



June 14, 2024

Mr. Vincent Wen, M.Pl
Planner
Community Development – Planning Services
City of Cambridge
50 Dickson Street
Cambridge, ON N1R 1S8

Dear Mr. Wen:

RE: Response to City of Cambridge Compiled Comments dated June 6, 2024
City File No. OR02/24
OUR FILE blank

The project team has reviewed the City and Region's comments, received June 6, 2024. The comments have been divided by subject matter with a response provided herein. Please note that HGC Engineering is in the process of addressing comments from both the Region and the Region's Peer Reviewer. We will provide their response submission separately once it has been completed.

Preliminary Site Plan

Development Planning Comment: Please note that staff are not supportive of development on the existing municipal easement. Please reconfigure Townhouse Block 2 to ensure it is entirely outside of the easement.

- Block 2 has been relocated so as all portion of the balcony and steps are located outside of the municipal easement. Please see revised preliminary site plan included within the enclosed.

Development Planning Comment: The applicant is proposing an amendment to redesignate the lands to Low/Medium Density Residential and permit a density of 90 units per hectare or an FSI of 0.746. The proposed FSI and height is within the permitted range in the City's Official Plan. Please ensure the density is shown in the site data table.

- The proposed density of 90 units per hectare is included in the zone matrix, which has been added to the revised preliminary site plan. A proposed FSI of 0.746 is also included.

Development Planning Comment: The applicant is proposing to rezone the lands to RM3 – Multiple Residential with site-specific provisions. Please include a zoning matrix on the site plan including all site development specifications and requested site-specific provisions.

- A zone matrix has been included in the enclosed architectural package.

Development Planning Comment: Please dimension at least one parking space on the site plan. A minimum size of 2.9m x 5.5m is required.

- Further to Transportation Engineering's comments as noted below, parking stall widths have been adjusted to 2.75 metres.

Development Planning Comment: Label the lot frontage on the site plan.

- The lot frontage has been included on the revised plan, and exceeds the minimum requirement of the RM3 zone category.

Development Planning Comment: Clarify the interior side yard setback requested. The site plan shows 3.2m while the Planning Justification Report states 3m.

- Block 1 has an interior side yard setback of 3 metres as shown on the preliminary site plan. The requested site-specific provision addresses this setback.

Development Planning Comment: If a planting strip not less than 1.5m is provided, a 1.5m high solid fence or wall must be provided along the lot line. Please refer to 2.4.2.3(d) of the Zoning By-law.

- We are aware of this provision. The details of the board fencing to comply with 2.4.2.3(d) can be addressed through site plan approval. We note that as a result of revisions to townhouse blocks fronting Lowther Street, the driveway aisle on the east side of the site is located 0.5 metres from the property line at the 'pinch point'. As such, we request that the proposed Zoning By-law Amendment include an additional site-specific provision to permit driveway aisles to be located 0.5 metres from the eastern interior property line.

Development Planning Comment: Please confirm accurate calculations of all private and common amenity areas within the plan.

- This information will be confirmed shortly. The site-specific zoning request to reduce the common amenity area requirement to 15 square metres per unit is not proposed to be changed.

Development Planning Comment: Note that the porch steps along Lowther St N appear to be within the required exterior side yard setback. Section 2.1.15 permits a maximum encroachment of 0.5m into a required yard. Please confirm the encroachment of the porch steps.

- As a result of shifting the balcony and steps associated with Townhouse Block 2 out of the municipal easement, proposed steps along Lowther are now located out of the proposed 3 metre exterior side yard along Lowther Street North.

Development Planning Comment: A reduction in the required visitor parking spaces is requested from 14 to 6 spaces. It is Staff's preference that the visitor parking be met on site for the proposed stacked townhouses on these lands. Staff would support a reduction in parking stalls widths from 2.9m to 2.75m which would result in 9 additional parking spaces. Please see comments by Transportation Engineering.

- The width of the proposed parking stalls have been reduced to 2.75 metres as suggested and the parking lot reconfigured in the enclosed plan. While the revised plan provides for 68 spaces (1 space per unit and 0.25 spaces per visitor), to provide for design flexibility at the site plan stage, we request the proposed Zoning By-law Amendment be revised to permit a visitor

parking rate of 0.2 spaces per unit, which would result in a minimum parking requirement of 1.2 spaces per unit, or 65 spaces.

Building Department Comment: an access route for firefighting is to be provided to the satisfaction of the Cambridge Fire Department.

- Fire access is currently proposed from the street. This can be further addressed at the site plan approval stage. The proposed amendments represent the maximum density request for the site.

General

Please confirm if some affordable housing units can be provided within the development or if not, a contribution should be made to the City's Affordable Housing Fund in the amount of \$1,000 per unit within the development.

- It is the intent of the Owner to utilize CMHC's Apartment Construction Loan program to fund the construction of the proposed development, which will be rental in tenure. The affordability component of the Loan program contains the following criteria:
 - Total residential rental income of the project must be at least 10% below its gross achievable rental income as supported by an independent appraisal report; and
 - A minimum of 20% of the units must be affordable with rents at or below 30% of the medium household income in the market.

Affordability must be maintained for a minimum of 10 years from the date of the first occupancy of the project.

Should the Owner not succeed in retaining the CMHC Apartment Construction Loan, the intent is for the development to proceed as a Plan of Condominium and the Owner will contribute \$1,000 per unit to the City's Affordable Housing Fund. If this is the direction, the requirement of the affordable housing payment can be implemented through the draft plan of condominium conditions.

Development Planning Comment: Please confirm whether there will be accessible units incorporated.

- Accessible units are not proposed as part of the development.

Development Planning Comment: Please confirm whether the proposed development is intended to be a future Plan of Condominium.

- Please see responses above regarding affordability. Should the Owner not be successful in securing a loan through the CMHC Apartment Construction Loan program, the intent is for the development to proceed as a Plan of Condominium.

Development Planning Comment: Please note that the Region requests a Holding Provision (H) to secure a Record of Site Condition and Ministry Acknowledgement Letter.

- Acknowledged – no concerns.

Development Planning Comment: The Region has requested a prohibition on geothermal energy system be implemented within the site-specific Zoning By-law.

- Acknowledged – no concerns.

Heritage Planning Comment: Staff consider the condition related to the requirement for a Heritage Impact Assessment to be satisfied.

- Acknowledged.

Heritage Planning Comment: The City of Cambridge considers the condition related to archaeological potential on the subject property to be satisfied.

Regional Cultural Heritage Comment: The subject property is now considered to be assessed and cleared of all archaeological resources or concerns.

- Acknowledged.

Regional Corridor Planning Comment: Staff reviewed the report entitled "247 Lowther Street North, Cambridge, ON, Parking Study and Access and Circulation Review", dated February 2024 and prepared by Paradigm Transportation Solutions and have no comments or concerns.

- Acknowledged.

Transportation Engineering Comment: Provide a truck turning drawing showing how the internal road network will accommodate truck movements throughout the site including but not limited to: shipping and receiving (per appropriate design vehicle), waste collection and fire route access. The truck turning drawing shall be at a scale of 1:250 or 1:500.

- A circulation plan has been included in the enclosed architectural design package.

Transportation Engineering Comment: Parking must meet the City's current zoning by-laws. A reduction of 0.15 m per parking stall would be acceptable, provided the additional space this reduction creates would be utilized for increasing the number of parking stalls to meet zoning by-laws.

- See above response to Development Planning's comment regarding parking.

Yours truly,

MHBC



Pierre Chauvin, MA, MCIP, RPP
Partner

cc. *Leslie Ori, Frankor Capital Corporation*
Elisia Neves, Fabrik Architects