of the pre-consultation comments provided by the City.

The proposed design forms a shallow v-shape footprint which sits towards the western boundary of the property, with buildings A & B oriented parallel to the existing driveway, which will be maintained. Building C fronts King Street West, but is still oriented parallel to the driveway, and is moderately set back from the street. The parking structure, which is a combination of both below and above grade parking, occupies the largest footprint and connects the three towers. Consistent with the design principles outlined in the previous section, the proposal maintains an appropriate physical relationship with the its heritage context in its siting by providing an adequate distance from the adjacent heritage resources to the towers. A detailed review of impacts is found in the following sections of the report.
3.3 description & assessment of impact

General
There are no negative impacts to the adjacent heritage resources at 101 King Street West, 149 King Street West, 153 Fountain Street North, 155 Fountain Street North, 163 Fountain Street North, 169 Fountain Street North and 237 Fountain Street North. We have reviewed the potential impacts with respect to the proposal following best practices as per categories below:

Potential Impacts to Adjacent Heritage Resources
Impact of Destruction - No Negative Impact
There are no impacts. The proposed development is limited to within the property limits. In addition, none of the adjacent properties have heritage attributes which extend beyond their respective property limits.

Impact of Proposed Alterations - No Negative Impact
There are no impacts. The proposed development is limited to within the property limits. In addition, none of the adjacent properties have heritage attributes which extend beyond their respective property limits.

Shadow Impacts - Some Impact (See Appendix 3)
A shadow impact study has been completed by Edge Architects and demonstrates the extent of which the new proposed buildings cast shadow onto the adjacent heritage properties. There are no shadows cast onto the adjacent heritage at 101 & 149 King St W at any point in time. Shadows are cast onto the adjacent heritage at 153, 155, 163, 169 and 237 Fountain St N during the Spring Equinox at 10am and 12pm; during the Summer Solstice at 10am; and during the Winter Solstice at 10am and 12pm. In addition, the proposal casts shadows across Fountain St N at 10am onto two listed heritage properties, which are opposite but not adjacent to the site, at 154 Fountain St N and 127 Jacob St.

Isolation Impacts - No Negative Impact
There are no impacts at this time. Because the proposed developed is situated toward the western boundary of the site, away from Fountain Street North, the contextual integrity of the adjacent properties remains intact, particularly those which are noted to be “part of a grouping of heritage buildings historically linked to the Speed River and the Cambridge Mills area”.

Visual Impacts - No Negative Impact
There are no impacts. The visual connection of the adjacent heritage resources as they address the street, Fountain Street North and King Street West, will be maintained since the proposed buildings are set back from street. There are no protected views from or to any of the adjacent properties that have been identified in their respective designation by-laws that would need to be maintained. Views towards the Speed River and surrounding area will still exist between the proposed towers.

Change in Use Impacts - No Negative Impact
There are no impacts. The proposed development is limited to within the property limits. In addition, none of the adjacent properties have heritage attributes which extend beyond their respective property limits.

Land Alterations Impact - No Impact
There are no impacts based on documentation available at this time. Good grading practices should be used in order to ensure that water continues to be managed properly on site. The site forms a bowl-like shape with borders formed by the existing driveway and both King St W and Fountain St N at a height above the low point of the current grade.
The City of Cambridge Official Plan policy 4.2.1 titled “Mitigate Negative Impact”, outlines priorities for Cultural Heritage Resources in its subsection 4.2. This policy is included below, each subsection followed by a response providing an evaluation for the property at 255 King Street West.

4.2 Priorities for Cultural Heritage Resources

1. When development is proposed, the City will encourage the conservation of cultural heritage resources in the following order of preference:
   
   a) incorporation of cultural heritage resources and their surrounding context into development applications in a manner which does not conflict with the cultural heritage resource;

   Response: The propose development is limited to within the property limits and the proposed new structures are well set back from the adjacent cultural heritage resources.

   b) promotion of the use of scale and design which blends harmoniously with existing cultural heritage resources when development occurs; and

   Response: The design should consider features that connect visually at a pedestrian level and for pedestrian comfort, such as distinction in massing and scale of a podium level, and contemplate an integrated landscape design strategy that makes connections and enhances the pedestrian experience along the historical adjacent context. The towers, especially Building C, should consider a podium that incorporates a traditional material palette.

   c) preservation and adaptive re-use of buildings of cultural heritage significance for compatible residential intensification and/or for other appropriate and compatible uses is encouraged.

   Response: The identified heritage resources are limited to adjacent properties therefore there will be direct impact to any cultural heritage significance.

In conclusion, the policy's mitigation requirements have been satisfactorily met and no negative impacts are identified as a result of the review against this policy.
3.5 alternatives to proposal

The proposed alteration should be distinct yet complementary to its surrounding 19th century building fabric. Consistent with the design principles outlined in the previous section, the proposal maintains an appropriate physical relationship with the its heritage context in its siting, providing an adequate distance from the adjacent heritage resources to the towers.

The composition, style and material selection for the proposed design and tower podiums may be selected from a traditional material palette, interpreted in a contemporary manner and composition, so as to relate to the more immediate adjacent context. The proposal will incorporate a thoughtful landscaping strategy to enhance and extend the pedestrian experience both along the streetfront and within the site itself.
3.6 recommendations & identification of the preferred option

The adjacent cultural heritage resources have been reviewed and analyzed for potential impact from the proposed development. The proposed design forms a shallow v-shape footprint which sits towards the western boundary of the property, with buildings A & B oriented parallel to the existing driveway, which will be maintained. Building C fronts King Street West, but is still oriented parallel to the driveway, and is moderately set back from the street. The parking structure, which is a combination of both below and above grade parking, occupies the largest footprint and connects the three towers. The siting of the proposal is respectful to its surroundings and provides a sufficient distance between the proposed towers and the adjacent resources. Given that the subject site is located adjacent to clusters of buildings that contribute to a historic built fabric, design strategies should address how the development addresses the street, in particular the portion of the site fronting King Street West.

Our recommendations for further refinement of the proposed design with regards to addressing the surrounding character are as follows:

- It is recommended that all the proposed drawings show the adjacent cultural heritage resources, including basic massing in 3D views.
- It is recommended that the height of the podium show a deference to the scale of the adjacent resources and provided a transition in height from the neighbouring buildings to the towers, especially in the case of Building C.
- That the horizontal datum lines and levels of the surrounding historic character have a visual continuity and connection to those of the podium facade and composition (rhythm and proportion of bays).
- That the materials for the podium include a traditional material palette selection of brick, stone and wood so as to compliment the adjacent cultural resources and the historic streetscape.
- That the design of Building C, fronting King Street West, establish a strong pedestrian oriented relationship to the street. Potential strategies could include, but are not limited to; locating the building parallel to King Street; extending the podium to be more compatible with the setback of the historic streetscape; locating an identifiable and visible front entrance off King Street; incorporating covered walkways and creating a “Main Street” character through a combination of hard and soft landscaping.
- Signage may be installed outside of the building fronting King Street West as part of an educational component of the site’s history.

In conclusion, the proposed development there are no significant impacts to any of the adjacent cultural heritage resources.


City of Cambridge, GeoHub. https://geohub.cambridge.ca/

Toronto Public Library, Digital Archivs. https://www.torontopubliclibrary.ca/digital-archive/
DESIGN REPORT

21005 - 255 KING STREET WEST MULTI-RES DEVELOPMENT - 2022.06.30
## SITE DATA

### ADDRESS
- 255 KING STREET WEST
- CAMBRIDGE, ONTARIO

### SITE AREAS
- **METRIC**
  - GROSS SITE AREA: 2,415 ha
  - REGIONAL ROAD WIDENING: 0.031 ha
  - NET SITE AREA: 2,384 ha
- **IMPERIAL**
  - GROSS SITE AREA: 5.97 acres
  - REGIONAL ROAD WIDENING: 0.08 acres
  - NET SITE AREA: 5.89 acres

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### PROPOSED BUILDING DATA

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### GROSS FLOOR AREAS
- **METRIC**
  - LEVEL 1: 2,442.2 sm (26,288 sf)
  - LEVEL 2: 1,542.6 sm (16,604 sf)
  - LEVEL 3: 1,541.5 sm (16,593 sf)
  - LEVEL 4: 1,409.8 sm (15,175 sf)
  - LEVEL 5: 1,409.8 sm (15,175 sf)

### LANDSCAPED AREA
- **REO'D (C1RM2)**
  - BUILDING A: 8
  - BUILDING B: 29
  - BUILDING C: 11

### SETBACKS
- **REO'D (C1RM2)**
  - LEVEL 1: MAX. 4.5m
  - LEVEL 2: MAX. 5.0m
  - LEVEL 3: MAX. 24.8m

### ZONE REQUIREMENTS
- **REO'D (C1RM2)**
  - BUILDING A: 30.0m
  - BUILDING B: 16.291.1 sm
  - BUILDING C: 16,291.1 sm

### SCALE
- PROJECT NO.: 21005
- PROJECT NAME: 255 KING STREET WEST MULTI-RES DEVELOPMENT
- DRAWING TITLE: 2022.03.15
- DATE: 2022.06.30
- STATISTICS: N.T.S.
- ISSUED FOR: OPA/ ZBA

### FLOOR SPACE RATIO
- **METRIC**
  - BUILDING A: 2.15
  - BUILDING B: 2.0
  - BUILDING C: 2.0

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Appendix J
Internal/External Consultation & List of Supporting Studies

This application has been circulated to the departments and agencies listed below. Their comments have been reviewed by staff and have been addressed through the proposed development. The remaining items will be addressed through the Site Plan and future Plan of Condominium applications.

- Regional Municipality of Waterloo
- Grandbridge Energy Inc. (Hydro)
- The Grand River Conservation Authority
- Waterloo Regional District School Board
- Waterloo Catholic District School Board
- City of Cambridge Engineering and Transportation Divisions
- City of Cambridge Economic Development
- City Cambridge Fire Department
- City of Cambridge Planning Services
- City of Cambridge Accessibility Coordinator
- City of Cambridge Infrastructure Services – Operations, Forestry
- Canadian Pacific Railway
- Canadian National Railway
- Ministry of Transportation

List of Supporting Studies

- Planning Justification Report
- Urban Design Brief
- Site Plan/Design Report including Shadow Study
- Noise and Vibration Study
- Preliminary Geotechnical Study
- Slope Stability Analysis
- Functional Servicing Report
- Transportation Impact Study
- Vegetation Management Plan
- Pedestrian Wind Assessment
- Heritage Impact Assessment (and addendum)
To: SPECIAL COUNCIL
Meeting Date: 9/27/2022
Subject: 22-128-CD Recommendation Report – 212 Queen Street West - Official Plan Amendment and Zoning By-law Amendment – 2303623 Ontario Inc. (c/o Blackthorn Development Corp.)

Submitted By: Lisa Prime, MCIP, RPP, Chief Planner
Prepared By: Michael Campos, Planner 1
Report No.: 22-128-CD
File No.: OR09/21
Wards Affected: Ward 2

RECOMMENDATION(S):

THAT Report 22-128-CD Recommendation Report – 212 Queen Street West – Official Plan Amendment and Zoning By-law Amendment – 2303623 Ontario Inc. (c/o Blackthorn Development Corp.) be received;

AND THAT Cambridge Council adopts the proposed Official Plan Amendment to permit a maximum allowable density of 167 units per hectare within the “Low/Medium Density Residential” designation applied to the subject lands through Site-Specific Policy Number 55, and that the adopted Official Plan Amendment be submitted to the Region of Waterloo for approval;

AND THAT Cambridge Council approves the proposed Zoning By-law Amendment to rezone the subject lands from “Residential – R4” and “Commercial – C5” to the “Multiple-Residential – (H)RM2” zone with a site-specific provision s.4.1.431 to permit increased density and a holding provision.

AND THAT Cambridge Council is satisfied that a subsequent public meeting in accordance with subsection 34(17) of the Planning Act is not required;

AND FURTHER THAT the by-laws attached to this report be passed.

EXECUTIVE SUMMARY:

Purpose
To seek Council approval to permit the construction of a three-storey residential apartment building containing 37 residential rental units on an existing vacant site.

Key Findings

- The proposed development would transform a vacant, underutilized, brownfield site along Queen Street West into a residential building that will introduce rental apartments within a Regeneration Area of the City, where intensification is promoted and encouraged.
- The proposed development will contribute to the City’s objective of providing for a range and mix of housing options and supports proposed intensification objectives, directing 45 percent of new development to the Built-up Area.
- One of the City’s objectives for residential lands is that it provides an adequate supply of both ownership and rental housing stock and this development is introducing 37 residential units for rental purposes into the City’s housing stock.
- The intensification of the lands for residential uses would take advantage of existing municipal services while providing additional support to local amenities and services in the Hespeler community.
- It is the opinion of Staff that the proposed development aligns with Provincial, Regional and City development policies.

Financial Implications:

- A planning application fee has been paid to the City to process the Official Plan Amendment (OPA) and Zoning Bylaw Amendment (ZBA) applications. The applicant has also submitted a Site Plan Application to the City for the proposed development, which cannot be approved until such time as an approval is issued for the OPA and ZBA applications.
- City and Regional Development Charge Fees will be collected prior to building permit issuance.
- If approved, the proposed development will contribute additional tax revenue to the City. An estimate of the potential tax revenue is provided further below in this report.
- Any further costs associated with the development of the site are to be borne by the applicant.

STRATEGIC ALIGNMENT:

☐ Strategic Action; or
☒ Core Service
Objective(s): PLANNING FOR GROWTH - Provide for a mix of development, uses and amenities in order to meet the needs of a changing and diverse population

Strategic Action: Not Applicable

Program: Land Use Planning

Core Service: Official Plan and Zoning By-law Amendments

The proposal will permit the redevelopment of a vacant, brownfield site that was formerly used as a gas station. The site is located within the Regeneration Area and in proximity to the Hespeler Core Area. The proposed development provides rental housing in an appropriate and desirable compact built form that will efficiently utilize existing resources and infrastructure, while providing convenient access to existing transit services, local community amenities, and the Hespeler Village.

BACKGROUND:

Property

The subject property is municipally addressed as 212 Queen Street West and is legally described as Lot 44, Municipal Plan 832, City of Cambridge, Regional Municipality of Waterloo. The property has a site area of approximately 2,219.26 square metres (23,888 square feet) and a lot frontage of approximately 30.83 metres fronting Winston Boulevard, along the site’s eastern side. The site is further bounded by Queen Street West to the north and Weaver Street to the west. The site is presently vacant with some existing trees located along the rear and western property lines.

The subject property is shown in Figure 1 below:
Location:

The subject lands are located within the Hespeler Community just outside of the Hespeler Core Area to the east of the site. The surrounding area consists of a mix of uses including residential, commercial and industrial uses with emerging intensification projects. Immediately north of the subject lands is a former industrial property proposed to be redeveloped with multi-residential mixed-use development consisting of a 10-storey residential building and the retention and redevelopment of an existing three-storey textile factory. Further north is the Speed River and the Chilligo Conservation Area. Lands to the east consist of existing low-density residential including single and semi-detached dwellings. Lands to the south are similarly comprised of residential development while the lands to the west are primarily developed with residential and some industrial uses.

Proposal

The purpose of this report is to provide a recommendation on the proposed OPA and ZBA applications that, if approved, will permit the construction of a three-storey
residential apartment building containing 37 residential rental units. The proposed apartment building will provide both one-bedroom and two-bedroom units and will include a total of 49 parking spaces within an underground parking garage, where 10 spaces have been dedicated for visitor parking. The proposed development exceeds the total number of required parking by two spaces and is compliant with the Zoning By-law in this regard. Two barrier-free spaces and one loading space is proposed at surface level off of Winston Boulevard.

Site access is proposed from Winston Boulevard, which bounds the subject property on its eastern side. The access is proposed to lead directly to the entrance of the underground garage and also to the surface level parking spaces.

The development includes a green roof amenity space with a total area of 575 square metres (6,189 square feet), which is to be accessible to future residents for their enjoyment.

The exterior of the site is planned to be well landscaped and manicured with walkways and sod. Private patios will be located on the ground floor along the front and rear of the buildings. The Site Plan for the proposed development is included as Appendix C.

Figure 2 and 3 below provides renderings illustrating the proposed apartment building:

![Figure 2: Rendering of the Proposed Development](image-url)
Statutory Public Meeting:

In accordance with the Planning Act, the City held a public meeting in order to formally consider the requested Official Plan and Zoning By-law Amendment applications and to receive comments from the Public and from members of Council. Oral submissions were made at the public meeting held on December 14, 2021. No comments were made by members of the Public during this meeting. Comments were generally raised regarding the proposed architectural features of the building by Council and a request was made to the applicant to include features that were more consistent with the existing character of Queen Street West. The applicant has responded to those comments and revised the proposed development to include brick and stone materials to better fit the aesthetic of the area and to reduce the modern appearance of the building that was originally presented at the Public Meeting.

The excerpts from the public meeting minutes are found in Appendix E.

ANALYSIS:

City Staff have completed a detailed review of the proposed applications, including all submitted application materials, department and agency comments, compatibility with the surrounding neighbourhood with respect to proposed density and height, the appropriateness of the subject lands to accommodate the development, and the site-
specific provision that has been requested by the applicant. Should Council approve the OPA (Appendix A) and ZBA (Appendix B), the future approval of a Site Plan Application will also be required.

It is the opinion of Staff that the proposal is consistent with the policy directions regarding intensification within the Built-Up Area and Regeneration Areas. The subject lands provide an opportunity for an appropriate residential infill redevelopment that will be compatible with the surrounding established residential neighbourhood and will support the growing population of the City by providing rental units in proximity to the Hespeler Core Area. The proposed development will occupy a presently vacant brownfield site and will maximize the use of existing infrastructure available to the area.

The City’s Official Plan designates the subject lands as “Low/Medium Density Residential” on Map 2 and is identified as being located within a Regeneration Area of the City. The Official Plan permits walk-up apartments in the “Low/Medium Density Residential” designation to be constructed to a maximum density of 75 units per hectare; a maximum Floor Space Index (FSI) of 2.0; and a height of eight stories if within the identified Regeneration Area. The proposed development provides for a maximum FSI of 1.17 and remains in conformity with the maximum height requirement, however, the proposed density of the apartment building will be 167 units per hectare, which exceeds the density cap of 75 units per hectare. As a result, the applicant has submitted an OPA application to amend the “Low/Medium Density Residential” designation to permit the proposed increased density for the lands to facilitate the development of the proposed apartment building.

The intent of the Regeneration Area is to allow intensification of residential uses to occur in areas that can and should accommodate residential growth. It is the goal of the Official Plan to ensure that 45 percent of new housing units through intensification be directed to areas such as the Regeneration Area. Although the density proposed surpasses the maximum density permitted by the Official Plan, it maintains conformity with the maximum FSI for the site and the height. The proposal introduces increased density within a low-rise apartment building that can successfully be accommodated on the site. The applicant is proposing to remediate the brownfield site, which results in an important opportunity to eliminate contaminated land and introduce necessary compact rental housing. It is the opinion of Staff that the proposal meets the intent and purpose of the Official Plan, which is to permit increased residential density that is compatible and consistent with the existing development of the area.

The subject lands are currently split zoned “Residential – R4” and “Commercial – C5” by the City’s Zoning By-law No. 150-85, as amended. In order to permit the development of the site for an apartment building, a ZBA is required to rezone the lands to the “Multiple Residential – RM2” zone with a site-specific provision to permit a maximum density of
167 units per net residential hectare on the lands, whereas the RM2 zone permits a maximum density of 150 units per net residential hectare as-of-right. The site-specific request seeks an increase in the maximum allowable density by 17 units per hectare. It is the opinion of Staff that the proposed increase in development will not cause adverse impacts on the site or surrounding area. The proposed development is considered an appropriate intensification of the lands and introduces a compact and compatible built-form into the community. The proposed development has been designed to fit the site comfortably. No other site-specific requests have been included in the application other than for the density. Therefore, the proposal continues to meet the general intent of the By-law and is considered good planning.

Based on the review completed above of the requested site-specific provisions, it is the opinion of staff that the proposed applications are consistent with the Provincial Policy Statement, conforms with the policies of the Provincial Growth Plan, the Regional Official Plan, the City of Cambridge Official Plan and meets the general intent and purpose of the City of Cambridge Zoning By-law No. 150-85. The proposal represents good planning. As such, Staff recommend approval of the Official Plan Amendment and Zoning By-law Amendment.

If Council does not support the recommendation, the project as planned may not be able to proceed. If Council were to decide to not approve the OPA and ZBA, the applicant would be able to file an appeal to the Ontario Land Tribunal (OLT) for a decision.

**Holding Provision**

Regional Staff have required that a Holding Provision be added to the Zoning By-law Amendment over the subject lands to ensure that prior to Site Plan Approval, a detailed noise study is prepared and submitted to the satisfaction of the Regional Municipality of Waterloo. The Detailed Noise Study shall provide details relating to the floor plans, building elevations, mechanical drawings and equipment selections.

Additionally, a holding provision shall apply to the entirety of the subject lands until a Record of Site Condition (RSC) in accordance with O.Reg 153/04, as amended, has been filed on the Ministry of Environment, Conservation and Parks (MECP) Environmental Site Registry on or after July 1, 2011 and the Ministry’s Acknowledgement letter is received to the satisfaction of the Regional Municipality of Waterloo.

The Holding Provision is applied to the entirety of the subject lands pursuant to Sections 34 and 36 of the Planning Act.

**EXISTING POLICY / BY-LAW(S):**
City of Cambridge Official Plan (2012)

The City of Cambridge Official Plan (2012) designates the subject lands as “Built-up Area” on Map 1A and “Low/Medium Density Residential on Map 2. Further, the lands are situated within an identified Regeneration Area on Map 6.

Policy 2.7.3.1 of the Official Plan identified that a Regeneration Area is where a transition of use is anticipated during the planning horizon of the Official Plan. Regeneration Areas are intended to accommodate intensification at greater densities. The Official Plan indicates that compatible higher density residential development is permitted in Regeneration Areas to support and ensure viability of existing and planned transit services. Lands identified as being within the Regeneration Area are permitted to develop to a maximum height of eight storeys and provide for a density of between 0.5 FSI and 2.0 FSI. The proposed development is in conformity in this regard.

An amendment to the Official Plan is required, however, for the proposed increased density calculated at 167 units per hectare for the development. The maximum permitted density for lands designated “Low/Medium Density Residential” and within the Regeneration Area is 75 units per hectare. The requested amendment will permit rental housing in a low-rise apartment building in proximity to a core area with a mix of uses and efficiently develops a presently vacant brownfield site. The proposed development is consistent with Provincial, Regional and Local planning policies.

In Staff’s opinion, the proposal meets the intent of the Official Plan.

A map representing the current Official Plan designation of the subject lands has been included as Appendix F.

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

The subject lands are presently split zoned “Residential – R4” and “Commercial – C5” by the City’s Zoning By-law. Apartment buildings are not a permitted residential use on the lands under these zoning categories. As such, a ZBA is required to rezone the lands in their entirety to the “Multi-Residential – RM2” zone, along with a site-specific provision to permit a density of 167 units per net residential hectare. In Staff’s opinion, the proposed ZBA with a site-specific provision to permit increased density complies with the intent of the City of Cambridge Zoning By-law and is considered appropriate for the lands.

A zoning map representing the current zoning of the subject lands has been included as Appendix G.

FINANCIAL IMPACT:

- Planning Application fees for the Official Plan and Zoning By-law Amendment applications totaling $22,000 has been paid to the City (2021) to process these applications.
• The estimated City of Cambridge tax revenue for the proposed development is $32,080.
• City Development Charge fees for the proposed development is estimated at $520,973 for 37 residential apartment units.
• Any further costs associated with the development of the site are borne by the applicant.

PUBLIC VALUE:

Engagement

Public involvement was encouraged through the planning review process. This process provided the community with the opportunity to share their opinions and views openly and allowed for active and direct communication between residents, staff, the applicant and members of the Council.

ADVISORY COMMITTEE INPUT:

• Not Applicable

PUBLIC INPUT:

The statutory public meeting required under the Planning Act was held on December 14th, 2021 and official notification was provided to the Cambridge Times. In addition, notice was provided to all assessed property owners within a 120 metre (393.7 feet) radius of the site and anyone else who requested notice. The public meeting minutes excerpt is included as Appendix E. No public comments discussing the proposed development were submitted.

INTERNAL / EXTERNAL CONSULTATION:

The application and supporting information have been circulated to the departments and agencies listed in Appendix H and comments received are included in the Appendix as well.

Planning Staff has received comments from applicable City Departments and outside agencies in regards to the proposed OPA and ZBA applications. The staff comments have been addressed by the applicant and will be implemented through a Site Plan Application.

CONCLUSION:

Staff is of the opinion that the proposed applications are consistent with the Provincial Policy Statement, conforms with the policies of the Provincial Growth Plan 2020, conforms with the Regional Official Plan, the City of Cambridge Official Plan and meets the general intent and purpose of the City of Cambridge Zoning By-law 150-85.
The proposal represents good planning that contributes to the creation of rental housing in the Regeneration Area and is in keeping with the character of the surrounding neighbourhood with a desirable built form that incorporates high standards of design. As such, staff recommends approval of the Official Plan and Zoning By-law Amendment.

**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. 22-128-CD Appendix A - Draft Official Plan Amendment
2. 22-128-CD Appendix B – Draft Zoning By-law Amendment
3. 22-128-CD Appendix C – Concept Plan
4. 22-128-CD Appendix D– Concept Elevations
5. 22-128-CD Appendix E– Public Meeting Excerpts
6. 22-128-CD Appendix F – Current Official Plan Map
7. 22-128-CD Appendix G – Current Zoning Map
8. 22-128-CD Appendix H – Internal/External Consultation and List of Supporting Documents
WHEREAS sections 17 and 22 of the Planning Act R.S.O. 1990 c. P. 13, as amended empower the City of Cambridge to adopt an Official Plan and make amendments thereto;

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. That Amendment No. 55 to the City of Cambridge Official Plan (2012) applies to land legally described as Lot 44, Municipal Plan 832, City of Cambridge, Regional Municipality of Waterloo.

2. That Amendment No. 55 to the City of Cambridge Official Plan (2012) as amended, consisting of the text and attached map, is hereby adopted.

3. That the Clerk is hereby authorized and directed to make application to the Regional Municipality of Waterloo for approval of the aforementioned Amendment No. 55 to the City of Cambridge Official Plan (2012), as amended.

4. That this By-law shall come into full force and effect upon the final passing thereof.

Read a First, Second and Third Time, Enacted and Passed this 27th Day of September 2022.
PASSED and ENACTED this 27\textsuperscript{th} Day of September 2022

___________________________________________

Mayor

___________________________________________

Clerk
The Purpose and Effect of this Official Plan Amendment No. 55 to the City of Cambridge Official Plan (2012), as amended, is to permit a maximum density of 167 units per hectare for lands designated “Low/Medium Density Residential” and municipally known as 212 Queen Street West, City of Cambridge and Regional Municipality of Waterloo.
1. Chapter 14, Map 2A of the City of Cambridge Official Plan is hereby amended by adding Site Specific Figure 90, as shown on Schedule 'A' attached hereto;

2. Chapter 16 of the City of Cambridge Official Plan is hereby amended by adding Figure 90 as shown on Schedule 'B' attached hereto;

3. Section 8.10 of the City of Cambridge Official Plan is hereby amended by adding the following subsection thereto:

8.10.90

1. Notwithstanding policy 8.4.6.16 in this plan, the land designated as Low/Medium Density Residential on Map 2 of this Plan, located at 212 Queen Street West and more particularly shown on Figure 90 shall be permitted a maximum residential density of 167 units per hectare;
22-128-CD Appendix B – Draft Zoning By-law Amendment

BY-LAW 22-

XXX

of the

CITY OF
CAMBRIDGE

Being a By-law of the Corporation of the City of Cambridge to amend Zoning By-law 150-85, as amended with respect to land municipally known as 212 Queen Street West.

WHEREAS Council of the City of Cambridge has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended to pass this By-law;

AND WHEREAS this By-law conforms to the City of Cambridge Official Plan, as amended;

AND WHEREAS Council deems that adequate public notice of the public meeting was provided and adequate information regarding this Amendment was presented at the public meeting held December 14th, 2021, and that a further public meeting is not considered necessary in order to proceed with this Amendment; and,

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT this by-law shall apply to lands described as Lot 44, Municipal Plan 832, City of Cambridge, Regional Municipality of Waterloo and shown on Schedule ‘A’ attached hereto and forming part of the by-law;

2. THAT Schedule ‘A’ to City of Cambridge Zoning By-law 150-85, as amended, is hereby amended by changing the zoning classification of the lands shown in heavy black in the attached Schedule ‘A’ to this By-law from RM4 and C5 to (H)RM2 “s.4.1.431”;

3. THAT the aforesaid City of Cambridge Zoning By-law No. 150-85, as amended, is hereby further amended by adding the following subsection under section 4.1 thereof:
4.1.431, municipally known as 212 Queen Street West.

1. Notwithstanding the provisions of section 3.1.2.4 (b) of this By-law, the following regulations shall apply to the lands in that RM2 zone classification to which parenthetical reference to “s.4.1.431” is made on Schedule ‘A’ attached to and forming part of this By-law:
   - the maximum density shall be 167 units per net residential hectare;

2. Notwithstanding the (H) Prefix Zone holding provisions as outlined in S.2.1.4 of the aforesaid City of Cambridge Zoning By-law, as amended, the removal of the (H) Holding Provision for the entirety of the lands zoned (H)RM2 s.4.1.431 may only be lifted upon:
   1. the submission of a Record of Site Condition (RSC) in accordance with O.Reg. 153/04, as amended, and the Ministry Acknowledgment Letter submitted to the satisfaction of the City of Cambridge and Region of Waterloo; and,
   2. the submission of a detailed noise study to the satisfaction of the Region of Waterloo;

3. Geothermal Wells are prohibited on site. A geothermal well is defined as a vertical well, borehole or pipe installation used for geothermal systems ground-source heat pump systems, geo-exchange systems or earth energy systems for heating or cooling; including open-loop and closed-loop vertical borehole systems. A geothermal well does not include a horizontal system where construction or excavation occurs to depths less than five metres unless the protective geologic layers overlaying a vulnerable aquifer have been removed through construction or excavation.

4. That this By-law shall come into force and effect on the date it is enacted and passed by Council of the Corporation of the City of Cambridge, subject to notice hereof being circulated in accordance with the Planning Act and Ontario Regulation 545/06.

    Read and First, Second and Third Time, Enacted and Passed this 27th Day of September 2022.
PASSED AND ENACTED this 27th Day of September, 2022

__________________________
Mayor

__________________________
Clerk
This is Schedule A attached to and forming part of By-law

Lands affected by the by-law

Zoning Classification

- OPEN SPACE
- MEDIUM HIGH DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- INSTITUTIONAL
- INDUSTRIAL
- COMMERCIAL
**Purpose and Effect of By-law No 22_XXX**

The purpose and effect of this by-law is to amend the zoning classification of the lands legally described as Lot 44, Municipal Plan 832, City of Cambridge, Regional Municipality of Waterloo in the City of Cambridge from R4 and C5 to the (H)RM2 zone to facilitate the development of an apartment building containing 37 residential units with a calculated density of 167 units per net residential hectare.
Deputy Mayor Mann welcomes everyone present and calls the meeting to order at 10:02 a.m.

2. Indigenous Territory Acknowledgement

3. Disclosure of Pecuniary Interest

None.

4. Public Meeting Notice

5. Public Meetings

5.1 21-316(CD) Public Meeting Report – 212 Queen Street West – Official Plan and Zoning By-law Amendment – (C/O Blackthorn Development Corp.)

Motion: 21-271

Moved by Councillor Devine
Seconded by Councillor Reid

THAT report 21-316 (CD) - Public Meeting Report – 212 Queen Street West – Official Plan and Zoning By-law Amendment – 2303623 Ontario Inc. (C/O Blackthorn Development Corp.) be received;

AND THAT application OR09/21 for 212 Queen Street West be referred back to staff for a subsequent report and staff recommendation.

In Favour (8): Councillor Reid, Councillor Devine, Councillor Mann, Councillor Wolf, Councillor Adshade, Councillor Hamilton, Councillor Ermeta, Mayor McGarry, and Deputy Mayor Mann

Absent (1): Councillor Liggett

Carried (8 to 0)

5.2 21-313(CD) Additional Residential Units – City Initiated Zoning By-law Amendment and Official Plan Amendment – Public Meeting

Motion: 21-272

Moved by Councillor Hamilton
Seconded by Councillor Adshade

THAT report 21-313(CD) City Initiated Additional Residential Units – Zoning By-law Amendment and Official Plan Amendment be received.
22-128-CD Appendix G – Existing Zoning Map

EXISTING ZONING

Map 3

SITE Zoning Classification

OPEN SPACE
MEDIUM HIGH DENSITY RESIDENTIAL
LOW DENSITY RESIDENTIAL
INSTITUTIONAL
INDUSTRIAL
COMMERCIAL

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22-128-CD Appendix H – Internal/External Consultation & List of support studies

Internal/External Consultation & List of Supporting Studies

This application has been circulated to the departments and agencies listed below. Their comments have been reviewed by staff and have been addressed through the proposed amendments. The remaining items will be addressed through Site Plan and future building permit applications.

- Regional Municipality of Waterloo
- Grandbridge Energy Inc. (Hydro)
- The Grand River Conservation Authority
- Waterloo Regional District School Board
- Waterloo Catholic District School Board
- City of Cambridge Engineering and Transportation Divisions
- City of Cambridge Economic Development
- City Cambridge Fire Department
- CP Rail
- CN Rail
- Planning Services
- City of Cambridge Accessibility Coordinator
- City of Cambridge Sustainable Transportation
- City of Cambridge Policy Services

List of Supporting Studies

- Architectural Design Package;
- Urban Design Brief;
- Traffic Impact Study;
- Landscape Plan;
- Arborist Report;
- Functional Servicing Report and Stormwater Management Report;
- Noise Impact Study;
RECOMMENDATION(S):


AND THAT Cambridge Council adopts the proposed Official Plan Amendment to re-designate the subject lands from “Natural Open Space System” to “High Density Residential” and Site-Specific Policy 8.10.89 in the City of Cambridge Official Plan to facilitate a residential development with a maximum Floor Space Index (FSI) of 3.61, and that the adopted Official Plan Amendment be submitted to the Region of Waterloo for Approval;

AND THAT Cambridge Council approves the proposed Zoning By-law Amendment to re-zone the subject lands from the “Open Space – OS1” and “Residential – R4” zones to the “Multiple-Residential – (F)(H)RM2”, s.4.1.429 and “Open Space – OS4” zones with a Holding Provision, to facilitate the proposed development of 991 residential units;

AND THAT a design in accordance with the recommendations of the Heritage Impact Assessment be reviewed and accepted at the site plan approval phase;

AND THAT Cambridge Council is satisfied that a subsequent public meeting in accordance with subsection 34(17) of the Planning Act is not required;

AND FURTHER THAT the by-laws attached to this report be passed.
EXECUTIVE SUMMARY:

Purpose

The purpose of this report is to seek Council approval to permit the development of five, 15 storey residential apartment buildings containing a total of 991 residential units on lands municipally known as 193 Water Street South and 62 Highman Avenue (“the subject lands”).

Key Findings

- The subject lands are located within the City’s Built-Up Area and are approximately 280 metres south of the Urban Growth Centre and the Galt Core Area. The applicant intends to develop the subject lands with a high-density residential development that will support current housing demands to accommodate forecasted residential growth and intensification targets for the City of Cambridge and Region of Waterloo.

- The development area comprises two lots which are planned to be developed as follows:
  - 193 Water Street South is proposed to be developed with five, 15-storey residential towers that will consist of one, two, and three-bedroom units, as well as townhouse like units surrounding the podiums and facing the eastern property line.
  - 62 Highman Avenue is proposed to be used primarily as an outdoor amenity space. The property will provide pedestrian access to the development from Highman Avenue, which will also be used as an emergency exit to Highman Avenue for vehicular traffic, if and only when access to Water Street South is not accessible due to the potential for flooding on the property from the Grand River.

- Notwithstanding constraints on the site, the applicant has prepared a development proposal that addresses the constraints and provides for an attractive high-density residential development within walking distance of existing and planned transit, local commercial and service uses, institutional and recreational uses.

- Given the site’s location, the proposed development is in a gateway location to the Galt Core Area and therefore will provide a high level of site design and quality building materials.

- The proposed development will support public transit and active transportation initiatives through appropriate pedestrian infrastructure and linkages to the existing residential neighbourhood to the east.

- The applicant has committed a total of 50 residential units for affordable housing. The units are divided between the five buildings, each providing 10 affordable units.
units. The City and the Region support the provision of a full range of housing options, including affordable housing.

- It is the opinion of staff that the proposed development aligns with Provincial, Regional and City development policies.

**Financial Implications**

- A planning application fee has been paid to the City to process the Official Plan Amendment (OPA) and Zoning Bylaw Amendment (ZBA) applications.
- Future planning application fees will be required for the submission of a complete Site Plan application and Plan of Condominium application.
- City and Regional Development Charge fees will be collected prior to building permit issuance.
- If approved, the proposed development will contribute additional tax revenue to the City. An estimate of the potential tax revenue is provided in this report.
- Any further costs associated with the development of the site are to be borne by the applicant.

**STRATEGIC ALIGNMENT:**

☐ Strategic Action; or
☒ Core Service

**Objective(s):** PLANNING FOR GROWTH - Provide for a mix of development, uses and amenities in order to meet the needs of a changing and diverse population

**Strategic Action:** Not Applicable

**Program:** Land Use Planning

**Core Service:** Official Plan and Zoning By-law Amendments

The proposal to develop the subject lands is an opportunity to introduce a gateway development to the City of Cambridge, and more specifically to the Galt Core Area from the south. The proposed development offers a range of residential unit options for future potential buyers, including affordable housing units. The proposed development is within proximity to local transit options and potential future light rail transit (LRT) stops. The proposed site promotes active transportation by connecting to the existing adjacent residential community and its diverse range of uses, while also being within walking distance of the Galt Core Area, identified as one of the City’s Urban Growth Centres. The proposed development and its residents will provide increased support to the existing and future businesses in the Core Area, thereby promoting its economic prosperity.
The application provides for an ambitious development that is achievable on the site and can introduce important housing units to support the forecasted population growth of the City.

BACKGROUND:

Property

The subject lands are comprised of two abutting properties, municipally known as 193 Water Street South and 62 Highman Avenue. 193 Water Street South is located along the east side of Water Street South, south of Ainslie Street South and north of Myers Road. 193 Water Street South is legally described as Part of Lot 3, Plan D-11; together with WS724471 and subject to easement in gross over Part 1 on Reference Plan 58R-17488 as in WR701173 and Part of Lot 16, Plan D-11, being Parts 3 & 4 on Reference Plan 58R-17488 subject to an easement as in WR777693 in the City of Cambridge. This parcel has a total lot area of 19,525 square metres (210,165.35 square feet).

193 Water Street South contains wooded areas throughout the site and has a significant change in topography, sloping downwards 16 metres from east to west.

62 Highman Avenue is located on the western side of Highman Avenue and is legally described as Lot 22 in Plan 873; Part Lot 21 in Plan 873 as in WS656876. This parcel has a frontage of approximately 19 metres (62.34 feet) along Highman Avenue, a depth of 37 metres (121.39 feet) and an area of 935 square metres (10,064 square feet). Currently, the parcel is classified as residential and consists of a single-storey residential dwelling with a concrete driveway. A pool and gazebo are located in the rear yard of the dwelling.

The subject lands are shown on Figure 1 below:
Location

The subject lands are located approximately 280 metres south of the Galt Core Area, on the east side of the Grand River. The site is bound by Ainslie Street South to the north, Highman Avenue to the west, Myers Road to the south and Water Street South to its west. The subject lands are well connected to the City, Regional and Provincial road network. Water Street South is recognized as a Regional Road as well as Provincial Highway 24, which connects Cambridge with Brantford.

The subject lands are located within an established mixed-use area containing various uses, densities and pedestrian amenities. The site is immediately surrounded by single detached residential dwellings to the east, interspersed with townhouses and low-rise apartment buildings with institutional uses being located further east including Glenview Park Secondary School and Stewart Avenue Public School.

The lands to the south of the subject lands consist of low-density residential uses. 201 Water Street South is located directly adjacent to the subject lands and is listed on the
Heritage Properties Register. Further south is Churchill Park, a 27-hectare park with open landscaped spaces, sports grounds including soccer fields and baseball diamonds, playgrounds, splashpad and walking paths. The park is approximately 600 metres from the subject lands or a seven-minute walk. The Grand River is located on the opposite side of Water Street South to the west of the subject lands.

Immediately north of the subject lands is 183 Water Street South, which abuts the northern property line of the site. This site is listed as being designated on the Heritage Properties Register. Further north is the southern boundary of the Galt Core Area and the Urban Growth Centre, which comprises of residential uses of various heights and densities, low-density commercial/office buildings, institutional uses, parks and trails and a historic central portion of Downtown.

Approximately one kilometer from the subject lands and located within the Galt Core Area is the Ainslie Street Bus Terminal. The pedestrian access to Highman Avenue provides convenient walking distances to existing transit routes, with the closest bus stop being a 300 metre walk from the subject lands.

Furthermore, the planned future Light Rail Transit (LRT) will connect the Galt Core Area to Kitchener and Waterloo with a stop located near the Ainslie Terminal which will be within walking distance of the subject property.

Figure 2 below, provided by the applicant, displays the surrounding uses:
Proposal

The proposed development is for the construction of five, 15-storey apartment buildings on the subject lands containing a total of 991 dwelling units, which are divided as follows:

- The first building (furthest south) is for 199 residential units;
- The second and third building will provide 201 residential units in each building;
- The fourth building is for 203 residential units; and,
- The fifth building is for 187 residential units.

The proposed development will have a maximum density of 511 units per hectare and a maximum Floor Space Index (FSI) of 3.61 for the site.

The development includes approximately 624 one-bedroom units, 295 two-bedroom units and 32 three-bedroom units, as well as 40 two-storey townhouse-like units that will face the dwellings along Highman Avenue. The townhouse units are proposed to be wrapped around the parking garage, creating a more compatible interface with the low-density residential neighbourhood.

Parking

Each building is proposed to contain five levels of above ground parking to support the necessary parking requirements of the By-law. Section 2.1.1 of the By-law requires that parking be provided for apartment houses at a rate of one space per dwelling unit, plus one space for each 4 dwelling units for visitors only (or 0.25 spaces per unit).

Additionally, the townhouse parking rate also requires that one space be provided per proposed dwelling unit. As such, a total of 1,239 parking spaces are required for the development by the City’s Zoning By-law. The applicant has proposed a total of 1,196 parking spaces. As a result, the site would be deficient in parking by 33 parking spaces. Based on the review completed by the City’s Transportation Department, the proposed reduction in parking by 3.5 percent is not considered significant and is supported by City Staff. The applicant is proposing a parking rate of one space per dwelling unit, plus 0.20 spaces for visitors per dwelling unit. Based on the proximity of the site to available local transit and to surrounding amenities within walking distance, a minor reduction in parking for this site can be accommodated.

Access to the above ground parking is proposed via the private semi-circular Water St. S. driveway that connects to the street on both the north and south sides of the property. As can be seen in the image below, the ingress and egress accesses will lead vehicles to accesses located at grade.
In addition to the vehicular accesses proposed off of Water St. S., the applicant is also proposing an emergency access to Highman Avenue. In order to approve the proposed entrances for Water St. S., the Grand River Conservation Authority required that a separate safe access be made available for emergency vehicles and for residents to evacuate if and when the Water Street accesses become unavailable as a result of potential flooding from the Grand River. The proposed access to Highman Avenue will not be used as a regular entrance and will be blocked for pedestrian use at all other times. The principal access remains from Water Street South.

**Urban Design**

The proposed development has been designed and oriented towards the frontage of Water Street South and the Grand River. The residential buildings have been elevated 6 metres above grade to accommodate the floodplain that exists along the western property line of 193 Water St. S. The massing for the building is unique as the elevated portion of the building at the front is positioned onto two-storey stilts in order to respect the floodplain designation. As a result of the natural topography of the lands, the property elevates from west to east approximately 16 metres. Figure 4 below provides an illustration of the proposed massing:
Figure 4: Proposed Massing Model

As shown in Figure 4, the first five storeys (shaded in black) will encompass the required parking. Floors 3 to 15 are intended for residential uses, with the two floors (floors 6 & 7) extending further east to be used for the townhouse units. Immediately above the townhouse units are rooftop amenity spaces comprised of a landscaped green roof terrace. From south to north, the first two buildings will have a connected and shared rooftop terrace. The third building will have its own private rooftop terrace. The fourth and fifth building will also have a connected and shared terrace. The site landscape design helps provide an attractive pedestrian realm both at the street level and within the interior of the site. The Landscape Plan includes trees, mass plantings, and grasses that will complement the building and the existing natural area, in addition to the different amenity areas and small plazas that includes bench seating, pergolas and unit pavers to enhance the property.

The site has also been designed to be well-connected both within the subject lands and to the surrounding lands. A public pedestrian access will be provided from 62 Highman Avenue to Water Street South. Due to the change in elevation, the connection will be in the form of stairs traversing east to west. This permits access to the interior existing neighbourhood and access to Water Street South and the Rail Trail across the road, which is anticipated to be accessible via a future pedestrian crosswalk.

The landscape plan is provided for review as Appendix C and provides a full inventory of the proposed landscaped works for the site. A zoomed in version of this landscape plan is provided below as Figure 5. The image depicts the connection to 62 Highman Avenue, the amenity spaces along the rear of the buildings (eastern portion of the site), proposed vegetation, and walking paths.
Another important aspect of the building design is the 45-degree angular plane that is depicted on Figure 4. This concept applies a 45-degree angle from the rear property line (eastern property line) to ensure that the built form is sympathetic to the surrounding low-density development along Highman Avenue. This enhances compatibility with surrounding development by minimizing privacy and overlook concerns when high density residential development is considered in proximity to existing low-density development. Additionally, as a result of this angular plane design and the natural topography of the lands, the existing neighbourhood to the east will only have a visible interface with 10 of the 15 storeys proposed on 193 Water St. S. A full view of the height is only visible from Water Street South. Furthermore, the proposed development has been designed with a significant setback from the Highman Avenue dwellings, being a total of 15 metres from the proposed townhouse units that wrap around the podiums of each building, and a minimum of 30 metres from the actual apartment towers. No balconies are proposed on the eastern side of the buildings.

**Existing and Proposed Vegetation**

In order to facilitate the proposed residential development, a significant number of trees will need to be removed to accommodate the proposal. Originally, the applicant had proposed to remove approximately 659 trees from the subject lands, where 275 of those trees required permits for removal. However, the applicant has since revised this proposal to maintain 107 trees along the eastern portion of the subject lands, along the rear yards of the Highman Avenue properties. The site would still be required to remove approximately 552 trees to accommodate the development.

The City of Cambridge requires that trees proposed for removal be replaced on the site as follows:

- For trees that are less than 20 cm DBH (Diameter at Breast Height), there is no
cost to remove these trees;
- For trees that are 20cm-30cm, one replacement tree is required;
- For trees that are 31cm-40cm, two replacement trees are required;
- For trees that are 41 cm-70 cm, three replacement trees are required; and,
- For trees that are greater than 71cm, four replacement trees are required.

Any dead tree that is greater than 20 cm will also be required to provide a ½ tree as replacement. Securities for all of the tree plantings as part of the approved landscape plan will be collected. The applicant has confirmed that they will meet the necessary requirements to provide the planted trees.

The trees located along the frontage of Water Street South and within the floodplain designation will remain. Figure 6 below illustrates the tree planting plan for the site. The red numbers illustrate trees that are to be removed, while the green numbers illustrate those trees that will remain. The portion of land fronting onto Water Street South and outside of the blue boundary will continue to be planted with the original trees, however, are not shown on this plan as they are not within the boundary of the subject lands:

Figure 6: Tree Preservation Plan
Affordable Housing

The applicant is proposing to commit a total of 50 residential units in this development to affordable housing (10 units in each building), which will be facilitated through the Region of Waterloo. The Region’s 10-year Housing and Homelessness Plan contains affordable housing targets for Waterloo Region and supports the provision of a full range of housing options. In order for affordable housing to fulfill its purpose of being affordable to those who require rents or purchase prices lower than the regular market provides, an agreement is to be entered into with conditions establishing the income levels of the people who can rent or own the homes, as well as conditions on how long those units need to remain affordable. The Region will work with the applicant to establish these conditions and the agreement through the Site Plan Approval stage.

It should be noted that the proposed development being presented as part of this final recommendation report has not changed in height or density from the original proposal that was presented at the Public Meeting on August 10th, 2021. The applicant has made some changes to the site plan to address some of the concerns raised by the community.

The proposed development will be condominium tenure and subject to a future Site Plan application and Plan of Condominium application to implement the plan. The concept elevations and renderings have been included in Appendix D. Figure 7 below is a rendering of the proposed development to assist with the visualization of the proposal:
In accordance with the Planning Act, the City held a public meeting in order to formally consider the requested Official Plan and Zoning By-law Amendment applications and to receive comments from members of the Public and from members of Council. Oral submissions were made at the public meeting held on August 10th, 2021. Written submissions were also received. In addition to the public meeting, two neighbourhood meetings were held on June 28th, 2021 and February 2nd, 2022 to provide an opportunity for members of the public to share their opinions.

The excerpts from the public meeting minutes are in Appendix E.

The public comments received are addressed in Appendix F.

ANALYSIS:

City Staff have completed a detailed review of the proposed applications, including all submitted application materials, department and agency comments, compatibility with the surrounding neighbourhood with respect to proposed density and height, the
appropriateness of the subject lands to accommodate the development, and the site-specific provisions that have been requested by the applicant. Should Council approve the Official Plan Amendment (Appendix A) and Zoning By-law Amendment (Appendix B), a Site Plan application and Plan of Condominium application will also be required to implement the plan.

It is the opinion of Staff that the proposal is consistent with the policy directions to build healthy, sustainable communities and support intensification within the Built-up Area. The Official Plan may facilitate or encourage the development of lands for multi-unit residential where it can comply with specific location criteria as described in Section 8.4.3.

The proposed development meets the criteria as the property:

- Is located on an arterial road (Water St. S.) with direct access from the site;
- Is located within a reasonable distance to local transit services and the Ainslie Street Terminal (approximately a 15 to 18-minute walk), Churchill Park, nearby schools to the east of the site, and provides pedestrian connections to amenities in the surrounding community;
- Provides safe emergency access from Highman Avenue in an emergency situation when access to Water St. S. may not be available;
- Provides a range of exciting and modern landscaping techniques and amenity areas with pedestrian connections within the site and leading to connections off-site;
- Provides connection to municipal servicing including water and sanitary infrastructure; and,
- Proposes a development that uses appropriate setbacks and the natural use of the topography as part of the design of the building to reduce the appearance of the scale, and provides a cohesive design with a 45-degree angular plane, supporting character and integration by design.

The proposal will provide the required compensation for the tree removal by replanting a significant number of trees on site, while also maintaining 107 existing trees. The maintained trees are located along the eastern property line, providing additional buffering between the proposed development and the existing residential dwellings.

Given the points of consideration above as outlined in the Official Plan, the proposed location is considered appropriate for multi-unit residential development.

The site at 193 Water Street South is presently designated as “Natural Open Space System” in the City’s Official Plan, which does not permit residential development. An
OPA is necessary to re-designate the site to “High Density Residential” to facilitate the development.

The subject lands have been reviewed to determine the level of significance with respect to the vegetation that is currently located on the site. The City’s Official Plan identified the site as a Locally Significant Natural Area (“LSNA”), however, an Environmental Impact Study (“EIS”) prepared by Colville Consulting Inc. demonstrated that the lands do not satisfy the criteria to be considered a significant woodland or a LSNA with no habitats for species at risk or endangered species being located on the property. The EIS also concluded that the site did not identify as fulfilling any natural feature linkage role. The Ministry of Natural Resources and Forestry only considers an area a woodland if a minimum canopy of 60 percent can be met, which the site does not meet. Therefore, it was determined that the site does not meet the criteria to be a woodland or a Locally Significant Natural Area. The EIS concluded that the subject lands and surrounding area are already impacted by existing urban development.

Although the site is primarily wooded at this time, the location of the property fronting onto an arterial road and within 280 metres of an Urban Growth Centre is considered an appropriate location for development to support the surrounding community. It follows the existing built form pattern, which has directed lower density within the central core and higher density to the peripheries of the Core Area. Additionally, it provides an opportunity to facilitate a high-quality development that creates an intriguing, vibrant and modern gateway to a growing City.

The proposal supports healthy and liveable communities due to the proximity of the site to a range of existing and planned community and service uses, local commercial amenities and recreational areas that are all easily accessible by alternative forms of transportation. The proposed development will use the existing topography of the lands to integrate high-density development into the existing residential neighbourhood; supports affordable housing and provides housing choices for different lifestyles while achieving an identifiable image at the gateway to the Downtown.

It is the opinion of Staff that the development implements the goals and objectives of the Official Plan; is considered good planning; is consistent with the Urban Design policies in Chapter 5 of the Official Plan and provides the following additional benefits:

- Creates affordable housing in accordance with Regional targets;
- Improves pedestrian movements between the existing residential neighbourhood and Water Street South;
- Remediation of a potentially contaminated site. The subject property was identified as having a potential for environmental contamination due to the former use of the western portion of this property by a rail line. A Record of Site
Condition ("RSC") will be required to be provided to the City prior to the lifting of the Holding Provision on the site and approval of a Site Plan application;

- Provides buffering and landscaping over and above the regular requirements. The proposed buildings are setback from existing residential development to the east by 15 metres, which is measured to the two-storey townhome units and 30 metres from the residential towers. The site is proposed to be well-landscaped from the front to the rear, with several landscaping features that are proposed to elevate the site including pebble bench seating, benches, seating tables, retaining walls with plantings, plaza spaces with upgraded paving, mass planting of grasses and perennials, and lawns with pedestrian connections; and,

- Provides improvements to parks and trail systems by providing accessible connections.

A Traffic Impact Study was also prepared for the subject lands to analyze existing traffic conditions, traffic forecasts and to identify potential improvements to accommodate the proposed development. The conclusions of the study were reviewed by Regional and City Staff and determined that the proposed development can be supported with the construction of a southbound left-turn lane on Water Street South for the two driveways to permit the continued uninterrupted movement of traffic.

The subject lands are currently zoned “Open Space – OS1” on 193 Water Street South and “Residential – R4” on 62 Highman Avenue under Zoning By-law No. 150-85. The applicant is seeking to rezone 193 Water St. S. to the “Multiple Residential – (F)(H)RM2” zone and 62 Highman Avenue to the “Open Space – OS4” zone with the following requested site-specific provisions:

- To permit the western property line to act as the lot frontage for the subject lands.
  - The City’s Zoning By-law defines Lot Frontage as follows:

  "In the case of a lot **abutting a straight street line**, the distance between the side lot lines measured along a line drawn parallel to the street line at the distance specified in this By-law for the minimum frontage yard"

  The subject property does not have a lot line that abuts a street line. As shown in Figure 8, the subject lands are separated from Water Street South by Regional land that is proposed to remain along the western property line. The proposed accesses will cross this portion of land and provide access to the proposed development. As such, the applicant is requesting that, notwithstanding the western property line not abutting the street line, that it be considered the lot frontage given the proposed accesses to Water Street South and the facades of the building being directed in that direction.
City Planning Staff have no concerns with this request and do not anticipate any adverse impacts from the western property line acting as the lot frontage. It is considered the logical frontage for the site.

- To permit required parking for an apartment house to be provided at a rate of one space per dwelling unit plus 0.20 spaces for visitors per dwelling unit, whereas the By-law requires parking to be provided for apartment houses at a rate of one space per dwelling unit plus 0.25 spaces for visitors per dwelling unit.
  - In total, the proposed development is required to provide 1,229 parking spaces as per the requirements of the Zoning By-law. The applicant is proposing a total of 1,196 parking spaces, which results in a minor deficiency of 33 parking spaces, which is equivalent to a 3 percent reduction.
  - The reduction in parking was reviewed by City Transportation Staff and was determined to be an acceptable reduction in parking for the proposed development, given the site’s location to existing and future transit options. The site is well-connected to pedestrian walkways and multi-use paths that allow for various forms of movement including walking and biking. The site has access to a good network of cycling through local streets and trails along the Grand River. City Staff support the reduced number of parking spaces in order to promote the use of transit and other forms of transportation.
  - The site will also provide a total of 693 bicycle parking spaces, both located around the subject lands and within the buildings. The provision of these spaces will promote the use of bicycles for moving around the local area, and as a result staff support the minor reduction in parking.

- To permit a minimum parking stall size to be 2.75 metres by 5.6 metres, whereas the By-law requires a minimum parking stall size of 2.9 metres by 5.5 metres.
  - The applicant has requested this change to better assist the design of the parking floors. The reduction to the stall size width was reviewed by the City’s Transportation Department and was approved by Staff. Many municipalities, including the City of Kitchener permit a minimum width of
2.75 metres. As such, it is considered to be a minor request. Staff have no concerns with the request.

- To permit a maximum density in the RM2 zone of 511 units per hectare, whereas a maximum density of 150 units per hectare.
  - The applicant is requesting a significant increase in the density proposed for the subject lands. The subject lands are less than 300 metres of the Galt Core Area, which is characterized by low to mid-rise commercial and residential uses in the central areas of the core, while the edges increase in density with townhouses and mid to high density apartment buildings. The proposed residential development follows the existing development pattern that sees high-density development to the edges of the Core Area, and in this case, just outside of it. The site’s location provides an opportunity to support the increase in density given its proximity to the Urban Growth Centre and all of the associated service and commercial uses available to residents; the convenient access to current and future planned transit services; and the available pedestrian connections to the existing residential neighbourhood which provides easy access to institutional and recreational uses.
  - The proposed development supports the ideal complete community. The increase in density will foster a vibrant and connected neighbourhood where residents will be encouraged to walk, bike or take transit. The development is proposed to integrate into the existing residential neighbourhood along the eastern property, while using appropriate design techniques, vegetation, and significant buffering to reduce compatibility concerns with adjacent development.
  - The proposed development will add necessary housing in proximity to the core that will help accommodate forecasted growth within the City. The proposal provides for multiple buildings with a range of unit types to provide housing choice for different lifestyles.
  - It is of Staff’s opinion that the proposed density can be supported on the subject lands.

- To permit a minimum front yard setback of two metres, whereas a minimum front yard setback of 4.5 metres is required.
  - The intent of this provision is to ensure that buildings are setback an appropriate distance from lot lines in order to accommodate landscaping, drainage and spatial separation between abutting properties. Setbacks can also be used in a manner that elevates the urban design of a development and promotes active streetscapes and more vibrant relationship between buildings and those who actively use the street. The proposed front yard of the subject lands does not abut a street directly. As
such, the proposal to shift the buildings closer to the proposed front lot line will bring the building closer to the driveway access and further away from the existing residential development along the eastern property line. The proposal to reduce the front yard setback will help enhance the pedestrian experience at the front of the building, while also permitted greater area at the rear (eastern portion of the lands) to provide space to be used for amenity areas.

- It is the opinion of Staff that the proposed reduction to the front yard setback is appropriate in this case and will have little to no negative impact to the street.

- To permit a minimum interior side yard setback of seven (7) metres, whereas the minimum interior side yard setback is 12 metres.
  - A total reduction of 5 metres is being requested from the northern property line in order to maintain consistent separation between each of the five proposed buildings on the lands. The portion of the building that is located closest to the northern property line consists of the building’s two storey townhouse podium that wraps the tower towards the rear of the building (eastern side). The residential tower that rises from storeys 7 to 15 is setback from the property line by 12.5 metres.
  - The adjacent property contains one residential dwelling on the subject lands and an accessory building. The accessory building is located closest to the property line with the main residential dwelling being located approximately 48 metres from the property line. The applicant has proposed to plant some vegetation between the proposed building and the property line. There is also no pedestrian connection proposed along the northern property line. As such, it is the opinion of staff that the proposed reduction in the interior side yard setback will not cause adverse impacts on the adjacent property or the existing residential dwelling on the property, given the significant setback that already exists between the proposed building and the residential dwelling to the north.

- To permit a minimum total amenity area of 19,650 square metres, whereas the By-law requires a minimum total amenity area of 23,490 square metres for the proposed development.
  - The Zoning By-law requires that a multi-unit residential building provide 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. Based on the definition for amenity area in the City’s Zoning By-law, areas proposed for landscaped areas, patios, private amenity areas (balconies and decks etc.), communal lounges, swimming
pools, play areas and similar uses are considered to meet the definition. The applicant is proposing a range of amenity spaces on the site, both private and communal areas including balconies, landscaped terraces, communal landscaped and plaza areas with seating, interior community rooms etc. The total provided amenity area for the proposed development equates to 19,650 square metres (211,510 square feet), while the By-law requires a total of 23,490 square metres (252,844 square feet) be provided. This equates to a requested reduction of 3,840 square metres (41,333 square feet) or 16 percent in total amenity space on site.

- It is the opinion of Staff that the applicant has accommodated a range of amenity space areas on the site for the future residents. The amenity spaces have been integrated into the built form and on the property, assisting in creating an exciting public realm that connects the development on the property and with the surrounding community. The subject lands are also in proximity to Churchill Park (approximate 600 metre walk), as well as there are other parks and trails within walking distance of the subject lands that can be enjoyed by the residents.
- As such, Staff are of the opinion that the proposed reduction in amenity area can be supported.

Based on the review completed above of the requested site-specific provisions, it is the opinion of Staff that the proposed applications are consistent with the Provincial Policy Statement, conform with the policies of the Provincial Growth Plan, the Regional Official Plan, the City of Cambridge Official Plan and meet the general intent and purpose of the City of Cambridge Zoning By-law No. 150-85. The proposal represents good planning. As such, Staff recommend approval of the Official Plan Amendment and Zoning By-law Amendment.

If Council does not support the recommendation, the project as planned may not be able to proceed. If Council were to decide to not approve the Official Plan Amendment and Zoning By-law Amendment, the applicant would be able to file an appeal to the Ontario Land Tribunal (OLT).

**Holding Provision**

Staff requires that a Holding Provision be added to the Zoning By-law Amendment for the subject lands to ensure that the following requirements are satisfied prior to Site Plan Approval:

1. a Record of Site Condition and Ministry Acknowledgement Letter have been submitted to the satisfaction of the City of Cambridge and the Region of Waterloo;
2. A detailed noise study that includes details relating to floor plans, building elevations, mechanical drawings and equipment selections has been submitted to the satisfaction of the Region of Waterloo; and,

3. A detailed dewatering study has been submitted to the satisfaction of the Region of Waterloo. It should be noted that should construction-dewatering volumes interfere with municipal supply pumping at the Middleton wellfield, dewatering works at the site shall cease immediately and construction shall only be permitted to move forward once plans to reduce the dewatering volumes to rates that will not cause an interference is demonstrated.

The Holding Provision is applied to the entirety of the Subject Lands pursuant to Sections 34 and 36 of the Planning Act.

EXISTING POLICY / BY-LAW(S):

City of Cambridge Official Plan (2012)

The City of Cambridge Official Plan (2012) designates the subject lands as “Built-Up Area” on Map 1A. Map 2A of the Official Plan designates 193 Water Street South as “Natural Open Space System” and 62 Highman Avenue as “Low/Medium Density Residential”. To facilitate the development on the subject lands, an Official Plan Amendment is required to re-designate 193 Water Street South to “High Density Residential” with a site-specific policy to permit an increased FSI from 2.0 to 3.61.

62 Highman Avenue will remain designated as “Low/Medium Density Residential”.

A map representing the current Official Plan designation of the subject lands has been included as Appendix G.

City of Cambridge Zoning By-law No. 150-85 (as amended)

193 Water Street South is currently zoned as “Open Space One” (OS1) by the City of Cambridge Zoning By-law No. 150-85. Residential uses are not permitted in the OS1 zone. A zoning by-law amendment is required to rezone the lands from “Open Space - OS1” to the “Residential” (RM2) zone, which permits apartment houses with four or more dwelling units. The amendment also requests site-specific zoning provisions in order to facilitate the proposed development. In staff’s opinion, the proposed Zoning By-law Amendment with site-specific regulations complies with the intent of the City of Cambridge Zoning By-law No. 150-85.

62 Highman Avenue is currently zoned as “Residential” (R4), which permits a detached one family dwelling and any use permitted in any zone in accordance with Section 2.1.1. The applicant will rezone the lands from “Residential” (R4) to the “Open Space” (OS4) zone.
A zoning map representing the current zoning of the subject lands has been included as Appendix H.

FINANCIAL IMPACT:

- Planning Application fees for the Official Plan and Zoning By-law Amendment applications totaling an amount equating to $28,000 has been paid to the City (2021) to process these applications.
- City Development Charge fees for the proposed development is estimated at $13,929,719 for 991 units.
- The potential tax revenue (using the 2021 City tax portion rate) from the proposed development is as follows:
  - 40 Townhouses: An estimated total tax revenue of $94,343;
  - One-bedroom units: An estimated total tax revenue of $1,070,360;
  - Two-bedroom units: An estimated total tax revenue of $527,646;
  - Three-bedroom units: An estimated total tax revenue of $61,752.
  
  Please note that this is an estimate of assessed value and property taxes only.
- Any further costs associated with the development of the site are borne by the applicant.

PUBLIC VALUE:

Engagement:

Public involvement was invited virtually at key milestones throughout the duration of the project including at the first public meeting and at two neighbourhood meetings hosted by the City and the applicant which helped lead to the proposal brought forward today. This process provided the community with the ability to share their opinions and views openly and allowed for active and direct communication between residents, staff, the applicant and members of Council.

ADVISORY COMMITTEE INPUT:

The subject lands, municipally known as 193 Water Street South, is neither listed nor designated on the Heritage Properties Register, however, it is adjacent to 183 Water Street South, which is designated under Part IV of the Ontario Heritage Act and 201 Water Street South, a property listed on the Heritage Properties Register. Due to the adjacent listed and designated properties, a Heritage Impact Assessment was required to accompany the development applications.

The Heritage Impact Assessment (HIA) was heard at the July 22, 2022 Municipal Advisory Committee (MHAC). The HIA was accepted, however, there were concerns raised by the Committee regarding the proposed mass and scale and its impact on the designated heritage property. The Committee has requested that a design be required
as recommended in the HIA that reduces the mass and scale impact on 183 Water Street South and that the design be presented to MHAC for consideration with 3D renderings. These design considerations can be addressed including buffering/landscaping, materials, overall massing and scale through the Site plan Approval process prior to receiving final approval. The Committee also recommends that all remaining mitigation measures outlined in the HIA be considered during the Site Plan application phase and required as conditions for Site Plan Approval to the satisfaction of the Chief Planner where appropriate.

PUBLIC INPUT:
The statutory public meeting required under the Planning Act was held on August 10, 2021 and official notification was provided in the Cambridge Times. In addition, notice was provided to all assessed property owners within a 120 metre (392.7 feet) radius of the site and anyone else who requested notice.

Public input was received and concerns regarding the proposal with respect to matters including height, density, tree removal, traffic etc. has been addressed throughout the report.

INTERNAL / EXTERNAL CONSULTATION:
The application and supporting information have been circulated to the departments and agencies listed in Appendix I.

Staff has received comments from the applicable City departments and outside agencies in regard to the proposed Official Plan and Zoning By-law Amendment. The staff comments have been addressed by the applicant and will be implemented through a Site Plan application.

CONCLUSION:
Staff is of the opinion that the proposed applications are consistent with the Provincial Policy Statement, conform with the policies of the Provincial Growth Plan 2020, the Regional Official Plan, 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, contributes to the creation of complete communities and provides necessary housing in proximity to the existing Urban Growth Centre while incorporating high standards of design. As such, staff recommends approval of the Official Plan and Zoning By-law Amendments.
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. 22-103-CD Appendix A - Draft Official Plan Amendment
2. 22-103-CD Appendix B – Draft Zoning By-law Amendment
3. 22-103-CD Appendix C – Concept Plan and Landscape Plan
4. 22-103-CD Appendix D– Concept Elevations
5. 22-103-CD Appendix E– Public Meeting Excerpts
6. 22-103-CD Appendix F – Public Comments
7. 22-103-CD Appendix G – Current Official Plan Map
8. 22-103-CD Appendix H – Current Zoning Map
9. 22-103-CD Appendix I – Internal/External Consultation and List of Supporting Documents
WHEREAS sections 17 and 22 of the Planning Act R.S.O. 1990 c. P. 13, as amended empower the City of Cambridge to adopt an Official Plan and make amendments thereto;

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. That Amendment No. 54 to the City of Cambridge Official Plan (2012) applies to land legally described as Part of Lot 3, Plan D-11; together with WS724471 and subject to easement in gross over Part 1 on Reference Plan 58R-17488 as in WR701173 and Part of Lot 16, Plan D-11, being Parts 3 & 4 on Reference Plan 58R-17488 subject to an easement as in WR777693 in the City of Cambridge, Regional Municipality of Waterloo.

2. That Amendment No. 54 to the City of Cambridge Official Plan (2012) as amended, consisting of the text and attached map, is hereby adopted.

3. That the Clerk is hereby authorized and directed to make application to the Regional Municipality of Waterloo for approval of the aforementioned Amendment No. 54 to the City of Cambridge Official Plan (2012), as amended.

4. That this By-law shall come into full force and effect upon the final passing thereof.

Read a First, Second and Third Time, Enacted and Passed this 27th Day of September 2022.
PASSED and ENACTED this 27th Day of September 2022

___________________________
Mayor

___________________________
Clerk
Purpose and Effect of Official Plan Amendment No. 54

City File No. OR06/21 – 193 Water Street South

The Purpose and Effect of this Official Plan Amendment No. 54 to the City of Cambridge Official Plan (2012), as amended, is to redesignate the subject lands to High Density Residential and to allow the residential density to be a maximum of 3.61 Floor Space Index for lands municipally known as 193 Water Street South, City of Cambridge and Regional Municipality of Waterloo.
Amendment No. 54 to the City of Cambridge Official Plan

1. Chapter 14, Map 2 of the City of Cambridge Official Plan is hereby amended by adding Figure 89, which changes the “Natural Open Space System” to “High Density Residential” as shown on Schedule ‘A’ attached hereto;

2. Chapter 14, Map 2A of the City of Cambridge Official Plan is hereby modified by adding Figure 89 as shown on Schedule ‘B’ attached hereto;

3. Chapter 16 of the City of Cambridge Official Plan is hereby amended by adding Figure 89 as shown on Schedule ‘A’ attached hereto;

4. Section 8.10 of the City of Cambridge Official Plan is hereby amended by adding the following subsection thereto:

8.10.89

1. Notwithstanding policy 8.4.6.3 b) in this plan, the land designated as High Density Residential on Map 2 of this Plan, located at 193 Water Street South and more particularly shown on Figure 89 shall be permitted a maximum residential density of 3.61 Floor Space Index;
22-103-CD Appendix B – Draft Zoning By-law Amendment

BY-LAW 22-

XXX

of the

CITY OF

CAMBRIDGE

Being a By-law of the Corporation of the City of Cambridge to amend Zoning By-law 150-85, as amended with respect to land municipally known as 193 Water Street South and 62 Highman Avenue.

WHEREAS Council of the City of Cambridge has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended to pass this By-law;

AND WHEREAS this By-law conforms to the City of Cambridge Official Plan, as amended;

AND WHEREAS Council deems that adequate public notice of the public meeting was provided and adequate information regarding this Amendment was presented at the public meeting held August 10th, 2021, and that a further public meeting is not considered necessary in order to proceed with this Amendment; and,

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT this by-law shall apply to lands described as Part of Lot 3, Plan D-11; together with WS724471 and subject to easement in gross over Part 1 on Reference Plan 58R-17488 as in WR701173 and Part of Lot 16, Plan D-11, being Parts 3 & 4 on Reference Plan 58R-17488 subject to an easement as in WR777693 in the City of Cambridge (193 Water Street South) and Lot 22 in Plan 873; Part Lot 21 in Plan 873 as in WS656876 (62 Highman Avenue) and shown on Schedule ‘A’ attached hereto and forming part of the by-law;

2. THAT Schedule ‘A’ to City of Cambridge Zoning By-law 150-85, as amended, is hereby amended by changing the zoning classification of the
lands shown in heavy black in the attached Schedule ‘A’ to this By-law from OS1 to (F)(H)RM2 “s.4.1.429” (193 Water Street South) and from R4 to OS4 (62 Highman Avenue);

3. THAT the aforesaid City of Cambridge Zoning By-law No. 150-85, as amended, is hereby further amended by adding the following subsection under section 4.1 thereof:

4.1.429, municipally known as 193 Water Street South and 62 Highman Avenue.

1. Notwithstanding the provisions of sections 1.1.1, 2.2.1.1d), 2.2.3, and 3.1.2.4 of this By-law, the following regulations shall apply to the lands in that RM2 zone classification to which parenthetical reference to “s.4.1.429” is made on Schedule ‘A’ attached to and forming part of this By-law:
   - the western property line shall act as the property’s lot frontage;
   - the parking shall be calculated for the proposed development at a rate of 1 space per dwelling unit plus 0.20 spaces for visitors per dwelling unit;
   - the minimum parking stall size shall be 2.75 metres by 5.6 metres;
   - the maximum density shall be 511 units per net residential hectare;
   - the minimum front yard setback shall be 2 metres;
   - the minimum interior side yard setback shall be 7 metres;
   - the minimum total amenity area shall be 19,650 square metres.

2. Notwithstanding the (H) Prefix Zone holding provisions as outlined in s.2.1.4 of the aforesaid City of Cambridge Zoning By-law, as amended, the removal of the (H) Holding Provision for the entirety of the lands zoned (F)(H)RM2 s.4.1.429 may only be lifted upon the submission of:
   a) a Record of Site Condition (RSC) in accordance with O.Reg. 153/04, as amended, and the Ministry Acknowledgment Letter submitted to the satisfaction of the City of Cambridge and Region of Waterloo;
   b) a detailed noise study to the satisfaction of the Region of Waterloo; and,
   c) a detailed dewatering study to the satisfaction of the Region of Waterloo.
3. Passive and Active permanent dewatering at this location is to be prohibited.

4. That this By-law shall come into force and effect on the date it is enacted and passed by Council of the Corporation of the City of Cambridge, subject to notice hereof being circulated in accordance with the Planning Act and Ontario Regulation 545/06.

Read and First, Second and Third Time, Enacted and Passed this 27th Day of September 2022.
PASSED AND ENACTED this 27th Day of September, 2022


Mayor


Clerk
Purpose and Effect of By-law No 22 XXX

The purpose and effect of this by-law is to amend the zoning classification of the lands legally described as Part of Lot 3, Plan D-11; together with WS724471 and subject to easement in gross over Part 1 on Reference Plan 58R-17488 as in WR701173 and Part of Lot 16, Plan D-11, being Parts 3 & 4 on Reference Plan 58R-17488 subject to an easement as in WR777693 in the City of Cambridge from OS1 to (F)(H)RM2 s.4.1.429 and the lands legally described as Lot 22 in Plan 873; Part Lot 21 in Plan 873 as in WS656876 in the City of Cambridge from R4 to OS4 to facilitate the development of five apartment houses with site-specific permissions for 193 Water Street South, comprising a total of 991 residential units.
3. Disclosure of Pecuniary Interest

None.

4. Public Meeting Notice

5. Public Meeting

5.1 21-189(CD) Public Meeting Report – 193 Water Street South and 62 Highman Avenue, Official Plan and Zoning By-law Amendment – LJM Developments Inc. (C/O IBI Group)

Motion: 21-135

Moved by Councillor Adshade
Seconded by Councillor Wolf

THAT report 21-189(CD) - Public Meeting Report – 193 Water Street South and 62 Highman Avenue, Official Plan and Zoning By-law Amendment – LJM Developments Inc. (C/O IBI Group) - be received;

AND THAT application OR06/21 for 193 Water Street South and 62 Highman Avenue be referred back to staff for a subsequent report and staff recommendation

In Favour (6): Mayor McGarry, Councillor Reid, Councillor Mann, Councillor Wolf, Councillor Adshade, and Councillor Hamilton

Opposed (2): Councillor Liggett, and Councillor Ermeta

Absent (1): Councillor Devine

Carried (6 to 2)

5.1.1 Staff Presentation- Michael Campos - Intermediate Planner - Development

5.1.2 Applicant Presentation- IBI Group, on behalf of LJM Developments

5.1.3 Delegations

5.1.3.1 Crystal Harvey- Robertson

5.1.3.2 Craig Robertson

5.1.3.3 Veronica Macdonald

5.1.3.4 Christina White
5.1.3.5 Karen Scott Booth, Architectural Conservancy
Ontario, ACO Cambridge Branch
5.1.3.6 Michelle Goodridge
5.1.3.7 Mike DeBrusk
5.1.3.8 Marjorie Knight, Highman St. Community
5.1.3.9 Nancy Hall-Jupp
5.1.3.10 Loretta O'Brien
5.1.3.11 Bob Dion
5.1.3.12 Barbara Cowles
5.1.3.13 Jill Marks

6. Presentations
6.1 Jon Joyce, Principal, MBTW Group and Shane Taylor, Project Lead - Recreation Services re: 21-134(CD) Fountain Street Soccer Complex – Schematic Design Approval and Conestoga College License Agreement
6.2 Deanne Friess re: 21-221(CD) Accessory Unit By-law Public Consultation Strategy
6.3 Abraham Plunkett- Latimer, Senior Planner - Heritage and Rebecca Sciarra, ASI, Director of the Cultural Heritage Division re: 21-184(CD)
6.4 Rachel Greene, Senior Planner re: 21-192(CD) 215 Blenheim Rd - Zoning By-law amendment and proposed draft plan of subdivision 30T-20101 – Grand Ridge Estates Limited

7. Delegations and Consideration of Related Reports
7.1 John Oldfield, Municipal Heritage Advisory Committee re: 21-213(CD) Request to Alter Part V Designated Property – 880 Linden Drive, Fountain Street Soccer Complex
7.2 Dr. John Tibbits, Conestoga College, re: 21-134(CD) Fountain Street Soccer Complex – Schematic Design Approval and Conestoga College License Agreement
7.3 Andrew Bates, Conestoga College re: 21-134(CD) Fountain Street Soccer Complex – Schematic Design Approval and Conestoga College License Agreement
To: Shannon Adshade

>>>>
>>> Good morning,
>>> Just a little upset this morning after witnessing a posting at 62 Highman.
>>> What in the world is going on? This city and it’s council are ruining one the most quiet neighborhood in Galt. The traffic on Highman and adjoining streets will be incredible and unsafe. Why unsafe? Take a drive and see the parking on the street and and also the width on the street. The recent addition on Highman of 4 townhomes has demonstrated my exact point. Apparently, the brown site survey was completed with no communication to the residents of the neighborhood, not to mention the sale of the property. Complete secrecy! C’mon...this doesn’t make sense at all.
>>> I walk every day, I’m beginning to feel like my walks are in downtown Toronto, especially on Grand Ave, and now 2 more towers next to the Mill Restaurant.
>>> The virtual meeting on August 24th is pointless and only accomplishes one thing ....the city’s due diligence.
>>> The city needs to focus on its infrastructure including a bypass, as well as the downtown ghost town.
>>> See attached photos.
>>> Regards
Daer Shannon

I hope you are well.

This is part of an email I sent to Michael Campos earlier. I’ve added a few more points.

I am deeply concerned with the revision to the application. This developer did not address any of the concerns presented by council or citizens -- the height, the size, the scope. I find his additional 50 units of affordable housing to be minimal at best and now we only have access off Water St from one direction? And it seems now an emergency road off 62 Highman??

How can we as a collective city take this seriously if he won't take our considerations into account?

This is a developer who threatened Grimsby council with an MZO. This is a developer who hasn't consulted with First Nations. This is a developer who bullied a grieving man (the previous owner of 62) to buy his way onto Highman Ave. This is a developer who proposed a 'parkette' at 62, but it's now a road. This is a developer who went on record after the last council meeting (Waterloo Record) to publicly state he has addressed all of our concerns.

This is who he is. He doesn deserve to build in our city.

We are very disappointed and will gladly share our thoughts at this meeting on February 2nd at 6pm. I will be there and will be speaking.

I sincerely hope as a voted-in council member and a tax paid city employee you take our considerations seriously.

Sincerely,

Michael Campos
Dear Councillors,

My name is [redacted] a resident of East Galt on Highman Avenue.

As you know there is the development proposal for 193 Water St/62 Highman Avenue that was presented to council last August. Since that public meeting, the developer has had a private virtual meeting with the residents and there has been no change to their proposal of 5 15-story condo towers.

At that council meeting in August, council members and delegates raised concerns about the height, scope and density of the project, to which the developer has not contributed any compromise and stands pat with their initial proposal.

Since, I’ve been in constant contact with Ward 6 Councillor Shannon Adshade and city planner Michael Campos about the concerns of residents, to which there are many. With my house looking on to the adjacent lands (193 Water), Councillor Adshade has agreed to meet me on the street next **Wednesday May 11 at 2pm** to see firsthand how this proposal will affect residents and how it will dramatically change this part of Cambridge.

I am extending this invite to all council members. If council is voting on this at a future meeting, I think it’s prudent for you to see this.

Please let me know if you can attend. If this time isn’t good for you, I can accommodate individual visits as my time is flexible.

Thank you for reading and best regards,

[redacted]

Craig Robertson
48 Highman Avenue
416-845-5754
Happy Friday Council.

I am writing in regards to the special meeting that happened last night (July 21) for the Cambridge Municipal Heritage Advisory Committee’s recommendation for the development proposal at 193 Water Street.

A number of community members and neighbours are still quite concerned that the proposal does not meet any of the scale or scope requirements the city has written in by-law. Not to mention, the size deters from the heritage homes flanking 193 (201 and 193 Water St).

Last night’s meeting saw the MHAC ask the developer to scale back the massive size of the proposal to keep with the current zoning of 150 units per hectare and to respect the side yards.

The developer did not make a presentation last night, nor did they engage in any discussion. This is keeping in line with their previous meetings with us making no concessions or compromise with concerned city members.

Since this MHAC agreement falls on council to approve, I am asking the council to vote in favour of the MHAC recommendation.

Thank you for reading and have a wonderful weekend.

Sincerely,
Hi Shannon

I hope this email finds you well and safe.

I live at [redacted] part of your ward. Me and a number of neighbours have become aware that LJM Developments, who own the land behind us, will be applying to re-zone this land and build up. It's currently zoned as OS.

They also own #62 Highman and will raze the house when it's time to build and use that as an access road.

It's deeply concerning for the neighbourhood on so many fronts - the noise, the dust, more traffic, not to mention the loss of the habitat behind us that is full of wildlife and trees, the private backyards on the west side will no longer have their privacy (one of the main reasons people buy on this street), and our backyards will be a view of a building, possibly ruining our property values (this info from my agent). This neighbourhood is born of peaceful living, quiet evenings and schools. This will put a real knife in the heart of where we live.

I have attached a pic from their website of their concept. It's a google map shot with their concept added on top. It's a stretch of 5 condos/apartments. It will completely change the dynamic of the neighbourhood and the look of the city on Water St. Not to mention they have access roads mapped out to Water Street even though the land nearest Water is owned by the region.

I'm not even sure how this company can put this on their website with no approval from the city?

LJM website - https://ljm.ca
I understand the city hasn't received the formal re-zonig application from them, but it's coming. A great number of us will be protesting, and hope we can have your support.

If there is anything you can suggest we prepare for our protest, please let me know - we are planning signatures and a massive neighbourhood info session, GRCA reports, wildlife conservation reports, flooplain plans, etc ...We want to be as ready as possible.

Thanks for reading and feel free to reach out,
Hello Michael,

I am confirming that I will be attending the February 2nd meeting taking place from 6-8 pm regarding the development at 193 Water Street/62 Highman.

I will be speaking at this meeting to express concerns that LJM Development has made no concessions regarding the height or scope of their proposal, concerns that were echoed by some Council members. Our community does not support this build or the removal of 62 Highman Avenue. In the new proposal, LJM has gone from a proposed parkette to an emergency access road at 62 Highman, something they said they would not do. This is not in keeping with our well-established community neighbourhood, and neither option is acceptable to the people on Highman Avenue.

I would also like to know when the liaison committee discussed at the public meeting will occur. There are many, many other concerns our community has related to this development. Unfortunately, with only five minutes to speak, we had to limit what was said. I have copied Shannon Adshade who is our ward representative on this email. I hope to hear back about the liaison committee. It is important for our views to be represented within our community by our elected council members.

Thank you,
Hi Michael,

I have a question related to the development at 193 Water St. S. & 62 Highman Ave. that I am hoping would be raised and answered at the neighbourhood meeting tomorrow (Wed.), please.

I am wondering, to what extent were the Six Nations of the Grand included in the consultations/designs with the developers AND the city, since this property is located within 6 miles of the Grand River and part of their shared territory, according to the Haldimand Treaty of 1784. If they were consulted, what was their response and what were their recommendations regarding the ideas put forth in this development?

Thank you for addressing this question for me.

Kindest regards,
Dear Sir

I have several concerns regarding this development:

**Density** – the developers are asking for so many variances for this awkward plot of land in order to squeeze in as many dwellings as possible without true regard to the Canadian way of life. Given the location it is not quite close enough to the downtown core to see residents not owning a vehicle or two. Bus service on the Christopher Estate is minimal. Even by 2030 when the first building is occupied I can’t see a there being a frequent enough bus service to get all over town or to get out of Cambridge. Yet they want to provide less parking spaces as provided under city guidelines.

They want to provide less amenity space. Churchill Park is close by but can already get busy so where do the children in these apartments go for amusement? Do the area schools have capacity?

**Safety** – the buildings seem to be cantilevered into the hillside. Will the slopes still be stable after vegetation is removed? There is a statement in the documents about wanting to keep costs down and using the minimum of concrete, retaining walls and infill. There are plans for storm water retention ponds but some storm water could be piped directly into the river or run across the popular rail trail. The document doesn’t describe how it gets there – across Water Street? What will run off be like down the two access roads? These will be steep and with the sort of downpours we seem to get these days is there adequate drainage?

**Access** – this of course is the big issue. Personally, after taking the grandchildren to Churchill Park, I never try to turn left onto Water Street but will take the exit from the park to Myers Road. The planners think only 300 cars will exit on to Water Street in peak hours – seems low from 996 dwellings. However, even that many cars will put a considerable strain on traffic flow with drivers getting impatient. I don’t see Shaver Boulevard diverting much traffic, the trucks seem to have difficulty with the Franklin roundabouts and I suspect will prefer the Hespeler traffic lights. The recent diversion has been quite illuminating and frustrating, 25 minutes to get to the Canamera Medical complexes over 15 minutes up the Hespeler Road. I digress. There is no mention that the gas station is between the two exits, sometimes a car turning left into the gas station can cause quite a hold-up. No mention that Water Street gets closed from time to time due to flooding – there is no back way into these buildings. Water Street is, and will remain, the main thoroughfare through town, there is little room to widen the road and provide left turning lanes for traffic accessing this development and the last thing it needs is traffic lights. The access to the building should be from Highman Avenue. If the plan goes ahead would drivers start diverting down West River Road to avoid the bottlenecks that will surely occur?

I believe this plan to be aggressive, greedy and ill-conceived. The reports make it sound plausible but it will be a nightmare and certainly not worth 5 affordable housing units.

Yours faithfully
Dear Mayor and Councilors,

I would like to share this recent CBC article on the value of trees.

How much should a tree be worth? Experts say cities should consider climate-related benefits | CBC News

Cambridge has been recognized as tree city and I think it is important that we continue to grow our understanding of the true value of trees. Especially important as climate change is barreling down on us. Our tree bounty should not be treated lightly. Temperatures are rising now and in our location we are predicted within the next 30 years to go from 10-15 plus 30 degree days each summer to 30-50 days. Cutting a mature tree down today is a resource that is gone for a generation as it takes 30-40 years for a newly planted tree to reach significant stature and 100 years to reach full height. Our environment is changing now, time is off the essence and we don't have the luxury of 30-100 years for a tree to grow. The true value of trees need to be a major consideration when planning our growth and any development that removes a mature forest needs to be questioned. A significant development proposal that is currently threatening a forested ecosystem is the 193 Water Street South Tower build. The true accountability of this forest removal needs to be considered as well as the effect on subsequent development along this forest corridor from Ainslie St. to Church Hill park. Once the 193 Water St. S. forest is gone it makes the forested area on either side seem less significant and are easily lost as development encroaches.

The development proposed sits in the middle of approximately 30 acres of mature woodland that is a linear corridor along the Grand River as you approach downtown Galt. The map below shows the forest as it is today. This 30 acres is comprised of 5 very large properties, property 1 is the current development application. Property 2 has a designated stone home and was just sold to a local developer. Property 5 was also recently sold and the listing highlighted potential development opportunities.
This linear wildlife corridor and forest was not a planned situation but has evolved over time to become what it is today. What is decided with this development on property 1 will set the stage for what will happen eventually on the other 4 properties. Council has recognized the importance of climate change and has committed to decreasing city carbon emissions by 50%. There is more council can do. Council can develop ways to direct development to areas that are not environmentally significant and to lands that are close to existing and planned transit corridors. Council has already
identified such areas in the Official Plan and have called them regeneration areas. On page 238 of the City Official Plan [GROWMAN 2 (cambridge.ca)] Map 1A urban structure, the regeneration area for Galt is outlined in blue. This development and the linear forest fall outside of this zone.

The proposed LRT is a tool to direct intensification along a transportation corridor. The 800m zones out from LRT stations have been identified as hubs of intensification. The closest LRT station to this proposed development is the Terminus station near Craig’s Crossing. The distance from this future hub to 193 Water Street at its most northerly border is >800 m (920 m). The distance to the middle of the development is 1000 m. This is greater than the identified capture zones for LRT stations. Currently there are no bus routes along this section of road. This forest corridor of rare city forest should not be decimated for intensification that falls outside of identified intensification areas.

Section 3.B.4 of the City of Cambridge OP relates to Environmental Management of the City’s Urban Forest and Biodiversity. This section describes the urban forest in Cambridge as the treed environment, consisting of remnant wooded areas, trees in city parks and open space, street trees and trees on private property and recognizes the urban forest as providing significant environmental,
social, cultural heritage and economic benefits and encourages its protection, restoration, wise management, and expansion (Policy 3.B.4.1). The City recognizes the environmental, aesthetic and heritage values associated with trees which line urban boulevards and streets and encourages protection and management of urban trees. This property and the rest of this linear forest are our urban trees and we need to conserve them to capture carbon, provide habitat along the Grand River for migratory birds and resident birds, small mammals, reptiles and beneficial insects and help mitigate the heat of the city landscape. The forest captures rain and runoff and the water percolates into the below surface groundwater where it is cooled and discharges nearby into the Grand providing a cool base flow for the river ecosystem. This stretch of river is a respite and moderator from all the downtown Galt storm water flow that deleteriously impacts the river through the core before it is further impacted by the warm waste water treatment discharge further downstream. The cooling effect of groundwater discharge to surface water and dilution of core sourced pollutants in this stretch may be significant.

This property development should not be judged on its own but be evaluated under the assumption that this will be the template for future development along the linear forest. What happens to this forest should be viewed through the climate change and biodiversity impact lenses. All the reports submitted by the developer only evaluate this development’s impact and do not go any further to look at potential loses of the whole linear forest. I also believe besides a tree impact study a biodiversity impact study would be appropriate and that the proposal should be reviewed by CEAC.

The applicant is asking to go from an Open Space Zoning to ultra high density. The applicant has a business case but with climate change happening as we speak business can’t be the only driver for development and our elected officials are our most important resource for driving climate change solutions. The Province, City and Region have put the work into identifying appropriate intensification spaces and this development is not in that space. Now is the time to stick with the plan and keep the zoning put in place for a reason and be part of the change needed to help put our environment in the forefront priority it needs to be.

Sincerely,
22-103-CD Appendix I – Internal/External Consultation & List of support studies

Internal/External Consultation & List of Supporting Studies

This application has been circulated to the departments and agencies listed below. Their comments have been reviewed by staff and have been addressed through the proposed amendments. The remaining items will be addressed through Site Plan, Plan of Condominium and future building permit applications.

- Regional Municipality of Waterloo
- Grandbridge Energy Inc. (Hydro)
- The Grand River Conservation Authority
- Waterloo Regional District School Board
- Waterloo Catholic District School Board
- City of Cambridge Engineering and Transportation Divisions
- City of Cambridge Economic Development
- City Cambridge Fire Department
- CP Rail
- CN Rail
- Planning Services
- City of Cambridge Accessibility Coordinator
- City of Cambridge Sustainable Transportation
- City of Cambridge Policy Services

List of Supporting Studies

- Concept Plan;
- Landscape Plan;
- Massing Model;
- Noise Study;
- Planning Justification Report;
- Shadow Study;
- Site Statistics;
- Stage 1 Archaeological Assessment;
- Survey;
- Transportation Impact Study;
- Arborist Report;
- Tree Preservation Plan;
- Urban Design Brief;
- Wind Study;
- Building Elevations;
- Cultural Heritage Impact Assessment;
- Environmental Impact Study;
- Functional Servicing Report
RECOMMENDATION(S):

THAT Report 22-123-CD - Repealing of Heritage Designation Bylaw and Heritage Easement Agreement -102 Fountain Street South, be received;

AND THAT the By-law attached to this report, being a by-law to repeal by-law 16-92, be enacted and passed;

AND THAT Council authorizes the Clerk to publish a Notice of Repealed Designation By-law in the Cambridge Times;

AND THAT the By-law attached to this report, being a by-law to repeal the by-law registering a heritage easement on title for the property municipally known as 102 Fountain Street South, the former Preston Springs hotel, be enacted and passed;

AND THAT the City Solicitor be authorized to take the necessary steps to remove from the title to the property the heritage easement agreement and designation bylaw registered on title for the property municipally known as 102 Fountain Street South, the former Preston Springs Hotel;

AND FURTHER THAT Council authorizes the appropriate staff to remove the property from the Municipal Heritage Properties Register.

EXECUTIVE SUMMARY:

Purpose

The purpose for this report is to repeal the designation bylaw and heritage easement for the Preston Springs Hotel because the building has been demolished.
Key Findings

Council approved a Notice of Intent to Repeal the Designating By-law on January 28, 2020. The Architectural Conservancy of Ontario (ACO) Cambridge and North Dumfries branch objected to the notice and subsequently withdrew its objection. As a result, the Conservation Review Board cancelled the hearing and closed its file. The Designation By-law can now be repealed.

Financial Implications

There is no cost to the property owner. The cost to the City is $79 each to remove the designation bylaw and heritage easement from title to the property. There is a separate cost of $79 to register the repealing bylaw on title to the property for a total cost of $236.

STRATEGIC ALIGNMENT:

☑ Strategic Action; or
☐ Core Service

Objective(s): PLANNING FOR GROWTH - Provide for a mix of development, uses and amenities in order to meet the needs of a changing and diverse population

Strategic Action: Establish our core areas as attractive destinations

Program: Land Use Planning

Core Service: Heritage Conservation

BACKGROUND:

On January 28, 2020 Council passed a resolution authorizing the Clerk to issue a notice of intention to repeal the designating bylaw and that the notice be served on the owner of the property and on the Heritage Trust and that the notice be published in a newspaper having general circulation in the City of Cambridge.

As a result of the Notice of Intent to Repeal the designation bylaw, an objection to that Notice was received in March 2020 from the Architectural Conservancy of Ontario’s Cambridge and North Dumfries Branch and the matter was referred to the Conservation Review Board.

The Architectural Conservancy of Ontario Cambridge and North Dumfries branch subsequently withdrew their objection to the Conservation Review Board. There is an outstanding appeal of Council’s decision not to allow for the demolition of the Preston Springs hotel. That appeal was brought by the property owner, Haastown Holdings (Preston) Inc. It is expected that should Council permit the de-designation that that
appeal will be a moot issue before the Ontario Land Tribunal and that the appeal will be withdrawn.

A heritage easement agreement was also registered on title to the property in February, 2000. This easement was an agreement between the City and the property owner at that time, to undertake some maintenance of the property. Windows were replaced, the red metal roof was added and the building was stuccoed. Because the building no longer exists, this heritage easement agreement will also be removed from title to the property through a repealing bylaw.

**ANALYSIS:**

The next step is for Council to repeal the designation bylaw and any bylaw registered for the heritage easement that is registered on title.

Should Council pass the recommendations in this report, the City is also required to publish a Notice of Repealed Bylaw in the Cambridge Times indicating to the public that the designation bylaw and the heritage easement have been repealed.

The final step in removing the designation bylaw and heritage easement is for heritage planning staff to remove the property from the Heritage Register.

For the reasons listed above, heritage planning staff recommends that the designation bylaw and heritage easement should be repealed because the building no longer exists.

**EXISTING POLICY / BY-LAW(S):**

The provisions of the Ontario Heritage Act addressing the repeal of a designating by-law have changed since the Notice of Intention to Repeal the designating by-law for the Preston Springs hotel was issued by the City. The new provisions came into effect in July 2021. However, the public process for objection was completed under the former provisions of the Ontario Heritage Act and the technical requirements for repealing the heritage designation are being completed under the former provisions of the Ontario Heritage Act.

**FINANCIAL IMPACT:**

There is no cost to the property owner. The cost to the City is $79 each to remove the designation bylaw and heritage easement from title to the property. There is a separate cost of $79 to register the repealing bylaw on title to the property for a total cost of $236.
PUBLIC VALUE:

Transparency:

This report has been shared with the public through the applicable Council meeting agenda process.

ADVISORY COMMITTEE INPUT:

On February 20, 2020 the Municipal Heritage Advisory Committee (MHAC) considered report 20-041(CD) from the City’s Chief Building Official about the existing condition of the building at 102 Fountain St S and the Order to Remedy an Unsafe Building issued with direction to demolish. The report requested that MHAC recommend Council approve the de-designation of the property in order to comply with the Order by demolishing the building. MHAC passed a resolution indicating that Preston Springs still has cultural heritage value and they refused the request to de-designate the property.

PUBLIC INPUT:

Posted publicly as part of the report process.

INTERNAL / EXTERNAL CONSULTATION:

There was no internal/external consultation undertaken.

CONCLUSION:

Heritage planning staff recommends that the designation bylaw and heritage easement should be repealed because the building no longer exists and the appeal by the ACO has been withdrawn.

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. 22-123-CD Appendix A – Draft Repealing Bylaw for 102 Fountain Street
2. 22-123-CD Appendix B – Draft Heritage Easement Repealing Bylaw for 102 Fountain Street
APPENDIX “A”

BY-LAW NO. XX - 22

OF THE
CORPORATION OF THE CITY OF CAMBRIDGE

Being a by-law of the Corporation of the City of Cambridge to repeal By-law 16-92, a by-law to designate the exterior of the stucco-clad brick Preston Springs Hotel building located on the property municipally known as 102 Fountain Street South for its architectural significance, more particularly described in Appendix “A” to this by-law;

WHEREAS the Ontario Heritage Act, R.S.O. 1990, Chapter O.18 authorizes the Council of a municipality to enact by-laws to designate real property including all buildings and structures thereon, to be of architectural and historic value or interest;

AND WHEREAS Cambridge City Council at its meeting of January 28, 2020, approved the issuance of a Notice of Intent to Repeal the Designation By-law 16-92 for the designated property known as 102 Fountain Street South.

AND WHEREAS Notice of Intention to Repeal the Designation Bylaw 16-92 for the designated property known as 102 Fountain Street South, Cambridge, Ontario, was duly published and served;

AND WHEREAS the Architectural Conservancy of Ontario, Cambridge Chapter filed an objection and subsequently withdrew its objection;

AND WHEREAS the property was demolished in December, 2020

NOW THEREFORE, THE COUNCIL OF THE CORPORATION OF THE CITY OF CAMBRIDGE ENACTS AS FOLLOWS:

1. THAT By-law 16-92 is hereby repealed.

2. AND THAT the City of Cambridge is hereby authorized to cause a copy of this by-law to be served upon the owner of the said property and upon the Ontario Heritage Trust and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Cambridge;
3. AND THAT the City Solicitor, or his/her designate, be authorized to register this by-law on title to the property as set out in Appendix A in the proper Land Registry Office.

READ A FIRST, SECOND AND THIRD TIME, ENACTED AND PASSED this 27th day of September, 2022.

_________________________
MAYOR

_________________________
CLERK
APPENDIX “A”

Part of Lot 4, Registered Plan 730, in the City of Cambridge, Regional Municipality of Waterloo, (formerly in the Town of Preston), described as Part 4, Reference Plan 67R-2621.
APPENDIX “B”

BY-LAW NO. XX - 22

OF THE
CORPORATION OF THE CITY OF CAMBRIDGE

Being a by-law of the Corporation of the City of Cambridge to repeal the by-law registering a heritage easement agreement Instrument No. 1449887 on title for the property municipally known as 102 Fountain Street South, Cambridge, Ontario and more particularly described in Appendix “A” attached to this by-law.

WHEREAS the Ontario Heritage Act, R.S.O. 1990, Chapter O.18 authorized the Council of a municipality to enact by-laws to enter into an easement with the owners of real property for the conservation of property of cultural heritage value or interest.

AND WHEREAS Cambridge City Council approved the heritage easement agreement between the City and the owner of the property.

AND WHEREAS the property was subsequently demolished in December 2020 and as such, the designated structure no longer exists.

NOW THEREFORE, THE COUNCIL OF THE CORPORATION OF THE CITY OF CAMBRIDGE ENACTS AS FOLLOWS:

1. THAT the by-law creating and registering the heritage easement is hereby repealed.

2. AND THAT the City Solicitor, or his/her designate, be authorized to register this by-law on title to the property as set out in Appendix “A” in the proper Land Registry Office.

READ A FIRST, SECOND AND THIRD TIME, ENACTED AND PASSED this 27th day of September, 2022.

__________________________________________
MAYOR
APPENDIX “A”

Part of Lot 4, Registered Plan 730, in the City of Cambridge, Regional Municipality of Waterloo, (formerly in the Town of Preston), described as Part 4, Reference Plan 67R-2621.
September 5, 2022
City Of Cambridge
Planning/Zoning Department
RE: 932 Eagle St. N.

Proposed 15 Stacked Townhouse Units

Dear Planning Department,

I am writing on behalf of myself and fellow neighbours on Eagle St. N.

I would like to strongly object to the size of this project. There are many reasons why, but I will start with what I consider the most pressing and that would be the volume of traffic. This is one of 2 streets that are the only thorough way from Hespeler to King St; Cambridge to Kitchener. In turn, this becomes the route that 1st responders, EM vehicles and emergency routes for the 401 take. Eagle Street N. is a very busy route, normally through out the day, with overwhelming volume of traffic first thing in the morning and during late afternoon/early evening periods. There is always a long wait at Speedsville /Concession, right up and past Industrial Rd. To say that there is lots of traffic daily, is an understatement.

When you look at this proposal, you have increased the congestion to this street. It is difficult during the peak periods, getting in and out of our driveways. You are now adding another 15+ households to a strip on Eagle, adjacent to an apartment entrance. There is not enough parking to begin with and you have limited 1 car per family, while many have 2 vehicles. You have under estimated the parking for the unit with limited visitor parking. The side streets are already busy and used for the homes that have been here for decades. Where do you expect the extra cars to park?

Also, I would like to point out, that many of us have made home improvements over the years. It was imperative that we maintained a large border and left amply room for site lines. This plan, not only eliminates the normal setbacks (which we were made to adhere to) but infringes on the residents who have been here for decades.

Everyone is talking about ‘green space’ and how valuable this is to our health and welfare. By eliminating most of the green space on this property, how is this meeting the values you propose for Cambridge and our residents.

This is clearly a disregard for all the current residents who have created, maintained and developed our community. The City needs to get control on the Developers coming into Cambridge. This is not a proposal that should be even considered in such a limited space. To big, to tall, too busy and not the right project for the limited space available.

Frustrated,

Lorie Henry
September 20, 2022

City of Cambridge Council
City of Cambridge, City Hall
50 Dickson Street
Cambridge, ON, NIR 5W8

Dear Council members, city staff and neighbours,

**RE: 581-595 Langs Drive, Official Plan Amendment and Zoning By-law Amendment**

The redevelopment of 581-595 Lang’s Drive in Cambridge is proposing 136 new units to be owned and operated by The Region (Waterloo Region Housing). This property has 38 existing units and the project is anticipated to generate 98 net new units.

As a Waterloo Region Housing project, this redevelopment project forms part of the Waterloo Region Housing Master Plan (WRHMP) and contributes towards the Region’s Building Better Futures (BBF) housing goals.

BBF is the Region’s plan to accelerate the development of affordable housing across the region with the goal to provide 2,500 new affordable homes by 2026. The successful implementation of this framework will require a multi-faceted approach to housing delivery through revitalization of existing Waterloo Region Housing (WRH) sites, strategic development of publicly-owned surplus lands, and innovation and partnership projects. The BBF Framework calls for at least 600 units from WRH which represents 25% of the total BBF housing goal.

The plan to revitalize select WRH sites was approved by Regional Council in 2019 under the WRHMP. Langs Drive was one of the properties recommended for redevelopment. This is a neighbourhood experiencing a long wait list for community housing and currently has community partnerships that could be expanded on. The WRH Housing Plan was updated in 2021 based on this update, the Langs project represents about 15% of the WRHMP housing goal.

The proposed development is a 7-storey apartment building which steps down to 5 storeys. The new units will include 1 to 5 bedrooms with a housing focus to provide more multi-bedroom units. Sixty-seven units (49%) will be 1-bedroom, 69 units (51%) will be multi-bedroom units. All the units are considered affordable and will include a mix of rent-g geared-to-income, below average market (approximately 80% CMHC average market rent) and low-end market rents. All units will be targeted to low to moderate income households.
There are several amenities designed for the building that will foster community building. As a unique feature, a Youth Community Centre will occupy a space on the ground floor and offer educational and community based services to tenants and the broader neighbourhood. Additionally there are meeting spaces and a corridor on the ground floor that can serve as additional spaces for tenants to gather for activities. Outside the building a large landscaped space will contain a playground and other activities for tenants of the building to enjoy.

Another housing initiative the Region is undertaking is the Transform Waterloo Region (Transform WR) Climate Action Strategy and Implementation. As a building strategy, Transform WR provides direction to design new buildings as net-zero carbon, or to enable the transition to net-zero-carbon. New WRH buildings, including the Langs Drive development will be designed and built to this standard.

A comprehensive tenant relocation strategy and engagement process has been implemented. To date 72% of tenants have been relocated and it is anticipated that all tenants will be relocated by Spring, 2023. All tenants who have been relocated to other WRH properties will have the option to move back into the new building into appropriate sized units.

An important priority of the WRH Master Plan is community engagement; Regional staff have engaged tenants and neighbours throughout the design and planning of the project. Community forums are a key engagement tool for providing updates on design and construction timelines and an opportunity to receive meaningful feedback to answer questions. The consultation process also included the Smart Waterloo Region Innovation Lab (SWRIL) with a number of recommendations proposed in this project. The following engagement sessions have taken place:

<table>
<thead>
<tr>
<th>Date</th>
<th>Engagement Audience</th>
<th>Purpose of Engagement</th>
</tr>
</thead>
<tbody>
<tr>
<td>November 15 and 17, 2021</td>
<td>Tenants</td>
<td>Four virtual meetings were held to walk through the tenant relocation strategy</td>
</tr>
<tr>
<td>Late November/Early December, 2021</td>
<td>Tenants</td>
<td>One-to-one meetings were held between WRH staff and tenants to develop individual relocation plans</td>
</tr>
<tr>
<td>June 1, 2022</td>
<td>Tenants</td>
<td>A virtual information session was held for tenants which showcased the plans for the outdoor and indoor amenity spaces and asked for feedback</td>
</tr>
<tr>
<td>July 20, 2022</td>
<td>Youth in the community</td>
<td>Smart Waterloo Region Innovation Lab (SWRIL) hosted a Youth Input Consultation for the Children &amp; Youth residents in the Langs community. The Youth had the opportunity to weigh in on the design of the playground-recreational area on the site</td>
</tr>
<tr>
<td>On-going</td>
<td>Planning Act circulation</td>
<td>Community consultation as required by the Ontario Planning Act</td>
</tr>
</tbody>
</table>

On behalf of the Region and project team, we kindly thank you for your consideration with this application for a combined Official Plan and Zoning By-Law Amendment as submitted and led by IBI Group.

Document Number: 4181464

Document Name: Letter re: Langs Drive OPA/ZBA Application (Meeting date: Sept 27) 2022-09-19
Thank you, and Sincerely,

[Signature]

Ryan O. Mounsey, BES.MUDS.MCIP.RPP
Manager of Affordable Housing Development
Region of Waterloo

cc.
Brad Pick, Project Manager, Facilities - Large Capital (RofW)
Jeffrey Schumacher, Supervisor Affordable Housing and Development (RofW)
Tristan Wilkin, Principal Planner, Housing & Development
Amy Osika, Manager, Client Services & Waterloo Region Housing
Ryan Pettipiere, Director, Housing Services
Douglas W. Stewart, Associate – Manager, Urban & Regional Planning, IBI Group
Danielle Kotewicz, IBI Group
Hello,

My name is Michael and my wife and 2 toddlers live nearby the proposed development site at 932 Eagle St. North. I'm writing today with a request to have the following statement read at the Public Meeting on Sept 27th for clarification about construction plans, specifically how many trees will be cut down to make way for the building:

There are several large mature trees on the proposed development site that provide valuable shade, visual appeal, and environmental benefit for our and our neighbours' yards. Shade is crucial for safety and wellbeing while outside in the summer days, especially for the young children and the elderly who live nearby. Also, numerous studies prove that connecting with nature is important for mental health. Furthermore, trees remove carbon dioxide from the environment, improving the quality of air for all surrounding residents.

How many trees does BHR Properties plan on removing on the proposed development site and are there any plans to address the negative impacts this action will have on the quality of life for the surrounding residents?

Thank you.
THE CORPORATION OF THE CITY OF CAMBRIDGE

BY-LAW 22-058

Being a by-law to adopt Amendment No. 56 to the City of Cambridge Official Plan (2012), as amended (255 King Street West)

WHEREAS Sections 17 and 22 of the Planning Act R.S.O. 1990 c. P. 13, as amended, empower the City of Cambridge to adopt an Official Plan and make amendments thereto,

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT Amendment No. 56 to the City of Cambridge Official Plan (2012) applies to land legally described as Part of 9 and Part of Lot 8, and Part of Lots 11 to 13, Registered Plan 730 and, Part of Lots 1 to 3 (North of Main Street) and Lots 1 to 3 (East of Woolwich Street), Registered Plan 522, formerly the Town of Preston, City of Cambridge, Regional Municipality of Waterloo.

2. THAT Amendment No. 56 to the City of Cambridge Official Plan (2012) as amended, consisting of the text and attached map, is hereby adopted.

3. THAT the Clerk is hereby authorized and directed to make application to the Regional Municipality of Waterloo for approval of the aforementioned Amendment No. 56 to the City of Cambridge Official Plan (2012), as amended.

4. AND THAT this by-law shall come into full force and effect upon the final passing thereof.

Enacted and Passed this 27th day of September, 2022.

___________________________________
MAYOR

___________________________________
CLERK
Purpose and Effect of Official Plan Amendment No. 56

City File No. OR07/21 – 255 King Street West

The Purpose and Effect of Official Plan Amendment No. 56 to the City of Cambridge Official Plan (2012), as amended, is to maintain the existing Preston Town Centre designation and modify the existing site-specific policy to permit the development of three residential buildings ranging from 14-16 storeys in height, consisting of a maximum of 600 dwelling units with ground floor commercial/retail for the lands municipally known as 255 King Street West.
Amendment No. 56 to the City of Cambridge Official Plan

1. Chapter 14, Map 2A of the City of Cambridge Official Plan is hereby modified by adding Site Specific Figure 91 as shown on Schedule ‘A’ attached hereto;

2. Chapter 16, of the City of Cambridge Official Plan is hereby amended by adding Figure 91 as shown on Schedule ‘B’ attached hereto;

3. Section 8.10 of the City of Cambridge Official Plan is hereby amended by adding the following subsection thereto:

8.10.91

1. Notwithstanding policy 8.10.14 in this plan, the land designated as Preston Towne Centre on Map 2 of this Plan, located at 255 King Street West and more particularly shown on Figure 91 shall permit a maximum of 600 dwelling units, maximum density of 2.15 FSI, and maximum building height of 16 storeys. The residential density and height provisions of Section 2.6, 2.8.3 and 8.4.6 shall not apply to limit the number of dwelling units and building heights.

2. Notwithstanding policy 8.3.1 e) in this plan, where residential uses occur in conjunction with commercial uses, the residential uses will be permitted in the street level, storefront portion of a multi-storey, mixed use building.
Schedule ‘A’
THE CORPORATION OF THE CITY OF CAMBRIDGE

BY-LAW 22-059

Being a by-law to amend Zoning By-law 150-85, as amended, with respect to land municipally known as 255 King Street West

WHEREAS Council of the City of Cambridge has the authority pursuant to Section 34 and 36 of the Planning Act, R.S.O. 1990, c. P. 13, as amended to pass this by-law;

WHEREAS this by-law conforms to the City of Cambridge Official Plan, as amended;

AND WHEREAS Council deems that adequate public notice of the public meeting was provided and adequate information regarding this Amendment was presented at the public meeting held September 28, 2021, and that a further public meeting is not considered necessary in order to proceed with this Amendment,

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT this by-law shall apply to lands described as Part of 9 and Part of Lot 8, and Part of Lots 11 to 13, Registered Plan 730 and, Part of Lots 1 to 3 (North of Main Street) and Lots 1 to 3 (East of Woolwich Street), Registered Plan 522, formerly the Town of Preston, City of Cambridge, Regional Municipality of Waterloo and shown on Schedule ‘A’ attached hereto and forming part of the by-law.

2. THAT Schedule ‘A’ to City of Cambridge Zoning By-law 150-85, as amended, is hereby amended by changing the zoning classification of the lands shown in heavy black in the attached Schedule ‘A’ to this By-law from C1RM2 s.4.1.125 and RM3 s.4.1.125 to (H)C1RM2 s.4.1.430 and OS1.

3. AND THAT the aforesaid City of Cambridge Zoning By-law No. 150-85, as amended, is hereby further amended by adding the following subsection under section 4.1 thereof:

4.1.430 – 255 King Street West:
1. Notwithstanding the provisions of Sections 4.1.125, 3.1.2.4 (b), (c), (i), 2.2.3.8 and in addition to the regulations prescribed in section 3.1.2.4 of the City of Cambridge Zoning By-law No. 150-85, the following regulations shall apply to the property in the C1RM2 zone to which reference S.4.1.430 is made on Schedule ‘A’ attached to and forming part of this by-law:

   a. Maximum of 600 residential units are permitted
   b. The maximum building height shall not exceed 16 storeys
   c. No habitable rooms shall be permitted below the regulatory flood elevation
   d. The minimum setback to the railway right-of-way shall be 30 metres
   e. Lot lines created through condominium shall not be used for the purposes of parking, planting strips, fencing, and zoning regulations

2. Notwithstanding the provisions of Section 2.2.1.1 (d) and 2.2.1.2, of this By-law, the following regulations shall apply to the lands in the C1RM2 zone to which reference “s.4.1.430” is made on Schedule ‘A’ attached to and forming part of this By-law:

   a. Residential parking shall be provided at a rate of 1.08 spaces per unit inclusive of residential visitor parking
   b. No commercial parking is required

3. The (H) Holding provision applying to the lands zoned C1RM2 “s.4.1.430” may only be lifted once the following requirements have been addressed:

   a. The City of Cambridge and the Regional Municipality of Waterloo is satisfied that an acceptable Stationary Noise Study that assesses any on-site and off-site stationary noise impacts on sensitive uses and, if necessary recommends appropriate mitigation measures, has been prepared in accordance with Ministry of the Environment, conservation and Parks Publication NPC-300; and,
   b. The City of Cambridge and Regional Municipality of Waterloo is satisfied that a Record of Site Condition and Ministry of Environment, Conservation and Parks Acknowledgement Letter has been submitted.
4. THAT this by-law shall come into force and effect on the date it is enacted and passed by Council of the Corporation of the City of Cambridge, subject to notice hereof being circulated in accordance with the Planning Act and Ontario Regulation 545/06.

Enacted and Passed this 27th day of September, 2022.

______________________________
MAYOR

______________________________
CLERK
Purpose and Effect of By-law No 22-059

The purpose and effect of this by-law is to amend the zoning classification of the lands legally described as Part of 9 and Part of Lot 8, and Part of Lots 11 to 13, Registered Plan 730 and, Part of Lots 1 to 3 (North of Main Street) and Lots 1 to 3 (East of Woolwich Street), Registered Plan 522, formerly the Town of Preston, City of Cambridge, Regional Municipality of Waterloo from C1RM2 s.4.1.215 and RM3 s.4.1.215 to (H)C1RM2 s. 4.1.430 and OS1 to facilitate the development of three residential buildings ranging from 14-16 storeys in height consisting of a maximum of 600 dwelling units with ground floor commercial/retail to serve the needs of future residents for the lands municipally known as 255 King Street West.
THE CORPORATION OF THE CITY OF CAMBRIDGE

BY-LAW 22-060

Being a by-law to adopt Amendment No. 55 to the City of Cambridge Official Plan (2012), as amended (212 Queen Street West)

WHEREAS sections 17 and 22 of the Planning Act R.S.O. 1990 c. P. 13, as amended empower the City of Cambridge to adopt an Official Plan and make amendments thereto,

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT Amendment No. 55 to the City of Cambridge Official Plan (2012) applies to land legally described as Lot 44, Municipal Plan 832, City of Cambridge, Regional Municipality of Waterloo.

2. THAT Amendment No. 55 to the City of Cambridge Official Plan (2012) as amended, consisting of the text and attached map, is hereby adopted.

3. THAT the Clerk is hereby authorized and directed to make application to the Regional Municipality of Waterloo for approval of the aforementioned Amendment No. 55 to the City of Cambridge Official Plan (2012), as amended.

4. AND THAT this by-law shall come into full force and effect upon the final passing thereof.

Enacted and Passed this 27th day of September, 2022.

_________________________________  _________________________
                      MAYOR                                     CLERK
Purpose and Effect of Official Plan Amendment No. 55

City File No. OR09/21 – 212 Queen Street West

The **Purpose and Effect** of this Official Plan Amendment No. 55 to the City of Cambridge Official Plan (2012), as amended, is to permit a maximum density of 167 units per hectare for lands designated "Low/Medium Density Residential" and municipally known as 212 Queen Street West, City of Cambridge and Regional Municipality of Waterloo.
Amendment No. 55 to the City of Cambridge Official Plan

1. Chapter 14, Map 2A of the City of Cambridge Official Plan is hereby amended by adding Site Specific Figure 90, as shown on Schedule 'A' attached hereto;

2. Chapter 16 of the City of Cambridge Official Plan is hereby amended by adding Figure 90 as shown on Schedule 'B' attached hereto;

3. Section 8.10 of the City of Cambridge Official Plan is hereby amended by adding the following subsection thereto:

8.10.90

1. Notwithstanding policy 8.4.6.16 in this plan, the land designated as Low/Medium Density Residential on Map 2 of this Plan, located at 212 Queen Street West and more particularly shown on Figure 90 shall be permitted a maximum residential density of 167 units per hectare;
Schedule A – Map 2A
THE CORPORATION OF THE CITY OF CAMBRIDGE

BY-LAW 22-061

Being a by-law to amend Zoning By-law 150-85, as amended, with respect to land municipally known as 212 Queen Street West

WHEREAS Council of the City of Cambridge has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this by-law;

WHEREAS this by-law conforms to the City of Cambridge Official Plan, as amended;

AND WHEREAS Council deems that adequate public notice of the public meeting was provided and adequate information regarding this Amendment was presented at the public meeting held December 14th, 2021, and that a further public meeting is not considered necessary in order to proceed with this Amendment,

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT this by-law shall apply to lands described as Lot 44, Municipal Plan 832, City of Cambridge, Regional Municipality of Waterloo and shown on Schedule ‘A’ attached hereto and forming part of the by-law.

2. THAT Schedule ‘A’ to City of Cambridge Zoning By-law 150-85, as amended, is hereby amended by changing the zoning classification of the lands shown in heavy black in the attached Schedule ‘A’ to this By-law from RM4 and C5 to (H)RM2 “s.4.1.431”.

3. AND THAT the aforesaid City of Cambridge Zoning By-law No. 150-85, as amended, is hereby further amended by adding the following subsection under section 4.1 thereof:

4.1.431, municipally known as 212 Queen Street West.

1. Notwithstanding the provisions of section 3.1.2.4 (b) of this By-law, the following regulations shall apply to the lands in that RM2 zone classification to which parenthetical reference to “s.4.1.431” is made on Schedule ‘A’ attached to and forming part of this By-law:
   - the maximum density shall be 167 units per net residential hectare;
2. Notwithstanding the (H) Prefix Zone holding provisions as outlined in S.2.1.4 of the aforesaid City of Cambridge Zoning By-law, as amended, the removal of the (H) Holding Provision for the entirety of the lands zoned (H)RM2 s.4.1.431 may only be lifted upon:

1. the submission of a Record of Site Condition (RSC) in accordance with O.Reg. 153/04, as amended, and the Ministry Acknowledgment Letter submitted to the satisfaction of the City of Cambridge and Region of Waterloo; and,

2. the submission of a detailed noise study to the satisfaction of the Region of Waterloo;

3. Geothermal Wells are prohibited on site. A geothermal well is defined as a vertical well, borehole or pipe installation used for geothermal systems ground-source heat pump systems, geo-exchange systems or earth energy systems for heating or cooling; including open-loop and closed-loop vertical borehole systems. A geothermal well does not include a horizontal system where construction or excavation occurs to depths less than five metres unless the protective geologic layers overlaying a vulnerable aquifer have been removed through construction or excavation.

4. That this by-law shall come into force and effect on the date it is enacted and passed by Council of the Corporation of the City of Cambridge, subject to notice hereof being circulated in accordance with the Planning Act and Ontario Regulation 545/06.

Enacted and Passed this 27th day of September, 2022.

_________________________________
MAYOR

_________________________________
CLERK
Purpose and Effect of By-law No 22-061

The purpose and effect of this by-law is to amend the zoning classification of the lands legally described as Lot 44, Municipal Plan 832, City of Cambridge, Regional Municipality of Waterloo in the City of Cambridge from R4 and C5 to the (H)RM2 zone to facilitate the development of an apartment building containing 37 residential units with a calculated density of 167 units per net residential hectare.
THE CORPORATION OF THE CITY OF CAMBRIDGE

BY-LAW 22-062

Being a by-law to adopt Amendment No. 54 to the City of Cambridge Official Plan (2012), as amended (193 Water Street South)

WHEREAS Sections 17 and 22 of the Planning Act R.S.O. 1990 c. P. 13, as amended, empower the City of Cambridge to adopt an Official Plan and make amendments thereto,

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT Amendment No. 54 to the City of Cambridge Official Plan (2012) applies to land legally described as Part of Lot 3, Plan D-11; together with WS724471 and subject to easement in gross over Part 1 on Reference Plan 58R-17488 as in WR701173 and Part of Lot 16, Plan D-11, being Parts 3 & 4 on Reference Plan 58R-17488 subject to an easement as in WR777693 in the City of Cambridge, Regional Municipality of Waterloo.

2. THAT Amendment No. 54 to the City of Cambridge Official Plan (2012) as amended, consisting of the text and attached map, is hereby adopted.

3. THAT That the Clerk is hereby authorized and directed to make application to the Regional Municipality of Waterloo for approval of the aforementioned Amendment No. 54 to the City of Cambridge Official Plan (2012), as amended.

4. AND THAT this by-law shall come into full force and effect upon the final passing thereof.

Enacted and Passed this 27th day of September, 2022.

_________________________________
MAYOR

_________________________________
CLERK
Purpose and Effect of Official Plan Amendment No. 54

City File No. OR06/21 – 193 Water Street South

The Purpose and Effect of this Official Plan Amendment No. 54 to the City of Cambridge Official Plan (2012), as amended, is to redesignate the subject lands to High Density Residential and to allow the residential density to be a maximum of 3.61 Floor Space Index for lands municipally known as 193 Water Street South, City of Cambridge and Regional Municipality of Waterloo.
Amendment No. 54 to the City of Cambridge Official Plan

1. Chapter 14, Map 2 of the City of Cambridge Official Plan is hereby amended by adding Figure 89, which changes the “Natural Open Space System” to “High Density Residential” as shown on Schedule ‘A’ attached hereto;

2. Chapter 14, Map 2A of the City of Cambridge Official Plan is hereby modified by adding Figure 89 as shown on Schedule ‘B’ attached hereto;

3. Chapter 16 of the City of Cambridge Official Plan is hereby amended by adding Figure 89 as shown on Schedule ‘A’ attached hereto;

4. Section 8.10 of the City of Cambridge Official Plan is hereby amended by adding the following subsection thereto:

8.10.89

1. Notwithstanding policy 8.4.6.3 b) in this plan, the land designated as High Density Residential on Map 2 of this Plan, located at 193 Water Street South and more particularly shown on Figure 89 shall be permitted a maximum residential density of 3.61 Floor Space Index;
Schedule A – Figure 89 – 193 Water Street South
Schedule B – Map 2A – 193 Water Street South
THE CORPORATION OF THE CITY OF CAMBRIDGE

BY-LAW 22-063

Being a by-law to amend Zoning By-law 150-85, as amended, with respect to land municipally known as 193 Water Street South and 62 Highman Avenue

WHEREAS Council of the City of Cambridge has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended to pass this by-law;

WHEREAS this by-law conforms to the City of Cambridge Official Plan, as amended;

AND WHEREAS Council deems that adequate public notice of the public meeting was provided and adequate information regarding this Amendment was presented at the public meeting held August 10th, 2021, and that a further public meeting is not considered necessary in order to proceed with this Amendment,

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT this by-law shall apply to lands described as Part of Lot 3, Plan D-11; together with WS724471 and subject to easement in gross over Part 1 on Reference Plan 58R-17488 as in WR701173 and Part of Lot 16, Plan D-11, being Parts 3 & 4 on Reference Plan 58R-17488 subject to an easement as in WR777693 in the City of Cambridge (193 Water Street South) and Lot 22 in Plan 873; Part Lot 21 in Plan 873 as in WS656876 (62 Highman Avenue) and shown on Schedule ‘A’ attached hereto and forming part of the by-law.

2. THAT Schedule ‘A’ to City of Cambridge Zoning By-law 150-85, as amended, is hereby amended by changing the zoning classification of the lands shown in heavy black in the attached Schedule ‘A’ to this By-law from OS1 to (F)(H)RM2 “s.4.1.429” (193 Water Street South) and from R4 to OS4 (62 Highman Avenue).

3. AND THAT the aforesaid City of Cambridge Zoning By-law No. 150-85, as amended, is hereby further amended by adding the following subsection under section 4.1 thereof:
4.1.429, municipally known as 193 Water Street South and 62 Highman Avenue.

1. Notwithstanding the provisions of sections 1.1.1, 2.2.1.1d), 2.2.3, and 3.1.2.4 of this By-law, the following regulations shall apply to the lands in that RM2 zone classification to which parenthetical reference to “s.4.1.429” is made on Schedule ‘A’ attached to and forming part of this by-law:

- the western property line shall act as the property’s lot frontage;
- the parking shall be calculated for the proposed development at a rate of 1 space per dwelling unit plus 0.20 spaces for visitors per dwelling unit;
- the minimum parking stall size shall be 2.75 metres by 5.6 metres;
- the maximum density shall be 511 units per net residential hectare;
- the minimum front yard setback shall be 2 metres;
- the minimum interior side yard setback shall be 7 metres;
- the minimum total amenity area shall be 19,650 square metres.

2. Notwithstanding the (H) Prefix Zone holding provisions as outlined in s.2.1.4 of the aforesaid City of Cambridge Zoning By-law, as amended, the removal of the (H) Holding Provision for the entirety of the lands zoned (F)(H)RM2 s.4.1.429 may only be lifted upon the submission of:

   a) a Record of Site Condition (RSC) in accordance with O.Reg. 153/04, as amended, and the Ministry Acknowledgment Letter submitted to the satisfaction of the City of Cambridge and Region of Waterloo;
   b) a detailed noise study to the satisfaction of the Region of Waterloo; and,
   c) a detailed dewatering study to the satisfaction of the Region of Waterloo.

3. Passive and Active permanent dewatering at this location is to be prohibited.

4. That this by-law shall come into force and effect on the date it is enacted and passed by Council of the Corporation of the City of Cambridge, subject to notice hereof being circulated in accordance with the Planning Act and Ontario Regulation 545/06.
Enacted and Passed this 27th day of September, 2022.

_________________________________
MAYOR

_________________________________
CLERK
Schedule A

This is Schedule A attached to and forming part of By-law

Lands affected by the by-law

Zoning Classification

- OPEN SPACE
- MEDIUM HIGH DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- COMMERCIAL

Map 4

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Purpose and Effect of By-law No 22-063

The purpose and effect of this by-law is to amend the zoning classification of the lands legally described as Part of Lot 3, Plan D-11; together with WS724471 and subject to easement in gross over Part 1 on Reference Plan 58R-17488 as in WR701173 and Part of Lot 16, Plan D-11, being Parts 3 & 4 on Reference Plan 58R-17488 subject to an easement as in WR777693 in the City of Cambridge from OS1 to (F)(H)RM2 s.4.1.429 and the lands legally described as Lot 22 in Plan 873; Part Lot 21 in Plan 873 as in WS656876 in the City of Cambridge from R4 to OS4 to facilitate the development of five apartment houses with site-specific permissions for 193 Water Street South, comprising a total of 991 residential units.
THE CORPORATION OF THE CITY OF CAMBRIDGE

BY-LAW 22-064

Being a by-law to repeal By-law 16-92, a by-law to designate the exterior of the stucco-clad brick Preston Springs Hotel building located on the property municipally known as 102 Fountain Street South

WHEREAS the Ontario Heritage Act, R.S.O. 1990, Chapter O.18 authorizes the Council of a municipality to enact by-laws to designate real property including all buildings and structures thereon, to be of architectural and historic value or interest;

WHEREAS Cambridge City Council at its meeting of January 28, 2020, approved the issuance of a Notice of Intent to Repeal the Designation By-law 16-92 for the designated property known as 102 Fountain Street South;

WHEREAS Notice of Intention to Repeal the Designation Bylaw 16-92 for the designated property known as 102 Fountain Street South, Cambridge, Ontario, was duly published and served;

WHEREAS the Architectural Conservancy of Ontario, Cambridge Chapter filed an objection and subsequently withdrew its objection;

AND WHEREAS the property was demolished in December, 2020,

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT By-law 16-92 is hereby repealed.

2. THAT the City of Cambridge is hereby authorized to cause a copy of this by-law to be served upon the owner of the said property and upon the Ontario Heritage Trust and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Cambridge;

3. AND THAT the City Solicitor, or their designate, be authorized to register this by-law on title to the property as set out in Appendix A of this by-law in the proper Land Registry Office.
Enacted and Passed this 27th day of September, 2022.

________________________________
MAYOR

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CLERK
APPENDIX “A”

Part of Lot 4, Registered Plan 730, in the City of Cambridge, Regional Municipality of Waterloo, (formerly in the Town of Preston), described as Part 4, Reference Plan 67R-2621.
THE CORPORATION OF THE CITY OF CAMBRIDGE

BY-LAW 22-065

Being a by-law to repeal the by-law registering a heritage easement agreement Instrument No. 1449887 on title for the property municipally known as 102 Fountain Street South

WHEREAS the Ontario Heritage Act, R.S.O. 1990, Chapter O.18 authorized the Council of a municipality to enact by-laws to enter into an easement with the owners of real property for the conservation of property of cultural heritage value or interest;

WHEREAS Cambridge City Council approved the heritage easement agreement between the City and the owner of the property;

AND WHEREAS the property was subsequently demolished in December 2020 and as such, the designated structure no longer exists,

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT the by-law creating and registering the heritage easement is hereby repealed.

2. AND THAT the City Solicitor, or their designate, be authorized to register this by-law on title to the property as set out in Appendix “A” in the proper Land Registry Office.

Enacted and Passed this 27th day of September, 2022.

__________________________________________
MAYOR

__________________________________________
CLERK
APPENDIX “A”

Part of Lot 4, Registered Plan 730, in the City of Cambridge, Regional Municipality of Waterloo, (formerly in the Town of Preston), described as Part 4, Reference Plan 67R-2621.
THE CORPORATION OF THE CITY OF CAMBRIDGE

BY-LAW 22-066

Being a by-law to confirm the proceedings of the Council of the Corporation of the City of Cambridge

WHEREAS the Municipal Act, 2001 S.O. 2001, c.25, Section 5, provides that the powers of a municipal corporation shall be exercised by its Council;

WHEREAS the Municipal Act, 2001 S.O. 2001, c.25, Section 9 and 11, provides that except where otherwise provided the powers of any Council shall be exercised by by-law;

AND WHEREAS in many cases action which is taken or authorized to be taken by Council does not lend itself to the passage of an individual by-law,

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT the action of the Council at its meeting held on the 27th day of September, 2022, in respect of each motion, resolution and other action taken by the Council, and its Committees, at its said meeting is, except where the prior approval of the Local Planning Appeal Tribunal or other authority is by law required, hereby adopted, ratified and confirmed as if all such proceedings were expressly embodied in this by-law.

2. THAT where no individual by-law has been or is passed with respect to the taking of any action authorized in or by the above mentioned Minutes or with respect to the exercise of any powers by the Council in the above mentioned Minutes, then this by-law shall be deemed for all purposes to be the by-law required for approving and authorizing and taking of any action authorized therein or thereby, or required for the exercise of any powers therein by the Council.

3. THAT the Mayor and the proper officers of The Corporation of the City of Cambridge are hereby authorized and directed to do all things necessary to give effect to the said action of the Council or to obtain approvals where required and, except where otherwise provided, the Mayor, the Clerk and the Treasurer are hereby directed to execute all documents necessary
4. **AND THAT** this by-law shall come into full force on the day it is passed.

Enacted and Passed this 27th day of September, 2022.

_________________________________
MAYOR

_________________________________
CLERK