



July 24, 2020

Sarah Code, MCIP, RPP
GSP Group Inc.
72 Victoria Street South, Suite 201
Kitchener, ON · N2G 4Y9

**Re: Transportation Demand Management Review and Parking Justification
61-69 Ainslie Street South, Cambridge**

Dear Sarah,

We have reviewed the development concept for 61-69 Ainslie Street South in Cambridge and provide this Transportation Demand Management Review and Parking Justification letter in support of the Zoning By-law amendment application for the site. A Site Location Plan and Concept Plan are attached to this letter.

The site is located on the north side of Bruce Street between Ainslie Street South and Wellington Street in downtown Cambridge and within the Cambridge Urban Growth Centre (UGC). The proposal includes residential apartment uses with commercial space on the ground floor. The current concept includes 392 apartment units in two towers with about 795 s.m. of commercial space. Parking would be located entirely within the buildings and 319 spaces are proposed on the site to serve the residential and commercial uses. The proposed parking provision is below the requirements in the City's Zoning By-law. Access to the parking areas is proposed on Ainslie Street.

Transportation Context

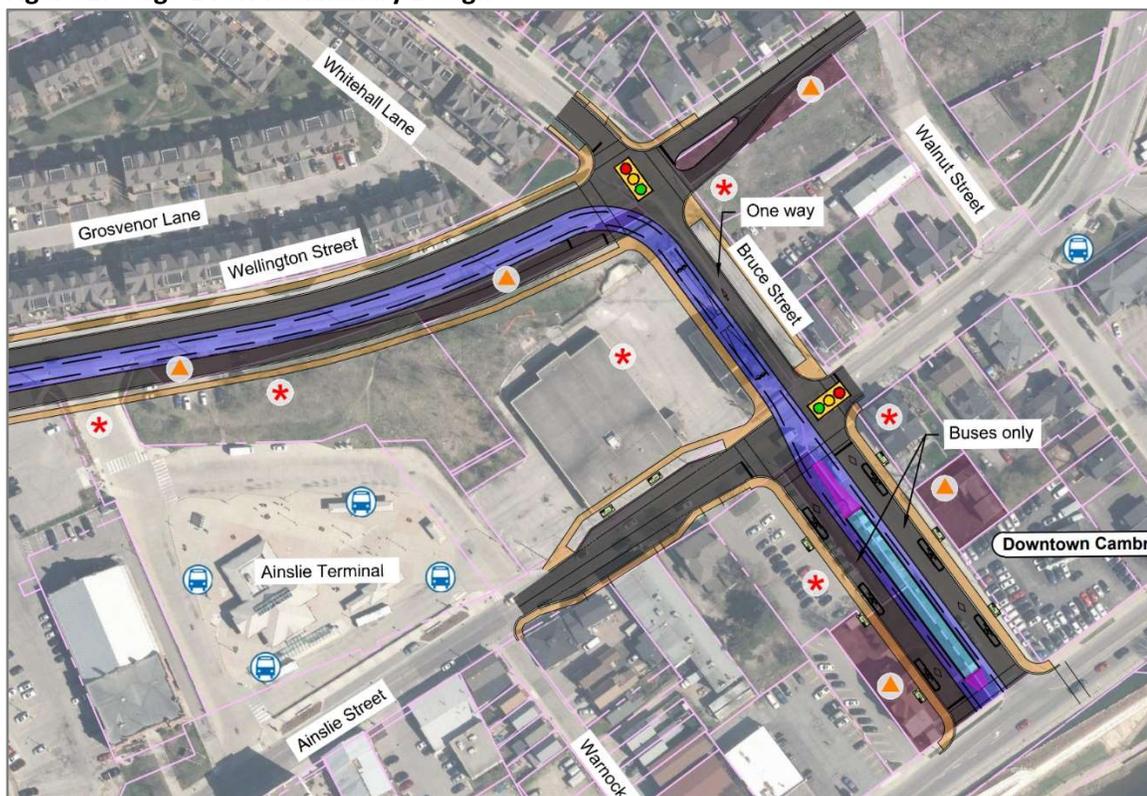
Ainslie Street is a Regional Road designated as a Neighbourhood Connector – Main Street in the Region's Context Sensitive Transportation Corridor Design Guidelines. Bruce Street and Wellington Street are both under the jurisdiction of the City of Cambridge, but we understand that the Region of Waterloo will be assuming jurisdiction of those roads in late 2020.

The site is located immediately adjacent to the Ainslie Street Bus Terminal for Grand River Transit (GRT). The terminal is the southerly hub for GRT bus services in Cambridge and connects 11 routes including the 302 ION Bus route and the 206 iXpress route.

The Region of Waterloo has Council-endorsed plans to extend the ION LRT from its current terminus at Fairway Station in Kitchener south to terminate at a new station on Bruce Street just west of Ainslie Street. The concept design for the LRT around the site is illustrated in Figure 1 below. The site is well-located to take advantage of access to the LRT extension, but is also constrained by the design which is centre-running on Wellington Street and side-running on

Bruce Street next to the site. Bus bays are also planned on Ainslie Street along the site frontage. The Concept Plan attached to this letter has been developed to meet the Region's requirements for bus bays on Ainslie Street and in accordance with Regional design standards.

Figure 1: Stage 2 ION Preliminary Design



Source: rapidtransit.regionofwaterloo.ca

The site's location in downtown Cambridge provides good options for travel by walking and cycling given the many community and commercial amenities located nearby. Sidewalks are generally available on both sides of the streets nearby and in the downtown, and there are a series of community trails available along both sides of the Grand River less than 150 metres from the site.

The Proposal

The proposed development is an urban mixed-use building with two residential towers and commercial uses at-grade. The site has street frontage on all four sides: Ainslie Street to the west, Bruce Street to the south, Wellington Street to the east and Warnock Street to the north. The Warnock Street right-of-way forms part of the Ainslie Street Bus Terminal.

Vehicular access to the site parking is proposed on Ainslie Street as discussed with staff from both the City and the Region on multiple occasions. The location of the proposed driveway will



function appropriately in the current context as well as with the future development of the extension of the ION LRT. Space for bus bays on Ainslie Street has been provided as requested by the Region, which we understand would be constructed with the ION LRT.

Residential garbage and loading access would be provided from Wellington Street. When the ION LRT is built, this driveway connection would be restricted to right turns. An off-street loading space, which is not required but would be useful, has been identified in the boulevard on Ainslie Street in front of the north tower to serve the commercial uses in the building.

Parking for the residential units will be provided in the building (306 proposed spaces) along with 13 spaces that are proposed to be shared between visitors to the residential units and commercial tenants. An area on the west side of Wellington Street has been identified where bay parking could be provided in the boulevard and include up to seven spaces for short term parking. These on-street parking spaces are not included in the parking count for the site but would be available for the use of visitors to the site.

Transportation Demand Management (TDM)

The site is well-located to provide options for residents and visitors to travel by walking, cycling and transit. As mentioned previously, the site is in downtown Cambridge and within walking and cycling distance of many commercial and community amenities. In addition, the Ainslie Street Bus Terminal is immediately adjacent to the site and the future extension of the ION LRT will terminate at a new station on Bruce Street just west of Ainslie Street.

In addition to the site's location and the transit, walking and cycling infrastructure nearby, a number of TDM measures have been incorporated into the Concept Plan. A copy of the City's TDM Checklist is attached to this letter outlining the full range of measures which include:

- Orientation of the development to the street with active uses at-grade
- Good surrounding and internal pedestrian infrastructure
- Providing secure bicycle parking for 4% of non-residential building occupants
- Shower and change facilities for employees
- Information about GRT in the building
- Proposed reduced parking supply in accordance with the Region's Parking Management Worksheet
- Paid commercial/visitor parking
- No site parking on street frontages
- All the parking is in a structure
- Subsidized transit passes for all occupants
- Unbundled parking for residential units



The City's TDM Checklist suggests that the proposal is a TDM Supportive Development in the highest category with a score of 52 out of a possible 65 points.

In addition to the measures mentioned above, 144 bicycle parking spaces are proposed on-site including 132 long term, secure parking spaces and 12 short term spaces.

Parking Justification

The Zoning By-law requirements for parking for the proposal are as follows:

- 1 space/unit for residents or 392 spaces for 392 units
- No residential visitor parking is required
- 1.875 spaces/100 s.m. of commercial space (2.5 spaces/100 s.m. minus 25%) or 15 spaces for 795 s.m.
- The total requirement is 407 spaces

The City of Cambridge is currently reviewing and updating their Zoning By-law. The current draft of the new Zoning By-law includes parking in the downtown area of Cambridge at the same rate as the current in-force Zoning By-law.

The proposal includes 306 spaces for the residential units (or 0.78 spaces per unit) and 13 spaces for the commercial uses (1.63 spaces/100 s.m.). It is also proposed that the commercial spaces be shared with residential visitors so that overnight parking can be available for visitors when the commercial uses are closed.

As previously mentioned in this letter, the site is well-located to provide travel options by walking, cycling and transit both under current conditions and with the future extension of the ION LRT. The nearby commercial and community amenities along with the presence of active transportation infrastructure for both cyclists and pedestrians will make trips by active transportation attractive for people living at and visiting the site.

Zoning By-laws in both the City of Waterloo and the City of Kitchener have been recently updated as those municipalities undertook reviews like the one that the City of Cambridge is undertaking. In the City of Waterloo, residential parking requirements vary by location. In the areas of uptown Waterloo that are not near the ION LRT, parking rates for apartments vary between 0.75 and 0.85 spaces per unit including 0.10 spaces per unit for visitors. Elsewhere in the City, the variation is between 0.7 and 1.25 spaces per unit including visitor parking.

In Kitchener, the new Zoning By-law was approved at Council, but is under appeal. The requirements in the new Zoning By-law are between zero (in the Urban Growth Centre) and 1.15 spaces per unit. Given that the subject site is located within the Cambridge Urban Growth Centre, the new Kitchener Zoning By-law would not require any parking.



The Transportation Tomorrow Survey (TTS) is a comprehensive travel survey that is conducted by the University of Toronto in the Greater Golden Horseshoe Area once every five years. The survey collects a wide variety of transportation related information using interviews with individuals about their travel behaviour. The survey includes the collection of information about auto ownership and type of home (house, townhouse, apartment). Based on data from the 2016 TTS, the average auto ownership for apartments in all of Cambridge is 0.97 spaces per unit.

A summary of the parking rate review is included in the table below.

Table 1: Parking Rate Review Summary

Source	Description	Residential Parking Rate Per Unit Including Visitor Parking	Notes
City of Cambridge	Zoning by-law	1.0	Downtown Cambridge
City of Waterloo	Zoning by-law	0.75 to 0.85	Uptown Waterloo not near LRT
City of Kitchener	Updated zoning by-law – Passed by Council, but under appeal	0	In the UGC
Transportation Tomorrow Survey (2016)	Average auto ownership in Cambridge	0.97	Apartment uses city-wide
Proposal		0.78	

At the request of City staff, the Region's Parking Management Worksheet was completed to calculate the parking reduction resulting from the proposed TDM measures for the site (attached). The worksheet suggests that the proposed measures support a 54% reduction in parking on the site. The current requirement is 407 spaces (392 spaces for residents and 15 spaces for commercial uses) and the proposal is for 319 spaces (306 for residents and 13 to be shared between residential visitors and commercial uses) for a reduction of 22%.

Based on the foregoing, the proposed parking supply of 319 spaces is appropriate for the site.



Summary and Conclusions

This Transportation Demand Management Review and Parking Justification provides the following information:

- The proposal has two residential towers with commercial uses at-grade including 392 units and 795 s.m. of commercial space.
- Access to the parking areas for the site is proposed on Ainslie Street South.
- The site is well-located for transit use immediately adjacent to the Ainslie Street Bus Terminal and the future ION LRT Station on Bruce Street just west of Ainslie Street.
- The site's location in downtown Cambridge provides good options for travel by walking and cycling given the many community and commercial amenities located nearby.
- The City's TDM Checklist suggests that the proposal is a TDM Supportive Development in the highest category with a score of 52 out of a possible 65 points.

In addition, the proposed parking supply of 319 spaces is appropriate for the site on the following basis.

- The City of Waterloo Zoning By-law for sites in Uptown Waterloo that are not near the ION LRT is 0.75 to 0.85 spaces per unit including visitor parking.
- The approved, but under appeal, Zoning By-law in Kitchener does not require any parking in the UGC.
- The Region's Parking Management Worksheet supports a parking reduction of 54% given the proposed TDM measures, where the proposal represents a reduction of 22%.
- An area on the west side of Wellington Street has been identified where bay parking could be provided in the boulevard and include up to seven spaces for short term parking. These on-street parking spaces are not included in the parking count for the site but would be available for the use of visitors to the site.

Please contact me if you have any questions about the information in this letter.

Sincerely,


Julia Salvini, MEng, PEng
President

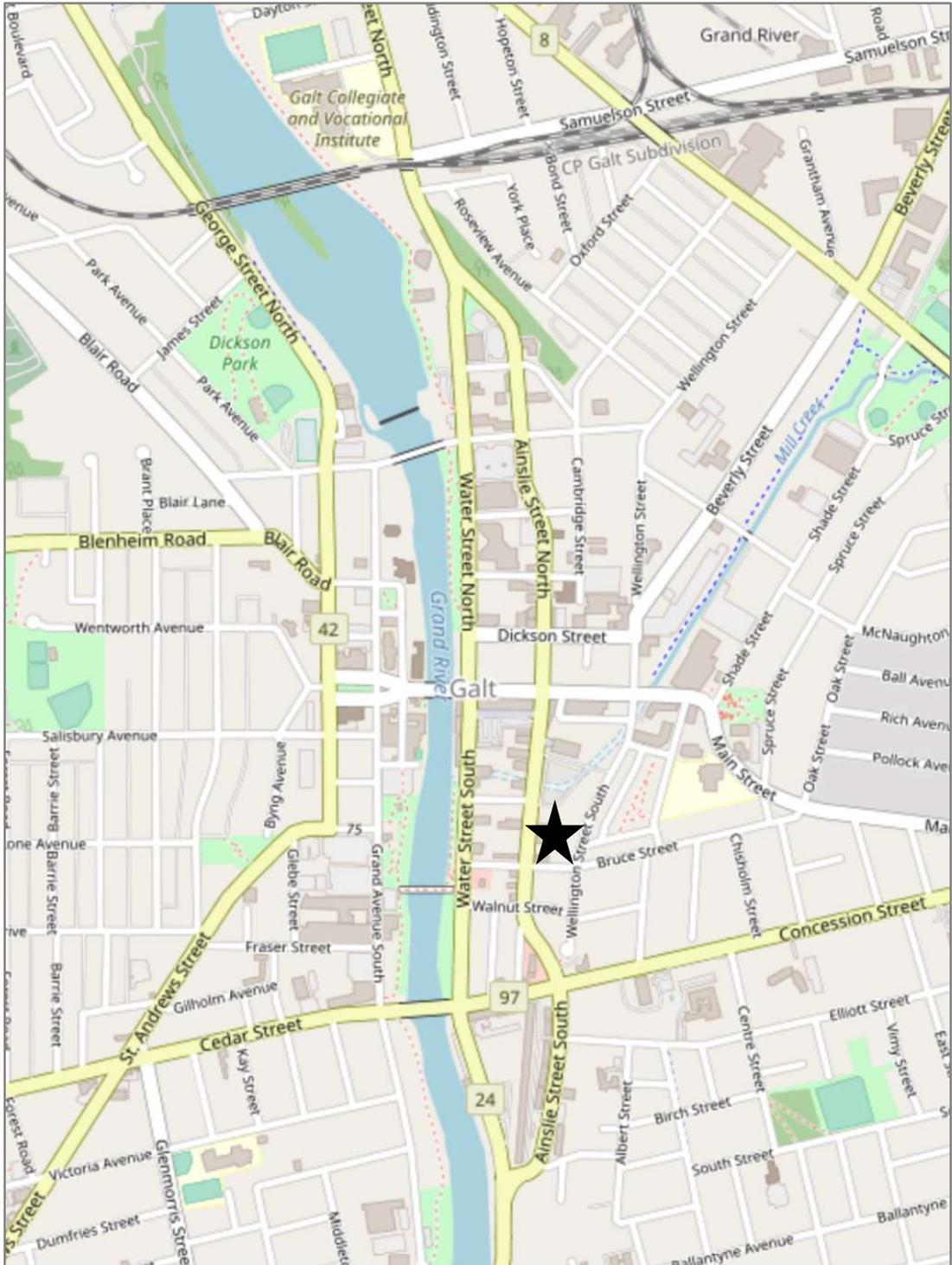
Cc: Adeel Khan, Atlantic Development Group Ltd.

Attach: Site Location Plan
Concept Plan
City of Cambridge TDM Checklist
Region of Waterloo Parking Management Worksheet



Attachments





Site Location Plan

Source: Openstreetmap.org

FORM 1: TDM CHECKLIST



Site Address: 61-69 Ainslie **Site Context:** Cambridge UGC

Date: July 2020 **ZBL Parking Requirement:** 407 spaces

Applicable Parking Reduction: -88 spaces (22% reduction)

The Transportation Demand Management (TDM) Checklist and Parking Management Worksheet are not designed for residential properties, but can be used to inform mixed-use developments.

TABLE A		Site Access				
In creating an environment that supports pedestrian and cycling activity, the public realm must be accessible, safe, and comfortable to encourage movement on the street and in the surrounding area(s). These facilities and features should encourage walking and cycling.						
Points	Features			Yes	N/A	
A1	2	Development incorporates functional building entrances that are oriented to public space or to locations where pedestrians and transit users arrive from such as a street, square, park or plaza.			Y	
A2	1	External to site: Continuous sidewalks (1.5m min. width) are provided along both sides of all adjacent public streets (over and above requirement)			Y	
		Internal to site: Pedestrian walkways (1.5m min width) are provided through large parking areas to link the building with the public street sidewalk system (over and above requirement)				
A3	3	Non-residential: development provides secure bike storage for 4% of the building occupants.			Y	
A4	4	Shower and change facilities for employees provided on-site consistent with LEED requirements.			Y	
A5	2	Provision of active uses at-grade along street frontages.			Y	
Category Max =		10	Total Points Applicable =	10	Score =	10
TABLE B		Public Transportation Access				
The availability and proximity of convenient public transit service with direct pedestrian linkages to the building will provide viable travel options for employees, visitors and residents.						
Points	Features			Yes	N/A	
B1	1	Bus shelters with seating are provided at the transit stop immediately adjacent to the development in consultation with Grand Rapid Transit (GRT) or transportation provider			Y	
B2	1	Information regarding public transit routes, schedules and fares are provided in an accessible and visible location on site and in adjacent bus stops			Y	
B3a	5	Located within 800m of a Rapid Transit Station				
B3b	3	Located within 600 m of a bus service with headways of 15 min or less or is located in a designated mixed use corridor or node. Note: Points are awarded for either B3a, B3b or B3c only. Please choose whichever represents the highest order of transit.			Y	
B3c	1	Located within 400 m of a bus service with headways of 15 min to 30 min. Note: Points are awarded for either B3a, B3b or B3c only. Please choose whichever represents the highest order of transit.				
Category Max =		5	Total Points Applicable =	5	Score =	5
TABLE C		Parking				
Vehicle parking facilities can affect the character, travel mode and cost of a development. Reducing parking supply to match expected demand can have a positive influence on the selection of alternative travel modes.						
Points	Features			Yes	N/A	
C1	24	Utilizes reduced parking supply consistent with the TDM Parking Management Worksheet <u>or</u> includes allowances for shared parking in mixed use zones. Note: Points are awarded for either C1 or C2 only. Please choose whichever applies after consulting with the Area Municipal planning authority.			24	
C2	15	Provides no more than the minimum number of parking spaces, as required by applicable Zoning By-Law. Note: Points are awarded for either C1 or C2 only. Please choose whichever applies.				
C3	10	Implements paid parking on part or all of the site (e.g. parking permits, paid parking zones near main entrances)			10	
C4	3	Provides priority parking for carpooling/vanpooling participants equivalent to 5% of employee spaces				
C5	5	Commercial Uses: Provide car-share spaces equivalent to 2% of building occupants				

FORM 1: TDM CHECKLIST

C6	3	Parking is not located on major street frontage or between a road right of way and the building facade.	3	
C7	5	25% to 50% of parking is located underground or in a structure		
C8	10	50% to 75% of parking is located underground or in a structure		
C9	15	75% of parking or more is located underground or in a structure	15	
C10	3	Parking spaces provided off-site on a lot within 300 metres of the lot containing such use.		
Category Max =	25	Total Points Applicable =	25	Score = 52

TABLE D Trip Reduction Incentives

A formal TDM plan will identify specific initiatives that will be initiated in order to encourage reduced single occupant vehicle travel.

Points	Features	Yes	N/A	
D1	2	The building owner/occupant will provide a ride matching service for car/vanpooling		
D2	2	The building owner/occupant will provide emergency ride home options		
D3	5	The building owner/occupant will provide subsidized transit passes for all occupants for a period of two years	Y	
D4	5	The building owner/occupant agrees to charge for parking as an unbundled cost to occupants	Y	
D5	2	The building owner/occupant agrees to provide reduced cost for users of car/van pool, bicycle, moped/motorcycle spaces		
D6	10	The building owner/occupant has prepared a TDM plan that targets a 10% reduction in peak hour trips using forecast trip generation with status quo travel characteristics		
D7	5	The employer has provided flexible working hours, telework or shift work arrangements.		
D8	14	The development agrees to join Travelwise (TMA) that provides the same services outlined under items D1, D2, D6		
D9	2	The development includes mixed uses (i.e. retail, commercial or food services, daycares, or other complementary uses) on-site or located within 400 metres.	Y	
Category Max =	25	Total Points Applicable =	12	Score = 12

TABLE E Checklist Summary

For each item, a "Yes" answer is equivalent to the points as indicated in the section. N/A sections should be explained in an attachment to this table. The score for each section is reflected as a percentage and calculated by dividing the points by the "Total Applicable".

Category	Minimum Requirement	Total Applicable	Points Scored	Comments
Pedestrian & Cyclist Orientation	24	10	10	
Public Transit Access		5	5	
Parking		25	25	
SUB-TOTAL		40	40	
<i>Trip Reduction Incentives</i>		25	12	
OVERALL TOTAL	65	65	52	

TABLE F Scoring Summary

FINAL SCORE	RATING		TDM SUPPORTIVE DEVELOPMENT
50 - 65	****		
40 - 49	***		
30 - 39	**		
24 - 29	*		



Parking Management Worksheet

Version 9/18/2013

Case Study: 61-69 Ainslie Street South, Cambridge

Site Context: _____

Cambridge UGC

Date: July 2020

Reduction Worksheet No: _____

"Urban Growth Centres - (UGC) area classification includes the Downtown / Uptown and RT Station Areas of Kitchener, Waterloo and Cambridge.

"Intensification Corridor" (IC) classification is applied to sites within 800 metres of the future CTC line

"Other" classification applies to all other sites

Please highlight the cell percentages applicable to your development under the appropriate classification. Please note that the Parking Management Worksheet and the Transportation Demand Management (TDM) Checklist are not designed for residential properties, but can be used for mixed-use developments. Local municipalities are the decision-making bodies with respect to consideration of parking reductions below Zoning By-law requirements.

TABLE A		Pedestrian and Cyclist Orientation		
In creating an environment that supports pedestrian and cycling activity, the public realm must be accessible, safe, and comfortable to encourage movement on the street and in the surrounding area(s). These facilities and features should encourage walking and cycling.				
	Features	UGC	IC	Other
A1	Development incorporates functional building entrances that are oriented to public space or to locations where pedestrians and transit users arrive from such as a street, square, park or plaza.	1%	1%	1%
A2	Continuous sidewalks (1.5m min. width) are provided along both sides of all adjacent public streets and pedestrian walkways (1.5m min width) are provided through large parking areas to link the building with the public street sidewalk system	0%	0%	1%
A3	Non-Residential: Development provides secure bike storage for 4% of the building occupants	2%	2%	1%
A4	Shower and change facilities provided on-site consistent with LEED requirements.	1%	1%	1%
A5	Provision of active uses at-grade along street frontages.	1%	1%	1%
Category Maximum		4%	4%	4%
Available Parking Reduction		4%		

TABLE B		Public Transportation Access		
The availability and proximity of convenient public transit service with direct pedestrian linkages to the building will provide viable travel options for employees, visitors and residents.				
	Features	UGC	IC	Other
B1	Bus shelters with seating are provided at the transit stop immediately adjacent to the development, in consultation with Transportation Planning at the Region of Waterloo	0%	0%	1%
B2	Information regarding public transit routes, schedules and fares are provided in an accessible and visible location on site and in adjacent bus stops	0%	0%	1%
B3a	Located in an UGC or within 800 m of a future Rapid Transit Station	24%	12%	0%
B3b	Located within 600m a transit route with 15 minute headways (or less) or is located in a designated mixed use corridor or node. Note: Points are awarded for either B3a, B3b or B3c only. Please choose whichever represents the highest order of transit.	-	-	3%
B3c	Located within 400 metres of a bus service with headways of 15 min to 30 min. Note: Points are awarded for either B3a, B3b or B3c only. Please choose whichever represents the highest order of transit.	-	-	1%
Category Maximum		24%	12%	5%
Available Parking Reduction		24%		



Case Study: 61-69 Ainslie Street South, Cambridge
Date: July 2020

Site Context: Cambridge UGC
Worksheet No: 0

TABLE C		Parking		
Vehicle parking facilities can affect the character, travel mode and cost of a development. Reducing parking supply to match expected demand can have a positive influence on the selection of alternative travel modes.				
	Features	UGC	IC	Other
C1	Provides priority parking for carpooling/vanpooling participants equivalent to 5% of employee spaces	0%	0%	5%
C2	Commercial Uses: Provide car-share spaces equivalent to 2% of building occupants	2%	2%	0%
C3	Implements paid parking system on all or part of the site (e.g. parking permits, paid parking zones near main entrances)	2%	2%	1%
C4	Parking is not located on major street frontage.	0%	0%	1%
C5	25% to 50% of parking is located underground or in a structure	2%	1%	0%
C6	50% to 75% of parking is located underground or in a structure	4%	2%	0%
C7	75% of parking or more is located underground or in a structure	5%	3%	0%
Category Maximum		6%	4%	6%
Available Parking Reduction		6%		

TABLE D		Trip Reduction Incentives		
A formal TDM plan will identify specific initiatives that will be initiated in order to encourage reduced single occupant vehicle travel.				
	Features	UGC	IC	Other
D1	The building owner/occupant will provide a ride matching service for car/vanpooling	0%	0%	1%
D2	The building owner/occupant will provide emergency ride home options	3%	2%	1%
D3	The building owner/occupant will provide subsidized transit passes for all occupants for a period of two years	10%	4%	2%
D4	The building owner/occupant agrees to charge for parking as a separate cost to occupants	10%	5%	2%
D5	The building owner/occupant agrees to provide reduced cost for users of car/van pool, bicycle, moped/motorcycle spaces	0%	0%	1%
D6	The development agrees to join Travelwise (TMA) that provides the same services outlined under items D1 and D2	9%	6%	4%
Category Maximum		23%	11%	7%
Available Parking Reduction		20%		

TABLE E		Parking Reduction Summary			
Please indicate the total reduction available based upon Tables A through D above.					
Category	Reduction Achieved	Maximum Achievable Reduction			Comments
		UGC	IC	Other	
Pedestrian & Cyclist Orientation	4%	4%	4%	4%	
Public Transit Access	24%	24%	12%	5%	
Parking	6%	6%	4%	6%	
Trip Reduction Incentives	20%	23%	11%	7%	
TOTAL	54%	57%	31%	22%	

TABLE F	TOTAL REDUCTION ACHIEVED	54%
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