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

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.

6. Delegations

7. Presentations
   *7.1. Lisa Chominiec, Sustainable Transportation Coordinator re: Public Meeting Report - 22-089-CD - Transit-Oriented Development Community Improvement Plan
         This Presentation will come to the Statutory Public Meeting at 10 a.m.
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This Presentation will come to the Statutory Public Meeting at 10 a.m.

*7.7. Rachel Greene, Senior Planner re: 22-094-CD Recommendation Report – 255 King Street West Official Plan and Zoning By-law Amendments – North Development Corporation
This Presentation will come to the Special Council Meeting at 5 p.m.

This Presentation will come to the Special Council Meeting at 5 p.m.

This Presentation will come to the Special Council Meeting at 5 p.m.

This Presentation will come to the Special Council Meeting at 5 p.m.

This Presentation will come to the Special Council Meeting at 5 p.m.

8. Consent Agenda

*8.2. Council Information Package - September 23, 2022

11. Correspondence

Purpose of Meeting

• Formally introduce the proposed Community Improvement Plan to Council and the public

• Notice was mailed to a mailing list (email) on August 26, 2022

• Notice was provided in the Cambridge Times on September 1, 2022
Community Improvement Plan (CIP)
• A tool that allows municipalities to provide focus and direction to revitalize areas of a city through programs, grants and incentives.
• Affordable Housing CIP (2016), Core Areas CIP (2021)

Transit-Oriented Development (TOD)
• Compact, mixed use development near transit facilities with high-quality walking environments, activity and amenities. The intent is to design and develop in a way that allows people to drive less and walk, cycle and take transit more.
COMMUNITY NEED

- The City is growing
- Growth pressures call for us to shift our auto-dependency to more active forms and transit
- Roadways can only be expanded so much
- Development near transit has the potential to shift travel patterns for the community

The product of transit oriented development is vibrant, liveable, sustainable communities where it is possible to live, work and play without complete dependence on a car for daily use.
COMMUNITY

• Reduces dependence on driving
• Access to more jobs
• Reduces carbon footprint
• Reduces sprawl
• Locates more people and jobs near stations = increasing ridership
• Makes active transportation and transit an easy choice
• Creates places for people to live, work and play all in one spot
• Revitalizes urban areas

DEVELOPER

• Reduces the cost of providing parking
• More homes in less space with less parking
• Makes buildings more attractive to potential buyers, renters etc.
• Can save money
• Helps with marketing
• Meets future demands
Identified a need through the Transit Supportive Strategy (TSS)

Secured $250k in funding from Regional council through the TSS

City of Cambridge Council approval to begin CIP (June 2020)

Draft CIP presented at Statutory Public Meeting

Recommendation report for the final CIP
The Project Area
Statutory Public Meeting – Phone Number: 519-623-1340 x4799
Lisa Chominiec, Sustainable Transportation Coordinator:
chominiecl@cambridge.ca

Lands within 800 meters of the LRT Route/Central Transit Corridor within the City of Cambridge
The Project Area – MTSA’s
Statutory Public Meeting – Phone Number: 519-623-1340 x4799
Lisa Chominiec, Sustainable Transportation Coordinator:
chominiecl@cambridge.ca

MTSA = Major Transit Station Areas
The goals of the TOD CIP are intended to support the overall environmental, community, and economic vitality of the area, and are as follows:

- Encourage private and public sector development
- Reduce the dependence of vehicles by reducing parking rates and encouraging TOD infrastructure and amenities;
- Make destinations and amenities 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;
- Utilize municipal resources to demonstrate leadership in the overall encouragement of sustainable transportation throughout the municipality.
Transit-Oriented Development Grant Program

The TODG Program is designed to encourage transit supportive amenities and designs in developments within the Project Area, to improve and support the walking, cycling and transit environments.

Eligibility Criteria

- Located within the Project Area
- Open to new and existing developments
- Zoned as multi-unit residential, commercial, mixed-use, or institutional

Available Funding

$250,000 available (2 streams-$125k per stream)

- Applicants can apply to receive a one-time grant up to $30,000
- Applicants can apply for multiple improvements.
Enhancement Examples

- Shower and change facilities for employees provided on-site.
- Secure bicycle storage provided on-site (above current requirements)
- Digital screen displays regarding public transit times
- Bicycle repair station
- Wayfinding signs
- Parking Reductions
- Enhanced Transit Stops
- Pedestrian Amenities
- Other creative ideas, case by case
• Staff will incorporate any feedback received from this meeting into the CIP
• Staff will then return to Council with a final CIP recommendation report including an amended project boundary
• Subject to a 30 day appeal period, applications for the grant program would open shortly thereafter
Thank you!

QUESTIONS?

CONTACT
Lisa Chominiec
Sustainable Transportation Coordinator
(519) 623-1340 ext. 4619
chominiecl@cambridge.ca
Purpose of Meeting

• Formally introduce proposed Planning Application to Council and the public.

• Notice was mailed to assessed owners within 120 metres (394 ft) of the subject property and anyone else requesting notification.

• Notice was provided in the Cambridge Times.

• Interested parties are encouraged to contact me for further information and future notification.
Changes to the proposal may occur between the public meeting and recommendation to Council.

Anyone interested in staying informed must request to be on the mailing list for this application.
• South of Langs Drive, West of Hespeler Road

• 506-510 Hespeler Rd is occupied by two restaurants with shared surface parking

• The remaining of the property is vacant

• The Groff Mill Creek flows adjacent to the property with portions being located within the floodplain and flood fringe

• The subject lands are designated Mixed-Use Corridor and Open Space System in the Official Plan and zoned C4 Commercial

• The subject lands are in a proposed Major Transit Station Area (MTSA) and located along an existing transit corridor
Proposal

- The applicant is proposing a mixed use development consisting of the following:
  - Five (5) high rise buildings to a maximum building height of 20 storeys
  - Maximum of 1,366 residential dwelling units, including one, two and three-bedroom units
  - Approximately 9,200 sq.m of office and commercial floor space located at grade and within podiums
  - Private internal road network and underground parking
  - Public Park of approximately 10,663 sq.m (1 hectare)
- Tenure and provision of affordable housing has not yet been determined
Proposed Official Plan Amendment:

<table>
<thead>
<tr>
<th></th>
<th>Official Plan, 2012 (current)</th>
<th>Draft Hespeler Road Corridor Secondary Plan</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Designation</strong></td>
<td>Hespeler Road Mixed Use Corridor</td>
<td>Mixed Use High Density</td>
<td>Site Specific Policy</td>
</tr>
<tr>
<td><strong>Maximum Density</strong></td>
<td>Floor Space index (FSI) of 2.0</td>
<td>300 units per hectare</td>
<td>FSI 3.1 330 units per hectare</td>
</tr>
<tr>
<td><strong>Maximum Height</strong></td>
<td>12 storeys</td>
<td>20 storeys</td>
<td>20 storeys</td>
</tr>
</tbody>
</table>

![Diagram of site]
### Proposed Zoning By-law Amendment:

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Zoning By-law 150-85 (RM1)</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) (-48 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</td>
<td>15 sq.m per unit (outdoor amenity area)</td>
<td>15 sq.m per unit (outdoor amenity area)</td>
</tr>
</tbody>
</table>
Concept Plan

- Buildings A, C and D are residential
- Building B proposes commercial at grade along the internal road
- Building E contemplates a large scale retail use (such as grocery) at grade with office space located within the podium
- Building D is the location of the existing restaurants to be demolished at a future phase
Conceptual Rendering looking Northeast
Conceptual Rendering looking east towards Hespeler Road from proposed park
Considerations:

- 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
- General conformity with the Draft Hespeler Road Corridor Secondary Plan
- Land use compatibility with surrounding existing development
- Appropriateness of the proposed increased residential density and building height
- Urban Design and Streetscape Cross Sections
- Transportation Impacts and Transit
- Servicing and Stormwater management
- Provision of affordable housing
- Comments received from members of Council, public, City staff and agency circulation
Recommendation:

• 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.
CONTACT INFORMATION

Name: Rachel Greene
Title: Senior Planner
Phone: 519-623-1340 ext. 4612
Email: greener@cambridge.ca
Subject Lands

- Predominantly vacant 4.5 ha. (11.4 ac.) land
- Frontages onto Hespeler Rd & Langs Dr.
- Two existing commercial establishments (Swiss Chalet, Pickle Barrel)
- Groff Mill Creek to the west
- Floodplain overlay modified
- Adjacent to future Stage 2 ION Light Rail Transit system route
Existing Conditions

Looking south from Langs Drive

Looking southwest from Hespeler Road

Looking west from Hespeler Road right-of-way

Looking northwest from Hespeler Road right-of-way
Surrounding Context

- Surrounded by predominantly commercial and industrial uses
- Proximate to extensive range of amenities, employment opportunities, and public services and facilities
- Access to existing and future planned public transit
Proposed Development

- Five, 20-storey residential and mixed-use buildings
- 1,366 residential units including one, two, and three bedroom variations
- Proposed supermarket and office/retail space
- U/G parking
- Large public park + open space areas
- New private roads
- Two phases of development
Proposed Development

Rendering of proposed public park, looking towards Hespeler Road
Proposed Development

Rendering of proposed development, looking towards Hespeler Road & Langs Drive intersection
Private Road Cross-Sections

- Urban streets designed to:
  - Protect the safety of residents and the general public
  - Apply the principles of universal design in all public spaces
  - Create an attractive public realm + tree planting
  - Park spaces adjacent to park
Proposed Amendments

- OPA
  - Currently designated “Hespeler Road Mixed Use Corridor” in the City of Cambridge Official Plan.
  - Proposed to be redesignated to a site-specific “Mixed Use High Density (MUHD)” designation to generally align with the Draft Hespeler Road Secondary Plan policies.

- ZBA
  - Currently zoned “Commercial (C4)” in the City of Cambridge Zoning By-law.
  - Proposed to be rezoned to a site-specific “Hespeler Road Mixed Use / High Density (HR-MU/HD)” zone to implement the policies of the May Draft Hespeler Road Secondary Plan.
Technical Studies

The following technical reports were provided in support of the proposal:

- Environmental Noise Assessment.
- Pedestrian Wind Assessment.
- Hydrogeological Study.
- Market Analysis.
- Shadow Impact Study.
- Transportation Impact Study.
Key Considerations

- The proposed development is supported by all levels of current provincial, regional and city land use planning policies, which encourages efficient and cost-effective residential/mixed use development in locations such as the subject lands, in the form and density being proposed.

- Addition of 1,366 residential units and commercial/office spaces that will provide enhanced housing and employment options for this part of Cambridge.

- Site is proximate to public services and amenities, as well as existing and future public transit opportunities.

- The proposed built-form and intensity is compatible with surrounding land uses.

- Proposal is supported by a range of technical studies.

- The vacant/undeveloped nature of lands would allow for timely delivery of proposal.

- In our professional opinion the proposed development is appropriate and desirable for the subject lands, and represents sound land use planning principles.
Thank you!

Questions?
Purpose of Meeting

• Formally introduce proposed Planning Application to Council and the public.

• Notice was mailed to assessed owners within 120 metres (394 ft) of the subject property and anyone else requesting notification.

• Notice was provided in the Cambridge Times.

• Interested parties are encouraged to contact me for further information and future notification.
Changes to the proposal may occur between the public meeting and recommendation to Council.

Anyone interested in staying informed must request to be on the mailing list for this application.
• Located on the North side of Eagle Street North between Russ Street and Shettleston Drive

• Existing single detached dwelling and shed are proposed to be demolished

• The subject lands are designated Low-Medium Density Residential in the Official Plan

• The subject lands are currently zoned R5 Residential which permits a single detached dwelling and accessory uses
Proposal

• The applicant is proposing a multiple residential development of a stacked townhouse consisting of the following:
  • Maximum of 15 dwelling units
  • Building height of 2 ½ storeys (10.5 m from finished grade)
  • 20 surface parking spaces, 6 bicycle parking spaces
  • Single vehicular access from Eagle Street N
  • Sidewalk connection wraps around building providing access to each unit
  • Covered porches/balconies provided for each dwelling unit
• Tenure and the provision of affordable housing have not been determined at this time
Proposed Official Plan Amendment:

- Site-specific policy provision to the Low-Medium Density Residential designation to permit a maximum density of 83.3 units per hectare where 40 units per hectare is currently permitted.

Proposed Zoning By-Law Amendment:

- Rezone from R5 Residential to RM3 Multiple Residential with the following site specific provisions:

<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 zones</td>
<td></td>
</tr>
<tr>
<td>Minimum Common Amenity Area</td>
<td>30 square metres per unit</td>
<td>0 (proposing private amenity area instead)</td>
</tr>
<tr>
<td>Minimum Landscaped Open Space</td>
<td>30%</td>
<td>18%</td>
</tr>
<tr>
<td>Planting Strips</td>
<td>1.5 m</td>
<td>1.2 m</td>
</tr>
</tbody>
</table>
Concept Plan

9.7m

4.5m

PROPOSED 2.5 STOREY STACKED TOWNHOUSES 15 UNITS
Front Elevation – Entrances to Units 1-6 (East Elevation)
North Elevation – Entrances to units 7-15
Considerations:

• 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;
• Land use compatibility with surrounding existing development
• Appropriateness of the proposed increased residential density
• Appropriateness of the proposed site-specific zoning requests
• Urban Design
• Servicing and Stormwater management
• Comments received from members of Council, public, City staff and agency circulation
Recommendation:

• 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.
CONTACT INFORMATION

Name: Rachel Greene
Title: Senior Planner
Phone: 519-623-1340 ext. 4612
Email: greener@cambridge.ca
581-595 Langs Drive
OR07/22
September 27th, 2022 – Special Council Meeting
Public Meeting
Committee Phone Number: 519-623-1340 x4799
Michael Campos, Planner: camposm@cambridge.ca
Purpose of Meeting

• To formally introduce the proposed Planning Application to Council and the public.

• Notice was mailed to assessed owners within 120 metres (394 ft) of the subject property and anyone else requesting notification in accordance with the Planning Act.

• Notice was provided in the Cambridge Times.

• Please contact Michael Campos, Planner at camposm@cambridge.ca in order to receive further information and future notification.
The subject lands are located approximately 1km west of Hespeler Road, on the north side of Langs Drive.

The site has an approximate area of 10,117 square metres (1.0 hectares).

The site is currently developed with eight blocks of townhouse buildings, a Youth Community Centre, and Children’s park and amenity areas.
Mixed-use Development containing:

- 136 affordable residential rental units
- 142 parking spaces
- Ground Floor Youth Community Centre
- Internal multi-purpose rooms;
- Outdoor Amenity Area
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 would have a maximum FSI of 1.4, which would be in conformity.

A **Zoning By-law Amendment** is proposed to rezone the subject lands from the current “Multiple-Residential – RM4” zone to a compound “N1RM3” zone to permit the proposed apartment building and Youth Community Centre, along with the following site-specific provisions:

- To permit a minimum front yard setback of 5.0 metres;
- To permit a maximum density of 135 units per hectare;
- To permit a reduced residential parking rate of 0.70 spaces per dwelling unit; and,
- To permit a reduced visitor parking rate of 0.15 spaces per dwelling unit.
- 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.

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

Name: Michael Campos
Title: Planner
Phone: 519-623-1340 ext. 4264
Email: camposm@cambridge.ca
581-595 Langs Drive, Cambridge
Langs Community Housing Redevelopment

IBI GROUP
Regional Municipality of Waterloo
Public Meeting – OPA/ZBA (OR07/22)
September 27, 2022
Building Better Futures is a commitment by Regional Council, made in 2021, to create 2,500 new affordable homes in 5 years.

The Region is working alongside provincial, federal, municipal, non-profit and private sector partners to identify vacant surplus lands for affordable housing.

Regional property to establish multi-income housing developments is among innovative solutions to creating affordable housing, and a range-and-mix of housing throughout the Region.

Promoting a range-and-mix of housing in neighbourhoods across the Region enriches the vibrancy and diversity of neighbourhoods, supports climate action through intensification and promotes more affordable living options for residents.
• Approved by Council in November 2019 to create more affordable housing
• Maps out plan to create at least 600 new WRH units
• Another goal to create complete communities
• New units to be created within the current 65 WRH community sites
• All sites were evaluated
• Langs was one of 5 properties identified for redevelopment
• 2021 Master Plan update approved
Langs Drive Redevelopment

- Current waitlist for this community is long
- Region has a community partner at Langs that serves tenants
- Direct proximity to transit
- New building will provide a range of unit sizes (1 to 5 bedrooms) and add additional amenity space that does not exist on the site today
- 136 units (98 net new homes)
- Tenant relocation plan underway during construction.
- All units affordable.
Langs Drive Redevelopment

- Home to Youth Community Centre
- Enhanced community engagement with Smart Waterloo Region Innovation Lab with enhanced amenity space
- >50% units are multi-bedroom
- A net-zero carbon building
Proposal Details

- Mixed-Use Development
- 136 affordable housing units
- Ground floor Youth Community Centre
- 7-storeys (fronting Langs Drive)
- Requesting Official Plan Amendment for ‘High Density Residential’ designation
- Requesting Zoning By-law Amendment for ‘N1RM3’ Zone with Site-Specific Exceptions
Aerial Image of the Subject Lands
Streetview of the Subject Lands facing North (April 2021)
Streetview of the Subject Lands facing North-West (April 2021)
Proposed Site Plan

- 7 Storey “L” shaped Mixed-Use Building
- Youth Community Centre
- Central outdoor amenity space
- Multi-purpose room and community gathering space
- 131 parking spaces (+3 drop-off spaces)
- 60 bicycle parking spaces
Proposed Outdoor Amenity Space

- Playground area
- Basketball net
- Gazebo / outdoor structure
- Seating areas
- Extensive landscaping
3D Rendering – Facing North
3D Rendering – Facing North-West
3D Rendering – Community Gathering Space
Policy Review and Planning Rationale

• Follows Provincial policy direction for more affordable housing

• Implements the Region’s Housing Master Plan to create more affordable housing units

• Existing 38 affordable townhouse units replaced with 136 affordable ‘apartment-style’ units

• Proposed development provides for efficient use of underutilized lands and existing infrastructure

• Creates a community oriented development that provides a Youth Community Centre, community gathering areas, and meeting rooms
Parking

- Total of 131 parking spaces (plus 3 drop-off spaces)
- Proposed parking rate of 0.85 spaces/dwelling (required is 1.25 spaces/dwelling)
- A Transportation Impact Study and Parking Study was not requested by Staff
- Based on Region’s existing affordable housing projects, parking utilization averages at 37.6% (see next slide for table)
- 60 bicycle parking spaces provided on-site
- Located directly on transit route (#56), within walking/cycling distance of two additional GRT bus routes
## Existing Parking Utilization Rates

<table>
<thead>
<tr>
<th>Provider</th>
<th>Address</th>
<th>Year Completed</th>
<th>Units</th>
<th>Total Parking Spaces Provided</th>
<th>Parking Spaces Used by Tenants</th>
<th>Parking Space Use per Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heartwood Place</td>
<td>26 Ainslie St. S., Cambridge</td>
<td>2010</td>
<td>66</td>
<td>34</td>
<td>14</td>
<td>21.2%</td>
</tr>
<tr>
<td>Cambridge Kiwanis</td>
<td>365 Linden Dr., Kitchener</td>
<td>2014</td>
<td>24</td>
<td>24</td>
<td>10</td>
<td>41.7%</td>
</tr>
<tr>
<td>Heartwood Place</td>
<td>1103-1109 King St E., Cambridge</td>
<td>2017</td>
<td>20</td>
<td>28</td>
<td>7</td>
<td>35.0%</td>
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<tr>
<td>Home Concept</td>
<td>175 Hespeler Rd., Cambridge</td>
<td>2018</td>
<td>34</td>
<td>19</td>
<td>10</td>
<td>29.4%</td>
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<tr>
<td>KW Habilitation</td>
<td>108 Sydney St. S., Kitchener</td>
<td>2018</td>
<td>22</td>
<td>17</td>
<td>4</td>
<td>18.2%</td>
</tr>
<tr>
<td>MennoHomes</td>
<td>7 Memorial Drive, Elmira</td>
<td>2018</td>
<td>25</td>
<td>33</td>
<td>18</td>
<td>72.0%</td>
</tr>
<tr>
<td>Maxwell</td>
<td>184 Erb St. E., Waterloo</td>
<td>2018</td>
<td>28</td>
<td>26</td>
<td>7</td>
<td>25.0%</td>
</tr>
<tr>
<td>KHI</td>
<td>430 Connaught Street, Kitchener</td>
<td>2018</td>
<td>16</td>
<td>19</td>
<td>6</td>
<td>37.5%</td>
</tr>
<tr>
<td>25 Linnwood</td>
<td>25 Linnwood Ave., Cambridge</td>
<td>2020</td>
<td>31</td>
<td>27</td>
<td>21</td>
<td>67.7%</td>
</tr>
<tr>
<td>Bridgeport at Lancaster</td>
<td>544 Bridgeport Road, Kitchener</td>
<td>2021</td>
<td>48</td>
<td>57</td>
<td>22</td>
<td>45.8%</td>
</tr>
<tr>
<td>Maxwell - Guelph</td>
<td>18 Guelph Street, Kitchener</td>
<td>2021</td>
<td>13</td>
<td>9</td>
<td>4</td>
<td>30.8%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>327</td>
<td>293</td>
<td>123</td>
<td><strong>37.6%</strong></td>
</tr>
</tbody>
</table>
Summary and Next Steps

• Opportunity to provide affordable housing and increased density on underutilized lands

• Supported by Provincial and municipal policy framework

• Development is supportive of public transit and within walking / cycling distance of goods and services

• Staff review and recommendation on Official Plan and Zoning By-law Amendment

• Council Decision on Official Plan and Zoning By-law Amendment

• Site Plan Application submission
Questions?
# Unit Breakdown

<table>
<thead>
<tr>
<th>UNIT TYPE</th>
<th>UNIT AREA</th>
<th>GROUND FLOOR</th>
<th>2-5th FLOOR</th>
<th>6-7th FLOOR</th>
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<th>OBC BF UNIT</th>
<th>CMHC ACCESSIBLE UNIT</th>
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| TOTAL | 136 UNITS | 37 | 27.2% | 29 | 21.3% | 107 | 78.7% |

* CMHC ACCESSIBLE UNITS
** 1 UNIT IN THIS TYPE IS CMHC ACCESSIBLE UNIT
CMHC - UNIT LAYOUTS

UNIT TYPE 1A
CMHC UNIVERSAL

UNIT TYPE 1B
CMHC ACCESSIBLE

1 BEDROOM

LEVEL 1

LEVEL 2-5

LEVEL 6/7
CMHC - UNIT LAYOUTS

UNIT TYPE 2A OPTIONS
UNIVERSAL LAYOUT

LEVEL 1
LEVEL 2-5
LEVEL 6/7
CMHC - UNIT LAYOUTS

UNIT TYPE 2B OPTIONS
ACCESSIBLE LAYOUT
CMHC - UNIT LAYOUTS

UNIT TYPE 2C
UNIVERSAL LAYOUT
CMHC - UNIT LAYOUTS

UNIT TYPE 3A OPTIONS
UNIVERSAL LAYOUT

LEVEL 1

LEVEL 2-5

LEVEL 6/7

3 BEDROOM
CMHC - UNIT LAYOUTS

UNIT TYPE 3B
ACCESSIBLE LAYOUT

LEVEL 1

LEVEL 2-5

LEVEL 6/7

3 BEDROOM
CMHC - UNIT LAYOUTS

UNIT TYPE 4A PROPOSED
CMHC UNIVERSAL DESIGN

UNIT TYPE 4B
ACCESSIBLE DESIGN

4 BEDROOM
CMHC - UNIT LAYOUTS

LEVEL 1

LEVEL 2-5

LEVEL 6/7

UNIT TYPE 5B PROPOSED
CMHC ACCESSIBLE

5 BEDROOM
• North side of King St W, east of Fountain St N

• Currently vacant, former site of Kress Hotel

• Property is designated Preston Towne Centre Core Area in the Official Plan

• Property has an existing site-specific policy (with 237 King St W) limiting the number of dwelling units to 313 across the two sites

• Shared driveway access with 237 King St W to remain
Proposal

- The applicant is proposing to develop the subject site with 3 towers connected by a parking podium with a commercial unit at grade

- The applicant is proposing a maximum of 600 dwelling units with a Floor Space Index of 2.15
  - Tower A: 14 storeys, 168 units (reduced from 15 storeys)
  - Tower B: 16 storeys, 214 units (reduced from 18 storeys)
  - Tower C: 15 storeys, 198 units (reduced from 17 storeys)

- Proposing a total of 652 parking spaces reduced from 690 spaces in original request

- The applicant is proposing to provide $800 per dwelling unit to the City’s affordable housing reserve. This contribution will be a condition of the future condominium application, if approved
Proposed Official Plan Amendment

Site Specific Policy 8.10.91:

- Maximum of 600 dwelling units where 313 are currently permitted
- Maximum building height of 16 storeys where no height restrictions currently exist
- Permit residential on the first storey of a mixed use building
Site Specific Policy 4.1.430:

- Dwelling units: 600 where 313 permitted
- Height: 16 storeys where 5 storeys permitted within 30m of King Street (no height restrictions beyond 30m)
- Residential parking: 1.08 spaces/unit (652) where 1.19 spaces/units (714) currently required (difference of 62)
- No commercial parking
- Minimum setback of 30m to Railway right of way
- No residential permitted below the regulatory flood elevation
- Lot lines created through condominium shall not used for zoning regulations
- Holding provision for RSC and detailed Noise Study
Pedestrian Connection along driveway access from King St W
Considerations:

- Land use compatibility with the surrounding existing development and permitted uses
- Impacts of the proposed height and density
- Traffic impacts, site access, and connectivity
- Proximity to existing and planned transit
- Proposed parking reduction and location of parking facilities
- Cultural Heritage Impacts and Urban Design
- Location of flood fringe and mitigation measures
- Affordable housing contribution
- Record of Site Condition
- Comments received from Council, the public and agency circulation
## Public Comments

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Response</th>
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</table>
| Impacts to adjacent properties | • Heights reduced from 15-18 storeys to 14-16 storeys, reducing shadow impacts  
• Increased setbacks from 0m to ~3.8m between the one-storey parking structure  
• Zone of Influence Study recommended at site plan to address vibration concerns for the adjacent heritage properties  
• Building A rotated 90° to reduce impacts to existing single detached residential uses on Fountain Street and Kressview Springs. Improves views from Fountain Street North to the Speed River and Riverside Park |
### Public Comments

<table>
<thead>
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<th>Comment Category</th>
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| **Traffic and Safety**    | • TIS has been reviewed by the Region of Waterloo  
• Regional staff support a full-movement access to Fountain Street with the existing access at King Street being modified to a left-in/right-in access. |
| **Parking**               | • located within a proposed Major Transit Station Area  
• In order to encourage compact development in the core area, the City may exempt a development from providing all of the parking  
• City Transportation staff have no objection to the proposed parking rate  
• Regional staff also recommended a reduction in the surface parking on site |
| **Slope and Groundwater** | • Slope Stability Assessment indicates development will improve grading issues between Fountain Street and the existing driveway  
• Preliminary Geotechnical Study was also submitted with the application identifying recommendations for future foundation construction. If approved, this will be reviewed in further detail at building permit |
| **Tree Preservation and protection of wildlife** | • 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 Study was not required as part of the application.  
• 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. |
Policy Review

• Aligns with Provincial, Regional and City goals and objectives with respect to intensification.

• Locates High Density Residential within the Preston Core Area as well as a Regeneration Area.

• Contributes 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.

• Supports 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.

• Supports affordable housing through the contribution to the affordable housing reserve

• The proposal represents good planning that contributes to the creation of complete communities with a desirable compact build form that will incorporate a high standard of design.
Recommendations:

THAT Report 22-094-CD be received;

AND THAT Cambridge Council adopts Official Plan Amendment No. 56 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;

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;

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 the Official Plan Amendment By-law be passed;

AND FURTHER THAT the Zoning By-law Amendment, be passed.
CONTACT INFORMATION

Name: Rachel Greene
Title: Senior Planner
Phone: 519-623-1340 ext. 4612
Email: greener@cambridge.ca
255 King Street West

Official Plan Amendment
Zoning By-law Amendment (RO07/21)

September 27, 2022
Presentation Outline

• Original Development Concept
• Revised Development Concept
• Studies and Reports
• Status and Next Steps
• Questions
View from south driveway

View from Kressview Springs

Building A

255 King Street West (RO07/21)
September 27, 2022
Revised Development Concept

View from Fountain Street driveway

View from Building B

Building A

255 King Street West (RO07/21)
September 27, 2022

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Revised Development Concept

View from Tower A

View from south driveway

Building B

255 King Street West (RO07/21)
September 27, 2022
Revised Development Concept

View from Fountain Street

View from Building C

Building B
Revised Development Concept

View from Building B

View from Fountain Street

Building C

255 King Street West (RO07/21)
September 27, 2022
Revised Development Concept

View from King Street

View from south driveway

Building C

255 King Street West (RO07/21)
September 27, 2022

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Supporting Studies and Reports

• Planning Justification Report
• Urban Design Brief
• Slope Stability Assessment
• Heritage Impact Assessment
• Functional Servicing & Preliminary SWM Report
• Transportation Impact Study
• Pedestrian Wind Assessment
• Noise and Vibration Impact Study
• Vegetation Management Plan
Status and Next Steps

• OPA/ZBA consideration by Council
• Site Plan Application
  o Initial Site Plan Application submitted in April 2022
  o Site Plan resubmission fall 2022
• Construction
  o Target
  o Expected Construction Timeframe
212 Queen Street West
OR09/21
September 27, 2022– Special Council Meeting
Michael Campos, Planner: camposm@cambridge.ca
• The subject lands are located approximately 600 metres west of the Hespeler Core.

• The site is bounded by Weaver Street to the west, Queen Street West to the north and Winston Blvd to the east.

• Total area of 2,219.26 square metres (0.22 hectares).
Proposed Official Plan & Zoning By-law Amendment

- An **Official Plan Amendment** is proposed to increase the permitted density on the subject lands.
  - The amendment seeks to retain the ‘Low/Medium Density Residential” designation with an increased density of 167 units per hectare, whereas the Official Plan currently permits a maximum density of 75 units per hectare.

- A **Zoning By-law Amendment** is also proposed, which seeks to rezone the subject lands from the current “Residential – R4” and “Commercial – C5” zones to a “Multi-Residential – RM2” zone, along with a site-specific provision pertaining to density.
  - The RM2 zone currently permits a maximum density of 150 units per hectare. As previously mentioned, a total density of 167 units per hectare is proposed as part of this application.
Considerations:

- 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 request associated with the proposed development; and,
- Comments received from members of Council, public, City staff and agency circulation.
• **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.
CONTACT INFORMATION

Name: Michael Campos
Title: Planner
Phone: 519-623-1340 ext. 4264
Email: camposm@cambridge.ca
193 Water St. S. and 62 Highman Ave.
OR06/21

September 27th, 2022 – Special Council Meeting
Michael Campos, Planner: camposm@cambridge.ca
• The property is situated approximately 280 metres south of the Galt Core Area.

• 193 Water St. S. is located along the eastern side of Water St. S., south of Ainslie St. S. and north of Myers Road.

• 62 Highman Avenue is located on the western side of Highman Avenue, immediately east of 193 Water St. S.
193 Water St. S. & 62 Highman Avenue
Michael Campos, Planner: camposm@cambridge.ca

Street View of Existing Dwelling at 62 Highman Avenue, Looking West (Source: Google Streetview)
Street View of 193 Water Street South from Water St. S., Looking East (Source: Google Streetview)
Proposal

Michael Campos, Planner: camposm@cambridge.ca
Figure 1: View of proposed development looking east from Water St. S.

Figure 2: View of proposed development looking west from Highman Avenue.
Proposed Official Plan and Zoning By-law Amendments

An Official Plan Amendment is required that seeks:

• To re-designate 193 Water Street South from the “Natural Open Space System” designation to the “High Density Residential” designation; and,

• To add a site-specific policy to modify the “High Density Residential” designation to permit an increased FSI of 3.61.

A Zoning By-law Amendment application is proposed that seeks:

• To rezone 193 Water St. S. from “Open Space One” (OS1) to the “Residential” (RM2) zone, which permits apartment houses containing four or more dwelling units; and,

• To rezone 62 Highman Avenue from the “Residential” (R4) zone to the “Open Space” (OS4) zone to permit a proposed parkette.
The following site-specific zoning provisions are requested for the proposed development at 193 Water St. S.:

• To permit a maximum density of 511 units per hectare;

• To revise the definition of “Lot Frontage” in order to indicate that the western property line be considered the front lot line;

• To permit a minimum front yard of 2.0 metres (6.56 feet);

• To permit a minimum interior side yard of 7.0 metres (22.97 feet);

• To permit a minimum total amenity area of 19,650 square metres (211,511 square feet);

• To permit required parking for apartment dwelling units to be calculated at 1 space per dwelling unit and 0.20 visitor spaces per dwelling unit; and,

• To permit a parking stall size of 2.75 metres by 5.6 metres (9.02 feet by 18.37 feet).
• The proposed development meets the intent of the City of Cambridge Official Plan:
  • Supports healthy and liveable communities, due to its location, complementing the mix of uses and encouraging alternative modes of transportation;
  • Locates High Density Residential in proximity to the Galt Core Area and within the Built-up Area;
  • Accommodates forecasted residential growth by introducing a range of mix of housing units;
  • Supports Affordable Housing by dedicating 50 total units;
  • Conforms with Location Criteria for Multi-Unit Residential Development;

• **Locally Significant Natural Areas (LSNA)**
  • To qualify as an LSNA, a natural feature must be a wetland; a wooded area identified by the Ministry of Natural Resources; contain significant wildlife habitat; perennial or intermittent watercourse; environmentally significant groundwater discharge and recharge area.
  • According to the EIS conducted, the site does not satisfy the criteria to be considered a woodland and no significant habitats were encountered.
An Environmental Impact Study was submitted as part of the development application. The Study confirmed the following:

- No Evaluated Wetlands on or adjacent to the property;
- The existing treed area does not satisfy the criteria to be considered a Woodland, as defined by the Ministry of Natural Resources and Forestry;
- No Evaluated wetlands on or adjacent to the subject property;
- No habitats of threatened or special concern species were found on the property; and,
- No endangered Species or their habitat were found on the property.
• 193 Water St. S. is covered by wooded areas throughout the site and has a significant change in topography, sloping down 16 metres from east to west;

• Originally, a total of 659 trees were proposed to be removed to accommodate the proposed development, where 275 of those trees required permits for removal.

• The applicant has since revised the proposal to maintain 107 trees along the eastern property line, abutting the residential homes along Highman Avenue.

  • The revised proposal would require the removal of 552 trees.

  • The applicant is required to replace trees 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.
Proposed Tree Removal
Michael Campos, Planner: camposm@cambridge.ca
Considerations:

• Land use compatibility with surrounding existing development and overall character of the existing neighbourhood;

• Appropriateness of the proposed site-specific zoning requests;

• Tree Removal Plan;

• Traffic Impacts;

• Potential impacts from the floodplain;

• Affordable housing;

• Proposed density of development; and,

• Comments received from members of Council, public, City staff and agency circulation.
• THAT Report 22-103-CD – Recommendation Report – OPA & ZBA – 193 Water Street South and 62 Highman Avenue – LJM Developments (c/o John Ariens, IBI Group) be received;

• 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.
CONTACT INFORMATION

Name: Michael Campos
Title: Planner
Phone: 519-623-1340 ext. 4264
Email: camposm@cambridge.ca
Subject Lands & Surrounding Context
## Development Application Series of Events

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<td>First OPA/ZBLA Submission</td>
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<tr>
<td>Application Deemed Complete</td>
<td>May 27, 2021</td>
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<tr>
<td>Neighbourhood Information Meeting</td>
<td>June 28, 2021</td>
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<tr>
<td>Public Meeting</td>
<td>August 10, 2021</td>
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<td>Second OPA/ZBLA Submission</td>
<td>November 12, 2021</td>
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<td>Internal meeting between applicant and City staff</td>
<td>December 15, 2021</td>
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<tr>
<td>Neighbourhood Information Meeting</td>
<td>February 2, 2022</td>
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<tr>
<td>Special Council Meeting</td>
<td>September 27, 2022</td>
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Preliminary Studies:

• Three-season Environmental Impact Study, prepared by Colville Consulting Inc.

• Arborist Report, prepared by Urban Forest Innovations Inc.

• Functional Servicing Report, prepared by Meritech Engineering

• Stage 1 & 2 Archaeological Assessment, prepared by AMICK Consultants Ltd.

• Hydraulic Modelling Analysis, prepared by MTE Consultants Inc.
Additional Supporting Studies:

- Cultural Heritage Impact Assessment, prepared by ARA Ltd.
- Landscape Plan, prepared by adesso design inc.
- Environmental Noise Impact Study, prepared by GHD Group
- Planning Justification Report, prepared by IBI Group
- Shadow Study, prepared by RAW Design
- Urban Design Brief, prepared by IBI Group
- Transportation Impact Study, prepared by Paradigm Transportation Solutions
- Pedestrian Wind Assessment, prepared by RWDI
- Tree Preservation Plan, prepared by Urban Forest Innovations Inc.

Supporting Studies
Public Planning Concerns

- Lack of environmental preservation
- Deficient parking
- Lack of affordable housing
- Parkette on Highman Avenue is undesirable
- Potential adverse heritage impact
- Too tall
- Too dense
Revised Development Proposal for Approval

• 107 existing trees will be preserved abutting homes on Highman Ave., in addition to a robust tree replacement plan

• An additional 96 parking spaces are shown on the development plan

• 50 affordable housing units have been provided (10 units per building)

• Parkette on Highman Ave. has redesigned to include a pedestrian connection that also acts as an emergency access during flooding events on Water Street

• No encroachments on heritage property - Access over 183 Water Street South has been relocated onto the subject lands

• New AODA compliant pedestrian connection to Water Street South
Why High Density?

- Located along an Arterial Corridor
- Convenient access to public transit and the active transportation network (i.e. municipal sidewalk and Cambridge-Paris Rail Trail)
- Proximity to Urban Growth Centre, Downtown Galt, Ainsle Terminal, and complimentary land uses
- More efficient and affordable building type
- Periphery of residential neighbourhood
- Access to existing municipal infrastructure and public service facilities
Active Transportation Best Practices:

- 400 m is typically considered a walkable distance (green)
- 800 m is considered a walkable distance to a LRT stop in Waterloo Region (red)
- 2-5 km is considered a comfortable cycling distance
- Radius shown is 1km (blue)
Connectivity Map – Surrounding Land Uses

- Ainsle Terminal
- Downtown Galt
- Medium and High Density Residential
- Lincoln Park
- Waterworks Park
- Low Density Residential Neighbourhood
- Glenview Park Secondary School
- Canadian General Tower
- Cambridge-Paris Rail Trail
- Church Hill Park

CITY OF CAMBRIDGE

IBI GROUP

193 Water Street South & 62 Highman Avenue, Cambridge

Sept. 27, 2022
Cross Section Example – Angular Plane
Cross Section – Proposed 45 Degree Angular Plane from Highman
Low Density Residential Interface

- Perpendicular building orientation
- No balconies along east side of buildings
- 17 metre rear yard setback to townhomes
- 36 metre rear yard setback to apartments
- Proposed vegetative screening
- Maximizing existing topography to reduce overlook
Environmental Impact Study confirmed:

- No endangered species or their habitat on the property
- No habitat of Threatened or Special Concern species on the property
- No evaluated wetlands on or adjacent to the property
- The existing treed area does not satisfy the criteria to be considered Woodland, as defined by the Ministry of Natural Resources and Forestry
- Removal of 552 trees, of which less than half are By-law regulated trees, and 33 are in poor condition
  - Tree Replacement Plan proposed of 2:1 for By-law regulated trees (i.e. on-site, public parks, etc.)
  - Mitigation measures are recommended
Heritage Advisory Committee recommendations:

- 183 Water Street South is Designated (orange) as a result of architectural value
- 201 Water Street South is Listed (green)
- During Site Plan Approval, building design and 3D renderings will be brought back to the Committee for consideration
- Recommended Mitigation measures can be addressed at the Site Plan Approval Stage
Conclusions

• Makes efficient use of the subject lands by intensifying the Built-up Area;

• Is viable from a technical perspective (i.e. environmental, servicing, transportation, etc.);

• Supports public transit and active transportation;

• Creates high quality design along a high-profile Arterial Corridor;

• Offers a mix and range of housing options, including affordable;

• Is compatible with the adjacent land uses; and,

• Is well-supported by existing municipal infrastructure and public service facilities.

• Development will be subject to Site Plan Approval
Thank you! Questions? Comments?
# COUNCIL INFORMATION PACKAGE

September 23, 2022

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<th>Subject</th>
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<td>Municipality of Brighton</td>
<td>Support for Streamlining Governing Legislation for Physicians in Ontario</td>
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CDoiron@brighton.ca regarding [External] Resolution for support regarding streamlining governing legislation for Physicians in Ontario.

A Resolution requesting support for streamlining governing legislation for Physicians in Ontario.

Resolution No. COU-2022-346

Moved by Councillor Ron Anderson
Seconded by Councillor Emily Rowley

Whereas attracting primary health care providers, including doctors, to Brighton and other small communities has been a difficult task;

And Whereas the Provincial Government announced a tuition program to attract nurses to underserved areas of Ontario;

Now be it resolved that the Municipality of Brighton Council requests that the Government of Ontario provide funding and change legislation to allow the College of Physicians & Surgeons of Ontario (CPSO) to implement the changes proposed in their letter to the Minister of Health on August 18, 2022. Which includes:

- Exempting IEP's from the regulatory requirement to have Canadian experience (re-do residency) where all other requirements are met;
- and Implementing Practice Ready Assessment programs similar to those already used in seven (7) other provinces.

And further that the Government of Ontario develop a similar tuition program to attract family doctors to underserved areas of Ontario;

And further that this motion is circulated to the Premier of Ontario, the Minister of Health, MPP David Piccini, and all municipalities across Ontario and the Association of the Municipalities of Ontario (AMO) for endorsement.

Kind Regards,

Candice Doiron Municipal Clerk
Municipality of Brighton
35 Alice Street PO Box 189
Brighton, ON K0K 1H0
cdoiron@brighton.ca
Tel: 613-475-0670 Fax: 613-475-3453
September 23, 2022

Delivered by Email (clerks@cambridge.ca)

Council
City of Cambridge
50 Dickson Street, 3rd Floor, P.O. Box 669
Cambridge, ON N1R 5W8

Dear Members of Council:

Re: Applications for Official Plan Amendment No 56 and Zoning By-law Amendment (By-laws 22-058 & 22-059) for 255 King Street West, Cambridge (the “Subject Property”) to facilitate a mixed-use development with 600 dwelling units in 3 high-rise buildings (14-16 storeys; 2.15 FSI) and ground floor commercial & retail (the “Proposed Development”)
City Application File No: OR07/21

We are land use planning counsel for Parrish & Heimbecker Limited, including its milling division, P&H Milling Group (“P&H”). P&H is the operator of a flour distribution, warehousing and manufacturing centre (the “P&H Facility”) at 166 King Street West, in the City of Cambridge (“City”). The Proposed Development at the Subject Property would be approximately 60 metres from the P&H Facility. We write to express our client’s concerns regarding the proposed introduction of this new sensitive land use that would be permitted by the above-noted applications for Official Plan and Zoning By-law Amendment. It is essential that the Proposed Development be designed, developed and regulated to protect existing industry such as the P&H Facility, and to comply with applicable provincial guidelines including Ministry of Environment and Climate Change (“MOECC”) Guidelines D-6 and NPC-300.

Our client produces quality flour and cereal products for customers across Canada and the United States, as well as many off-shore markets. The P&H Facility has contributed to the economic development and employment growth of the City and the Region of Waterloo (the “Region”) for decades, and the flour mill dates back to 1807. P&H is also one of the oldest, if not the oldest, continually running business in the Region. P&H’s longstanding employment and economic contributions align with Provincial policy and directions in the City and Region’s Official Plans to support economic development and competitiveness by planning for, protecting and preserving employment areas and current uses.

Our client is concerned that the P&H Facility and the viability of its continued operations will be threatened by the introduction of sensitive land uses on the Subject Property, and that there has
been inadequate consultation with existing industries to ensure compatibility, including in particular from noise and traffic perspectives.

This is contrary to the approach directed by the MOECC, in NPC-300, which states:

Where a site in proximity to a stationary source is in the process of being developed or re-developed for noise sensitive uses (such as residential), it is considered the responsibility of the proponent/developer of the noise sensitive land use to ensure compliance with the applicable sound level limits and for this responsibility to be reflected in the land use planning decisions.

NPC-300 goes on to state that the involvement of owners of stationary sources in the land use planning process “is highly recommended” when an adjacent noise sensitive land use is proposed. The Guideline also states that a “cooperative effort” on the part of the proponent and the stationary source owners is desirable.

NPC-300 provides that it is the responsibility of the proponent of the noise sensitive land use to ensure compliance with applicable sound level limits: this includes mitigation. NPC-300 recommends design principles to facilitate compatibility of sensitive land uses and stationary sources. These principles include (but are not limited to) site layout considerations, such as using the closest buildings to provide shielding for the remainder of the development, ensuring buildings face away from the stationary sources, and ensuring that the exposed side of a new building does not contain sensitive indoor spaces.

It appears that additional or increased mitigation measures could be necessary as a result of the introduction of the Proposed Development, but the details and sufficiency of such measures are unclear based on the Planning Justification Report dated May 2021 prepared by GSP Group, and the Noise and Vibration Impact Study dated May 4, 2021 prepared by RWDI (the “Noise Study”).

Given the close proximity of the Subject Property to stationary and other noise sources such as the P&H Facility, ensuring compatibility and compliance with Provincial guidelines should be a fundamental driver when evaluating Official Plan and Zoning By-law Amendments contemplating sensitive uses in the area and at the Subject Property.

Our client is also concerned about compatibility from a traffic perspective. P&H is aware of the Transportation Impact Study prepared by Paradigm Transportation Solutions, dated May 2021, but remains concerned that the Proposed Development will place undue demands on area roads, and about the potential for traffic conflicts and associated safety issues given the proximity of new residential traffic and traffic to and from the P&H Facility.

P&H is committed to the continued growth and prosperity of the City and Region, but wants to ensure that new developments are thoughtful and compatible with surrounding uses.

We recommend that approval be deferred to a later meeting to allow time for consideration of these concerns and exploration of solutions to achieving compatibility, if possible. At this time, since land use compatibility is not assured, our clients submit that approval is premature.
We submit this letter in advance of the upcoming meeting on September 27, 2022 for Council’s consideration. We kindly request that we be added to any notification or circulation list related to this matter, especially as it pertains to future meetings or decisions concerning this item.

Yours very truly,

BORDEN LADNER GERVIAIS LLP

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