January 2025

Urban Design Report

For: Grand Ave. Developments (Cambridge) LP

32, 36 & 38 Grand Avenue South
City of Kitchener

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1.0 Introduction

This Urban Design Report has been prepared by Patterson Planning Consultants Inc. on behalf of Grand Ave. Developments (Cambridge) LP. The Urban Design Report has been prepared in support of applications to the City of Cambridge for an Official Plan and Zoning By-law Amendment for the redevelopment of the lands at 32, 36 & 38 Grand Avenue South in the City of Cambridge. The lands have frontage onto Hood Street and Grand Avenue South. A 28 storey mixed-use project is proposed in the form of a 6 storey podium and 22 storey residential tower with associated parking, amenity and landscaped areas. 454m² of commercial space is proposed as well as 328 residential dwelling units. 150 parking spaces are proposed in the podium.

This Urban Design Report is being submitted in support of the Official Plan and Zoning By-law amendment applications for the proposed development. An Urban Design Report was identified by City of Cambridge staff as a submission requirement to form a complete application.

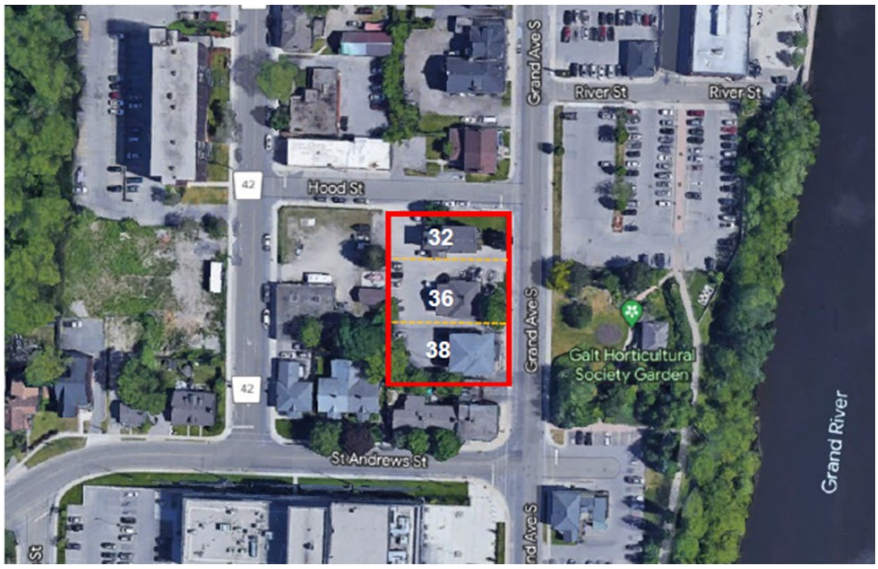
2.0 Area Description

2.1 Subject Lands

The subject lands are located at 32, 36 & 38 Grand Avenue South in the City of Cambridge. The lands are currently occupied with three separate buildings and associated parking. The subject lands have a total lot area of 2044.8m² (0.204ha) pre road widening (1927m² after).

2024 Air Photo (Region of Waterloo GIS)

1



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Photos: (1) 32,36 & 38 Grand Avenue South (2) Existing building at 32 Grand Avenue South (3) Existing building at 36 Grand Avenue South

1

2

3

Photos: (1) Existing building at 38 Grand Avenue South (2) Grand Avenue South looking south from Hood Street (3) Hood Street looking east from Grand Avenue South

2.2 Surrounding Area

The subject lands are located in a built-up area of the City of Cambridge. The following image depicts the surrounding lands uses with the Grand River to the east.

The surrounding land uses can be described as:

North - Hood Street immediately abuts the Subject Property to the north. Beyond hood street are a mix of land uses including residential and commercial.

East – Grand Avenue South immediately abuts the Subject property to the east. Beyond Grand Avenue South is a parking lot and the Grand River.

South – Immediately abutting the Subject Property to the south is a commercial land use (restaurant) and residential land uses. St. Andrews Street provides a separation to the Hamilton Family theatre and other commercial land uses. Also to the south is the "Gaslight District" which is a mixed use development offering eating, drinking and shopping experiences. This includes the "Gaslight Condos" which are two 15 storey residential towers with approximately 400 units.

West – To the west are low rise commercial buildings and George Street South. For the surrounding land uses please refer to Figure 8 as provided below. To the west of George Street South residential multiple dwellings have been constructed (4-7 storeys)

3.0 Design Vision and Objectives

The proponent, in collaboration with the project's consultants, has created a development that is accessible, sustainable, and will have a high standard of urban design. The Proposal is to create a mixed-use building consisting of residential and commercial uses. The commercial area on the ground floor of the building will be oriented to face Grand Avenue South. A total of 454m² of commercial space is proposed. Ground level will also include mechanical and garbage rooms associated with the building operations as well as the lobby and vestibule for the residential dwelling units. A six storey podium is proposed which will contain vehicular (150 spaces) and bicycle parking spaces. Residential dwelling units are introduced into the podium on level 3 and continue to level 6. On level 7 the building transitions to the tower component of the project. Level 7 includes interior amenity space for use of the building residents as well as rooftop (exterior) amenity area.

Residential units then continue from levels 8-21 with a change in unit pattern then progressing from levels 22-28. The rooftop area also includes indoor and outdoor amenity area. In total 328 units are proposed in the form of 274 bachelor / one bedroom units and 54 two bedroom units.

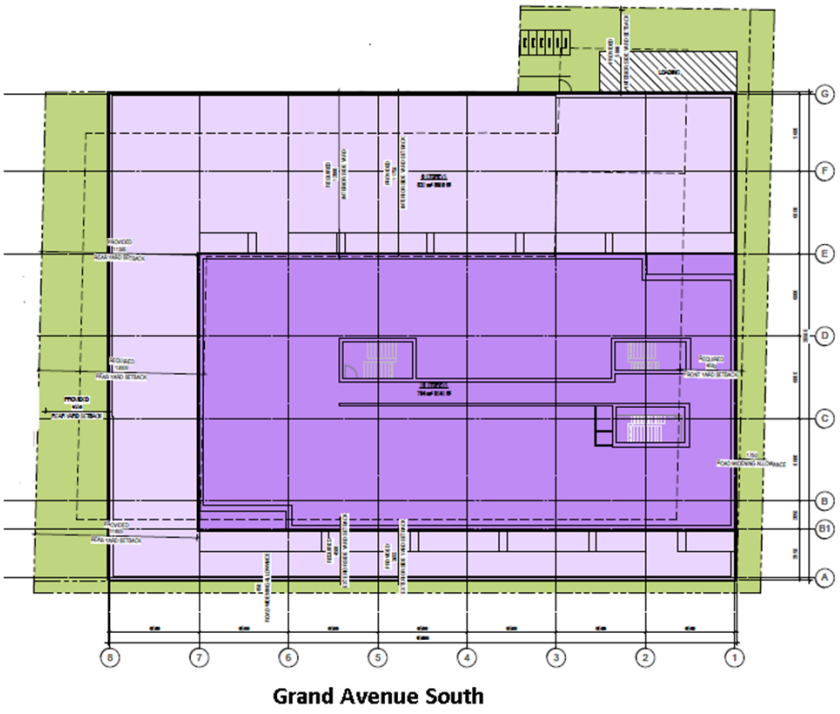
As noted, amenity space is provided in various forms (indoor and outdoor) throughout the building.

83 indoor bicycle storage spaces and 6 exterior spaces are to be provided.

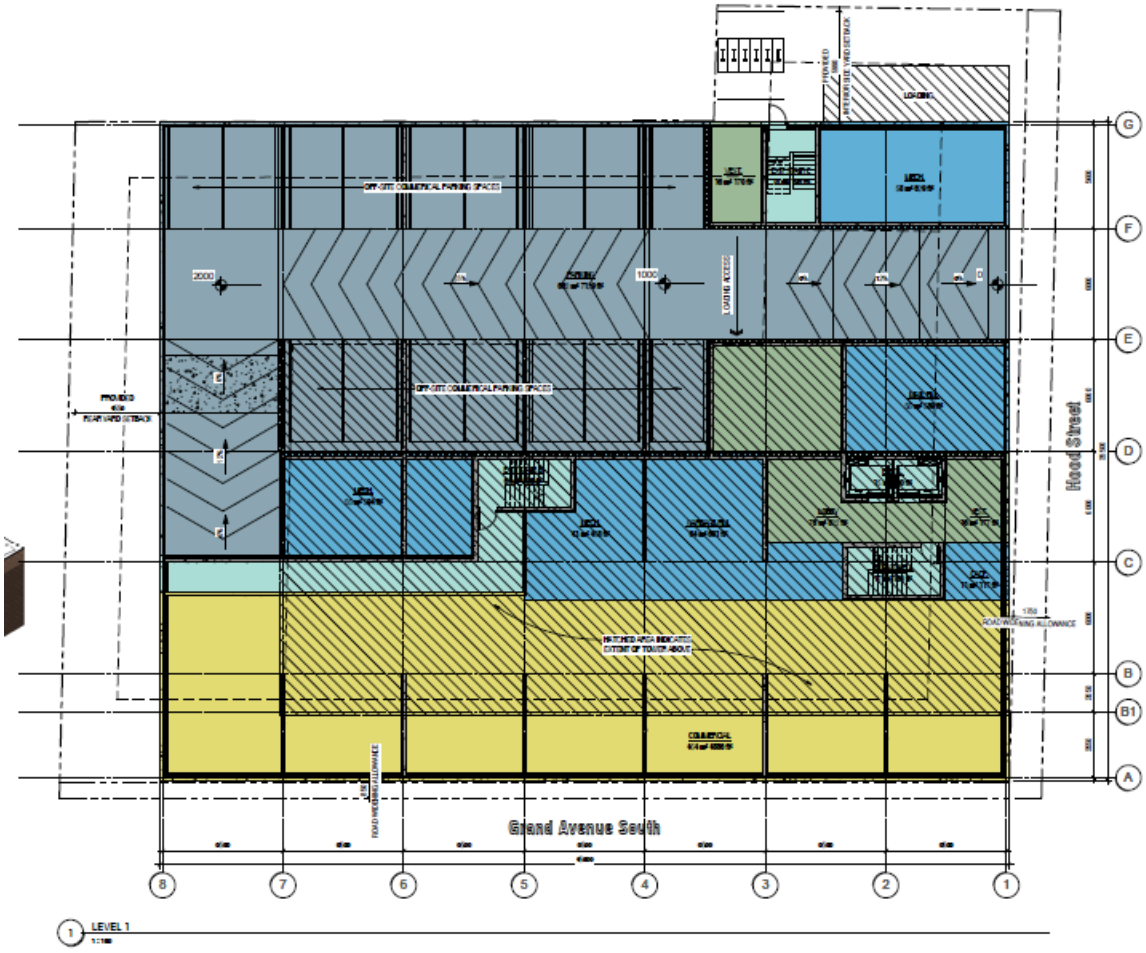
The residential access and vehicular access is proposed from Hood Street. At the 7th floor the tower portion of the building is stepped back on three sides to provide a defined base for the building and a distinctive tower component.

The overall structure has a total height of 88m. The top of the building also steps back to provide a defined roof top area.

The podium will frame the Grand Avenue South and Hood Street road frontages.



Proposed Site Plan (NEO Architecture Inc.)



Ground Floor (NEO Architecture Inc.)

Order

- The site is clearly designed to differentiate the pedestrian realm from the vehicular realm on site. Pedestrian movement will be directed to the main entrances for the commercial units and to the residential entrance on Hood Street.
- Vehicular traffic will utilize the singular access to the structured parking as well as access to the on-site loading/ turn-around area.
- A primary outdoor and indoor amenity area is provided on Level 7as the building transitions from the podium to the tower component.
- Balconies are proposed for each unit as well.

Identity

- As per the submitted elevations and renderings the landowner wishes to create a quality development that will be a welcome addition to this area of the City of Cambridge.
- Prominent building addressing is proposed facing Grand Avenue South.
- The use of quality materials will make the building easily identifiable.

Appeal

- It is envisioned that this development will become a desirous location in which to live given the location, access to daily needs and proximity to amenities etc.
- Private balconies are proposed for the units to allow exposure to the outdoors.
- Multiple options for indoor and outdoor common amenity areas are also provided
- All of which will contribute to this being a desirous place to live.

Built Form

- The landowner is proposing a high level of urban design for the project.
- Quality materials will be utilized
- The building will be prominently situated facing Grand Avenue South
- The use of landscaping elements to soften the overall appearance of the development will occur.

Should the Official Plan and Zoning amendment receive favorable consideration from City of Cambridge Council , the development would need to advance through the Site Plan approval process where the details of the development will be fully programmed.

4.0 Policy and Design Framework

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. The PPS 2024 came into force on October 20, 2024.

The PPS 2024 provides municipalities with the tools and flexibility they need to build more homes. Some examples of what it enables municipalities to do are; plan for and support development and increase the housing supply across the province; and align development with infrastructure to build a strong and competitive economy that is investment-ready.

Sections 2.1.6 and 2.3.1.3 of the PPS 2024 promotes planning for people and homes and supports planning authorities to support general intensification and redevelopment while achieving complete communities by, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs. Policies further promote, improving accessibility and social equity, and efficiently using land, resources, and existing infrastructure.

4.2 Regional Official Plan, 2010

The subject lands are designated "Urban Area" and "Built-Up Area" on Schedule 3a of the Regional Official Plan (ROP). Urban Area policies of the ROP identify that the focus of the Region's future growth will be within the Urban Area and the proposed development conforms to Policy 2.F of the ROP as the proposed development will support the achievement of the minimum intensification targets within the delineated Built-Up Area.

Additionally the lands have been identified as being with a Major Transit Station Area being noted to be within the boundary limits of the Downtown Cambridge Station. This area is identified for growth with a minimum density target of 160 people and jobs mandated. There are no maximums for the density that can be proposed.

As of January 1, 2025 the Region of Waterloo lost its planning authority role. The change was part of Bill 23 which was passed on 2022. The Bill created two classes of upper-tier municipalities: those with planning responsibilities and those without.

The Region will no longer be responsible for upkeep of an Official Plan and the local municipalities will operate using both the Regional Official Plan and their current area municipal Official Plans.

4.3 City of Cambridge Official Plan

The subject property is designated "Community Core Area", which allows for residential intensification. Residential multiple dwellings (apartment houses) are a contemplated land use in this land use designation and a variety of housing types are considered appropriate to create a complete community. Development is to be compatible with an established neighborhood. An Official Plan Amendment is required to increase density (Floor Space Index) and building height. The current policies of the City of Cambridge Official Plan are not aligned with the Major Transit Station area policies and the requirement of the PPS 2024 and Regional Official Plan to intensify and optimize the use of land within MTSA areas.

4.4 City of Cambridge Zoning By-law

The Subject Property is currently zoned "(F)C1RM1" which is a compound zone that allows a variety of uses. The mixed-use building proposed by the Owner is a contemplated land use in this compound zoning category, however a Zoning By-law amendment is proposed to increase density and height permissions and apply site specific setbacks to facilitate the optimization of the lands.

5.0 City of Cambridge Official Plan Urban Design

The City of Cambridge Official Plan provides the Policy direction for land use within the City. The Subject Property is within the "Community Core Area" designation for downtown Galt. The Community Core Areas are planned to accommodate a range of land uses and allow for mixed-uses within the same building. The primary function at grade is to be non-residential / commercial uses. As such, the Proposal conforms by having 454m² of commercial area in what is an overall compact, high density, mix of retail and residential. Residential uses are not proposed at grade.

The Official Plan also contains Urban Design policies. Policy 5.2 states that the built environment will promote sustainable, healthy and active living through the provision of accessible and transit supportive development. The Proposal meets this policy directive by creating housing within a designated MTSA in a compact building form. The Owner is proposing a reduced number of vehicular parking spaces promoting the building to those who will utilize alternative forms of transport; be it walking, cycling, rolling or through public transit. Bicycle parking will be provided to promote this method of transport.

Policy 5.3 provides policy direction for development located within MTSA's, or within walking distance of one or more higher frequency transit top will be planned and designed based on the principles of transit oriented development

a) compact urban form and a mix of medium and high density uses are encouraged along arterial roads, transit routes and within walking distance of transit station areas to encourage transit use and reduce travelling distances;	• The Proposal is a high density use on a collector road owned by the City of Cambridge. • The Subject Property is within the MTSA that has been designated.
b) provision of a safe environment for pedestrians and encouragement of pedestrian activity through: i) a mix of land uses; ii) development that includes a variety of services and amenities provided at grade and oriented to the municipal sidewalk; and iii) continuous sidewalks along both sides of the street; and	• The Proposal is for a mixed-use development • Commercial land uses are proposed at grade facing Grand Avenue South. • Sidewalks are proposed along Grand Avenue South as well as Hood Street to facilitate pedestrian movement.
c) a high quality public realm promoted to enhance the identity of the area and create gathering points fostering a positive pedestrian experience; and	• The Owner is proposing a quality development that will enhance the public realm.
d) access to the transit station provided from various modes of transportation including consideration of pedestrian, bicycle parking, and where applicable, passenger transfer and commuter pick-up/drop off areas.	• The Proposal will include opportunities for walking, cycling and rolling • Adequate bicycle parking will be provided on site. •

5.0 City of Cambridge Official Plan Urban Design

Policy 5.4 speaks to views and vistas. New development is to protect landmark views where feasible and as follows:

1. Preserving and enhancing views of church spires, landmark buildings and structures and natural features from strategically located viewpoints will be required where feasible.	• The Proposal does not abut any institutional buildings and is not expected to have any impacts on existing buildings or viewpoints • Queens Square (containing 2 Grand Avenue South and 7 Queen's Square) is located to the north and is removed from the proposed development.
2. Prominent sites with high visibility and those sites that terminate a view will be required to meet a higher standard of architectural quality and urban design.	• The Proposal will be high visibility given the height and density proposed, however developments such as this Proposal are necessary to ensure minimum density targets established by the Province and followed by the Region are achieved.
3. The City may develop an inventory of specific protected views and vistas to guide the development approval process.	• TBD
4. Views to natural or cultural heritage elements within the vicinity of the Speed and Grand Rivers and within the Community Core Areas will be protected from negative impacts. Development proposals that are considered by the City to be located within the views of natural or cultural heritage elements will be required to submit a views analysis to the satisfaction of the City. Alterations to the development proposal shall be required where feasible to protect or enhance the view to existing natural or cultural heritage elements.	• The Proposal will be oriented so that the primary building facades will be on the east and west sides. • The eastern building façade will have views of the Grand River and historic downtown Galt making this a desirous building in which to live. • The Proposal will include a high standard of Urban Design through building materials etc. That will be finalized through the detailed design stage.

5.0 City of Cambridge Official Plan Urban Design

Policy 5.5 speaks to the public realm as follows.

1. The City will ensure that sustainable design and opportunities to enhance the quality of the public realm are addressed at the design stage for any municipal project such as parks and facilities, streets, sidewalks and trails, natural areas and municipal engineering projects	• N/A
2. Utility and transmission facilities will be located underground. If this is not possible, any above ground infrastructure should be integrated, grouped, combined or appropriately screened to improve urban design. The City will work with the Region and utility companies in planning for and locating, relocating or replacing facilities in order to identify and resolve potential issues and mitigate any adverse impacts.	• Details regarding utility and transmission facilities will be determined through the Site Plan approval stage and detailed design.
3. Increased connection to the Grand River and its tributaries may be required through enhancements to the trail system including access stairs and ramps, additional connections and pedestrian bridges, where appropriate. This could be accomplished through either public or private development proposals.	• These upgrades on public lands are fully supported by the Owner.

5.0 City of Cambridge Official Plan Urban Design

Policy 5.5 speaks to Gateways as follows:

1. Key intersections within the city may be identified as gateways into the city or into specific areas of the city. Entrances to the community core areas will be treated as gateways.	• N/A
2. Distinctive design requirements for gateways will be identified through the development review process, including prominent building form and landscaping, and may be detailed in urban design guidelines.	• N/A

Policy 5.7 provides direction on Site Development and Buildings:

1. Development will be: a) compatible in terms of massing and scale with the existing and planned streetscape; and b) b) provide appropriate transitions in height to adjacent buildings.	• The Proposal requires an increase in height and density. The optimization of land requires that land be used to its fullest potential. As the lands are located in an MTSA with minimum density targets, projects such as this need to be advanced to meet Provincial policy.
2. Buildings generally will be situated at or near the street edge to frame the street and will have compatible front yard setbacks with adjacent buildings.	• The proposed building fill frame the street edge of both Grand Avenue South and Hood Street.
3. Blank building walls are discouraged along street frontages. Unless there is no other feasible alternative, active facades will be required in the design and treatment of buildings at street edges and intersections and should include features such as transparent windows and public entrances facing the street	• Each façade of the Proposal has been upgraded to avoid blank building walls. • Glazing has been used extensively as well as step backs and balconies.
4. Building materials and architectural features for development or site/ building improvements within the Community Core Areas will be respectful of the local context.	• The building has been designed to be respectful of the local context while still providing needed housing through increased height and density to meet Provincial directives.

5.0 City of Cambridge Official Plan Urban Design

5. Site layout shall incorporate pedestrian walkways and connections to encourage and enhance walkability and access. Pedestrian connections on site will connect directly with public sidewalks and transit stops unless there is no other feasible alternative.	• The building will be constructed at the street to frame Grand Avenue South and Hood Street. • Direct pedestrian connections from the public sidewalk to the building are proposed.
6. Placement of outdoor lighting will complement the building design and prevent or minimize impacts on the night sky and adjacent properties. The impact of lighting will be reviewed through the site plan approval process.	• Site lighting will be detailed through the Site Plan approval process • The Owner is committed to ensure lighting will be dark sky compliant.
7. Pedestrian scale lighting shall be provided to accent walkways, steps, ramps, building entrances, building parking facilities and transit stops.	• Acknowledged
8. Where possible, servicing, loading, waste storage areas and building utilities/mechanical equipment will be located internal to the building or to the rear of the building and will be screened from view from adjacent streets.	• Such features will be internal to the building or away from public view. • A loading space is proposed with access from Hood Street

Sustainable Design is discussed in Policy 5.8

1. Energy efficiency and sustainability is encouraged in neighbourhood, site, building and roof design through the use of conservation and renewable energy systems and practices and low impact development stormwater management.	• These items will be reviewed through the detailed design of the building should the OPA and ZBLA receive favorable consideration.
2. The integration of green building technologies, or other recognized environmental standards in site and building design such as Leadership in Energy and Environmental Design (LEED®) principles is encouraged. Financial incentives may be used in accordance with the height and density bonusing policies in Section 10.16 for sustainable development projects.	• This will be reviewed through detailed design.
3. Building adaptation and reuse is encouraged in redevelopment proposals.	• N/A

5.0 City of Cambridge Official Plan Urban Design

Accessibility and Urban Design is discussed in Policy 5.9

1. Development will be consistent with the standards and regulations of the Accessibility for Ontarians with Disabilities Act, 2005 and the Ontario Building Code.	• The Proposal is AODA compliant.
2. Accessible features will be well-integrated within the function and design of sites and continuous barrier-free access will be provided to buildings and features from public sidewalks and parking areas.	• Acknowledged
3. New municipal buildings and facilities and modifications to existing municipal buildings and facilities will be designed in accordance with the Facility Accessibility Design Standard as adopted by Council and will ensure accessibility to all, regardless of limitations.	• N/A

Policy 5.10 provides policy on Safety:

Site development and public realm projects will incorporate crime prevention design standards such as the principles of Crime Prevention Through Environmental Design (CPTED) to ensure that new developments are designed to address safe living and working environments and reduce potential hazardous situations through the: a) consideration of natural surveillance of outdoor spaces; b) avoidance of the creation of secluded areas; c) clear demarcation of access and egress areas; and d) appropriate placement and use of lighting.	• The building is situated at the street lines • Natural surveillance will occur as a result of the building placement, through the use of significant glazing, location of residential units and balconies.

5.0 City of Cambridge Official Plan Urban Design

Parking is discussed in Policy 5.11

1. Underground parking, internal parking or parking structures are encouraged where feasible. The design of parking structures should include active ground floor uses adjacent to the street where appropriate.	• Bill 185 removed the ability for the City of Kitchener to impose minimum requirements for parking for developments within an MTSA. • The Owner is proposing 150 parking spaces—which will be designed in accordance with City of Kitchener standards.
2. The design and layout of surface parking will consider the following: a) location to the rear or side of the building; b) screening and buffering from public streets; c) landscape and pavement treatments to break up large parking areas; d) safe pedestrian movement; e) pedestrian oriented lighting; f) sustainable design; and g) bicycle parking and movement.	• Surface parking is not proposed. • All parking will be structured internal to the building.
3. Shared parking arrangements between adjacent uses and reduced parking requirements may be considered through the development review process including transportation demand management measures as described in Section 6.15.	• The Proposal includes 16 parking spaces for a neighboring property secured through an off-site parking agreement. • Commercial users and residential tenants / owners will share parking on site.
4. Access driveways for commercial, industrial, institutional and higher density residential uses will be shared where possible to reduce traffic conflicts on adjacent streets.	• A single vehicular access is proposed to Hood Street
5. Bicycle parking should be provided in close proximity to building entrances	• Bicycle parking is proposed to be provided in both indoor and outdoor locations. • This will be detailed through Site Plan approval.

5.0 City of Cambridge Official Plan Urban Design

Signage is discussed in Policy 5.12

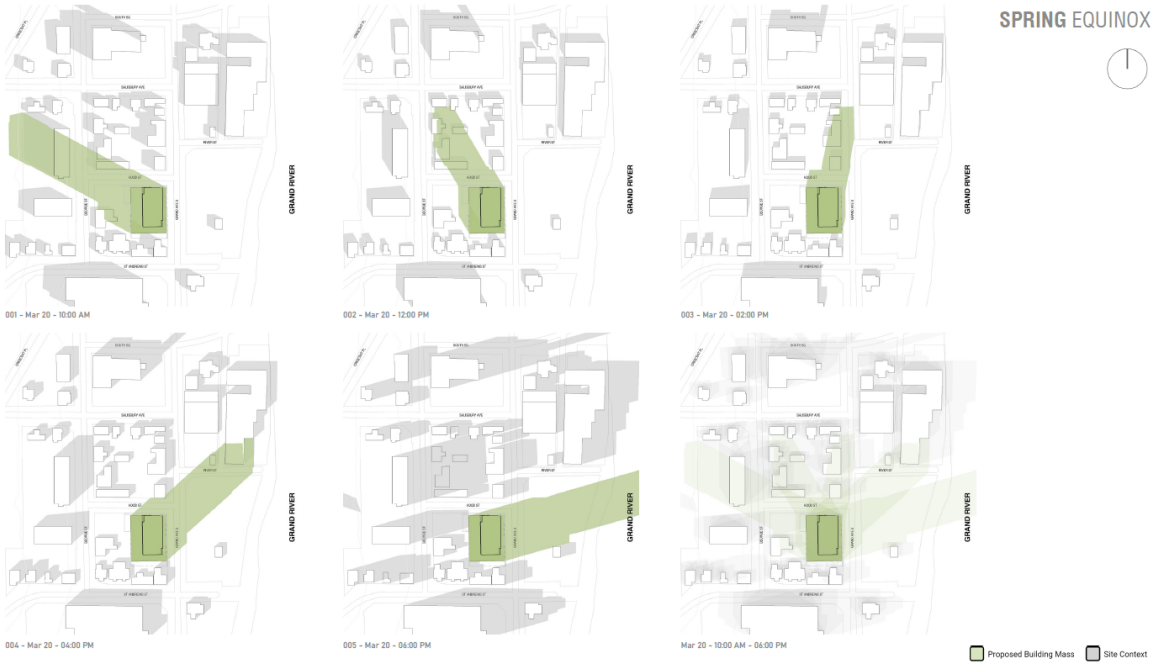
1. The design and placement of signage will complement the streetscape and the built form and will minimize visual clutter.	• Commercial signage locations will be detailed through detailed building design and permitting processes.
2. Signs will be incorporated into the architectural design of the building. Placement of signage will be assessed as part of the design of the building and considered as part of a landscaping plan through site plan approval.	• Acknowledged
3. In Community Core Areas and where addressed in urban design guidelines, overhead lighting of signage is required instead of backlit signage unless there is no feasible alternative.	• Acknowledged

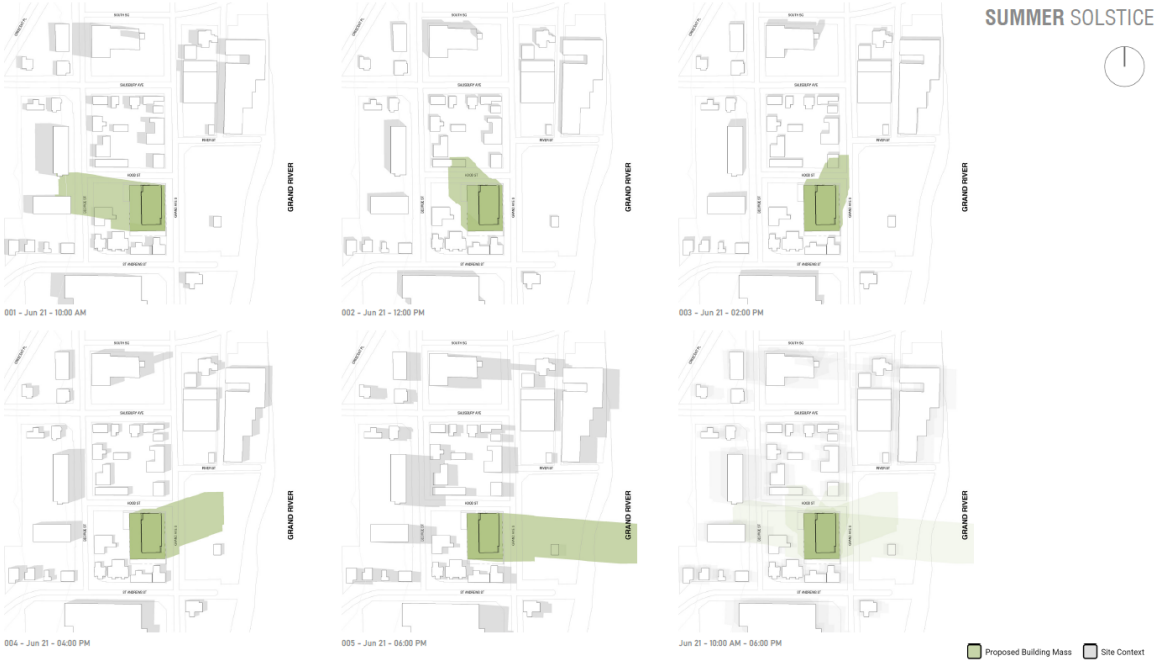
Public Art is addressed via Policy 5.13:

1. The City's Arts and Culture Master Plan will be implemented to promote public art and to assess and acquire works of art for placement on City owned property.	• Public Art is currently not included in this Proposal.
2. Public art is encouraged throughout the city and development proponents are encouraged to incorporate art into site design.	• Acknowledged

6.0 Shadow Study

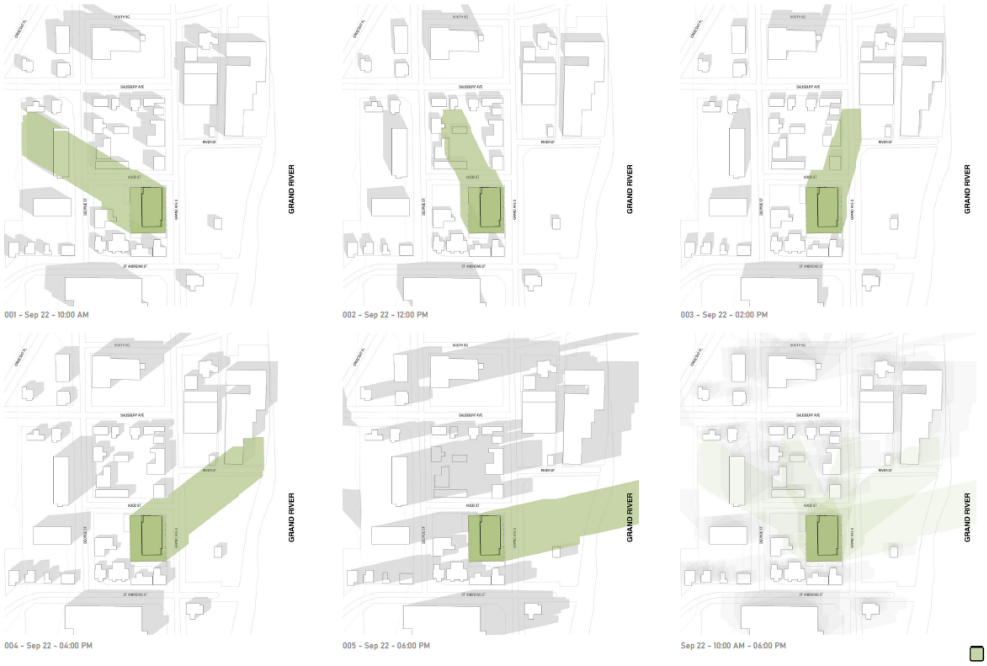
A shadow study/ analysis has been prepared by NEO Architecture Inc. to illustrate the anticipated shadows of the Proposal. The diagrams show the shadows from the proposed building.



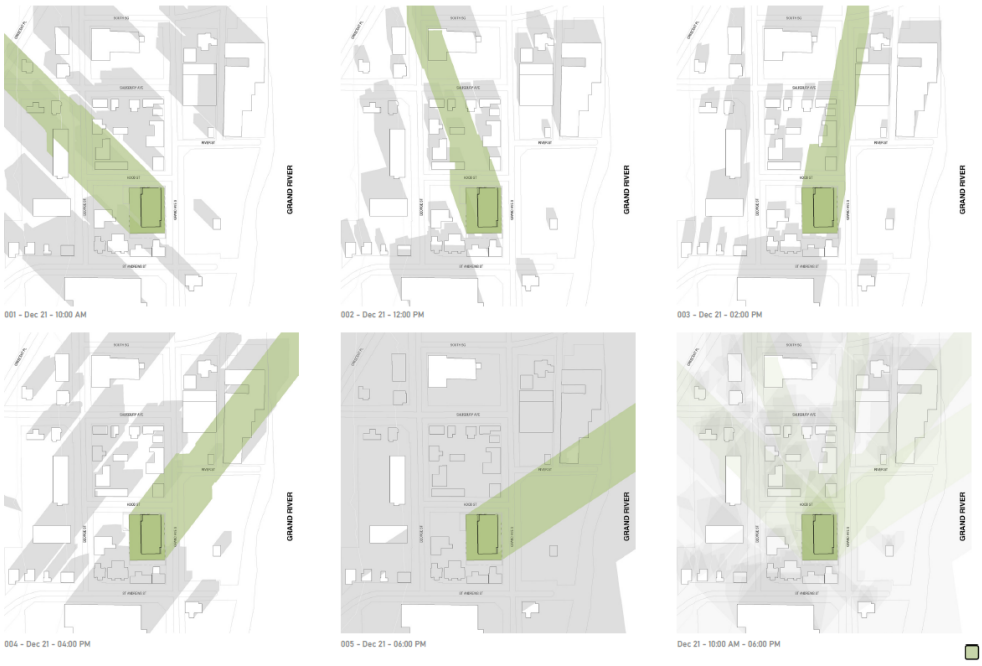


6.0 Shadow Study

FALL EQUINOX



WINTER SOLSTICE



7.0 Design Principles and Guidelines

7.1 Amenity Areas

As the project proposes a high rise residential dwelling in a compact urban form the provision of on-site amenity areas is a necessity. The City of Cambridge has regulations that direct the provision of amenity area (m² per dwelling unit) when apartment houses of 4 or more dwellings are developed.
The requirements of the "RM1" zone call for:

- 20m² of amenity area per bachelor or one bedroom unit
- 30m² of amenity area per unit with two or more bedrooms

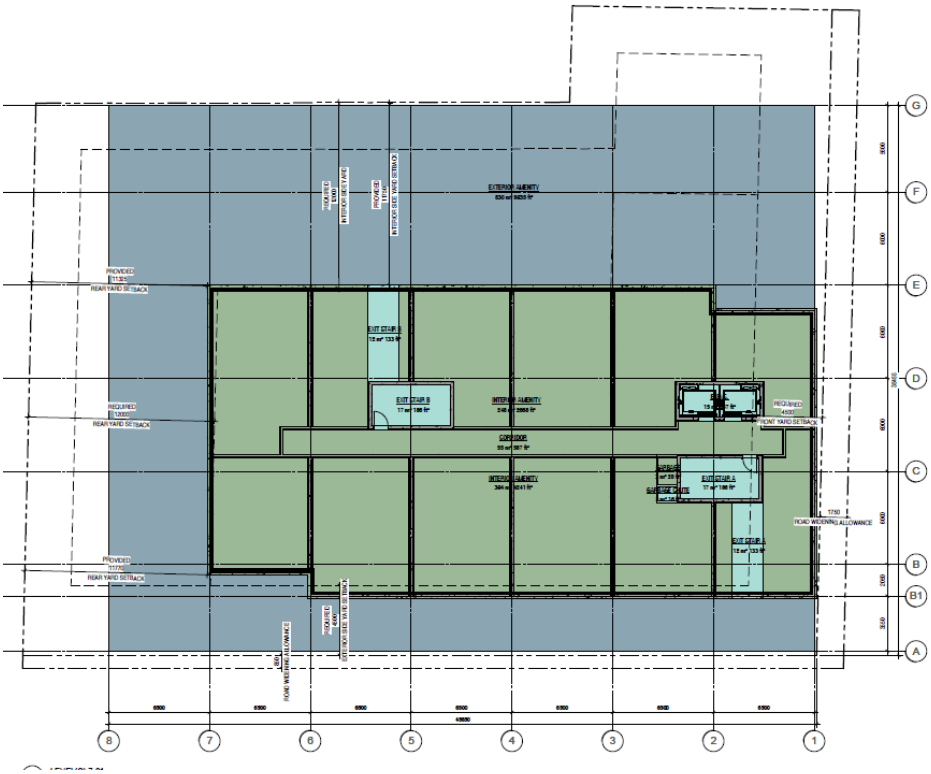
"Amenity Area" is defined as:

"means the area situated within the boundaries of a residential development site intended for recreational purposes, and may include landscaped areas, patios, private amenity areas, balconies, communal lounges, swimming pools, play areas and similar uses, but does not include any area occupied at grade by a building's service areas, parking lots, aisles or access driveways;"

The required amenity area for this development totals:

- 274 x 20 = 5480m²
- 54 x 30 = 1620m²

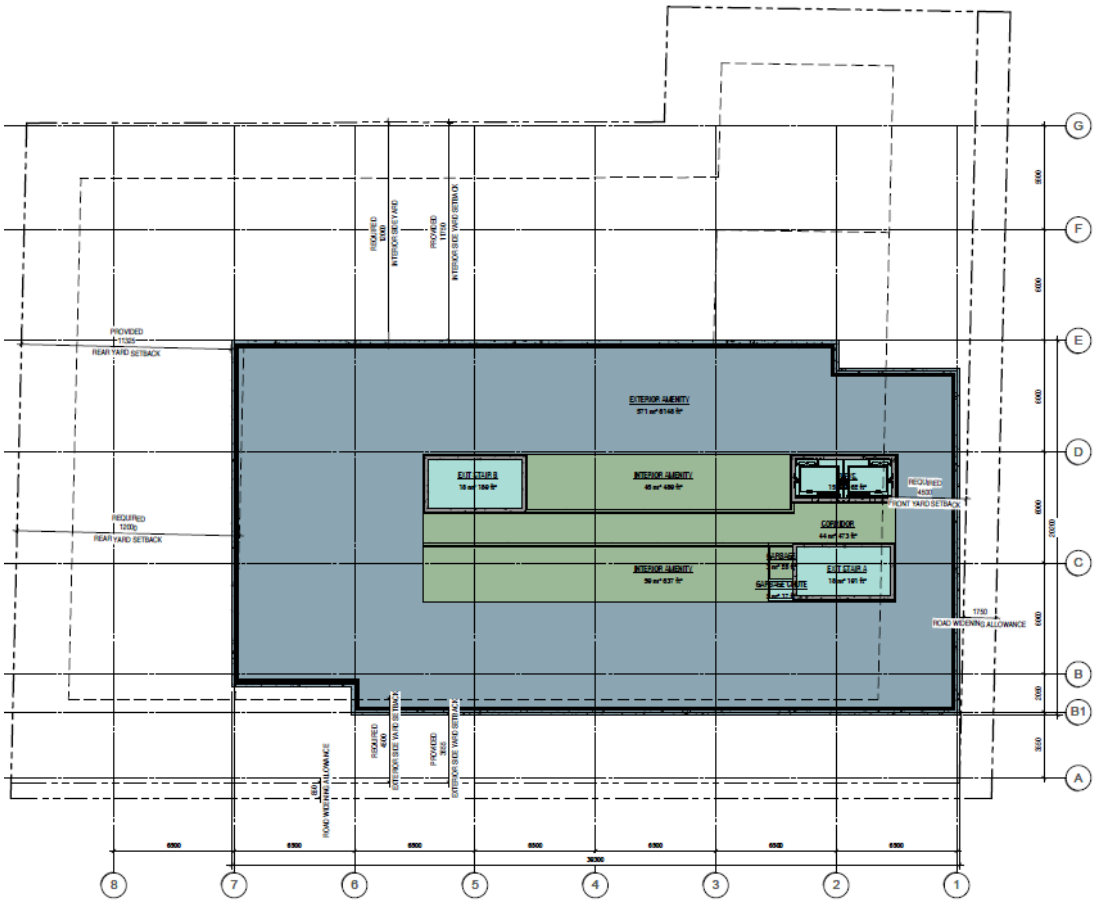
For a total of 7100m². This amount of amenity area is excessive compared to typical requirements associated with apartment developments in other municipality's. The Owner is proposing total amenity area (including private balconies) of 4874m² spread throughout the building. Level 7 is illustrated below.



7.0 Design Principles and Guidelines

7.1 Amenity Areas

The rooftop amenity area is illustrated below.



Through the use of private balconies and indoor and outdoor amenity area the Owner is provided a reduced, but appropriate amount of amenity area for this compact development.

7.0 Design Principles and Guidelines

7.2 Landscaping

Landscaping for the development would be addressed through the Site Plan Approval process.

7.3 Lighting

Finalization of a site lighting design has not yet been completed at this time. The lighting on site will be designed with attractive fixtures and to adequately light pedestrian and traffic areas. The light emitted from the fixtures will be contained to the site and will be designed so as not to affect the residential units on site nor the abutting properties.

7.4 Intensification

The intensification of the subject property to create this project is appropriate for the subject lands. The Proposal is for lands within a MTSA and the need to intensify and optimally use the lands is required.

8.0 Building Renderings and Elevations

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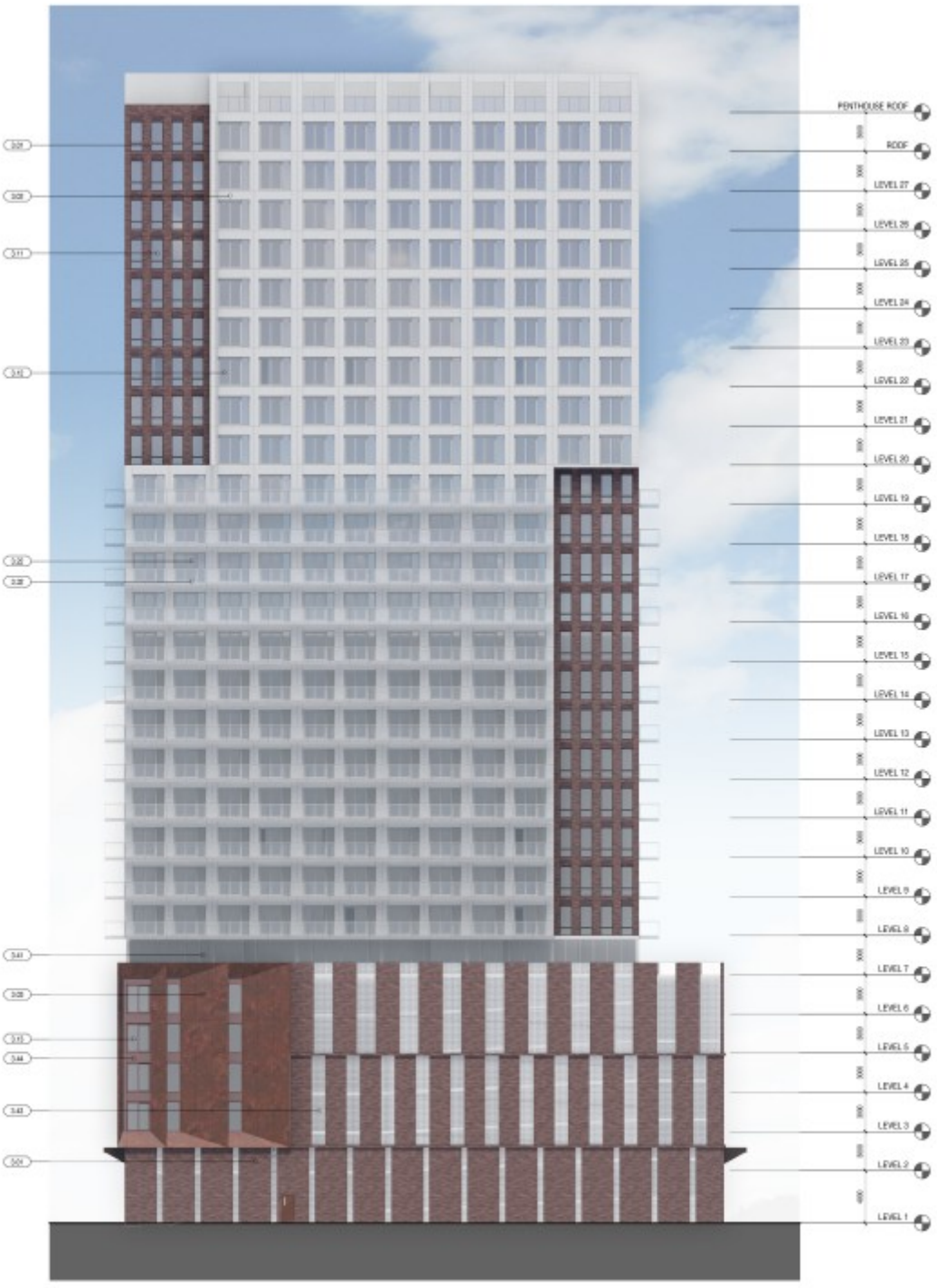
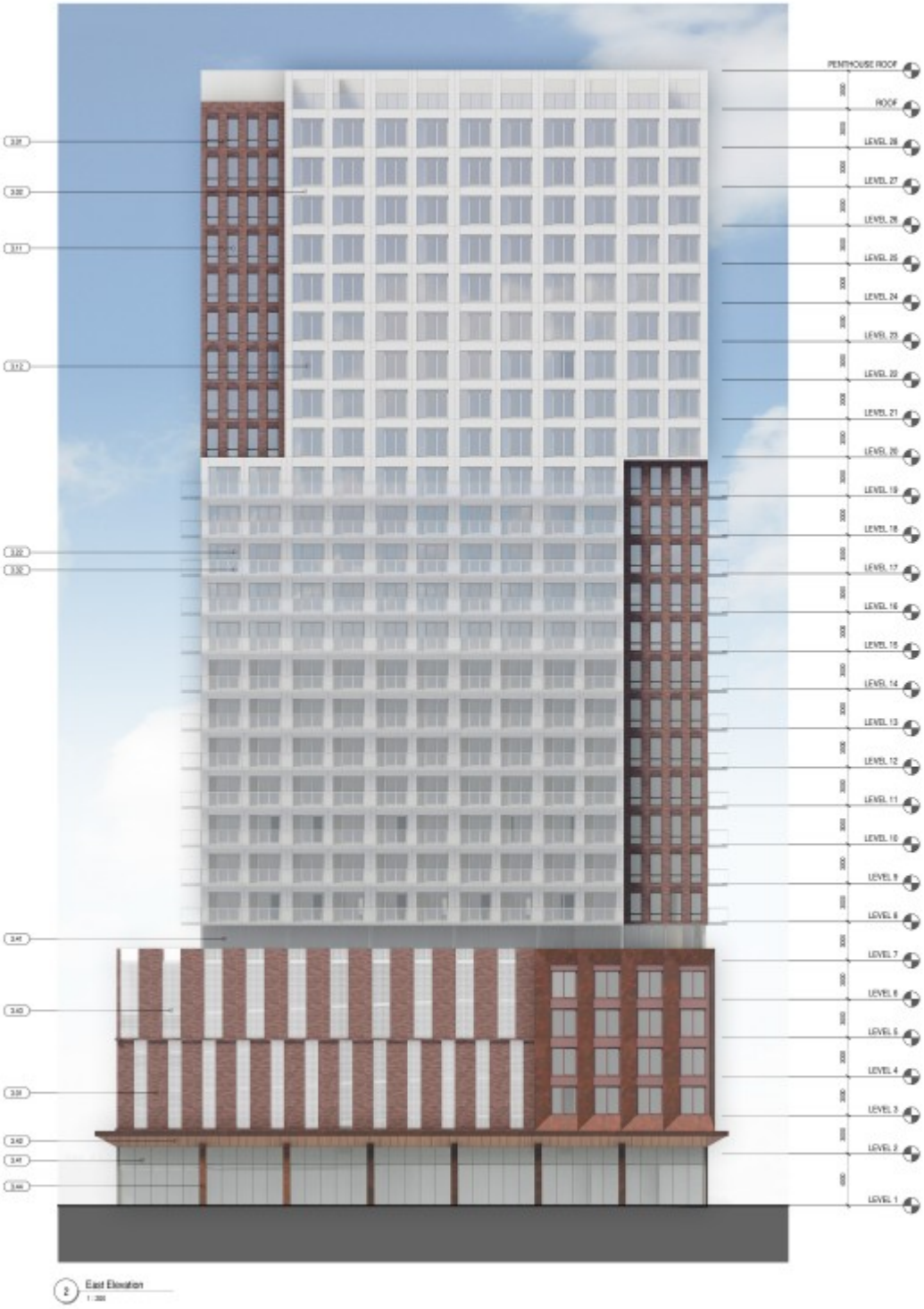
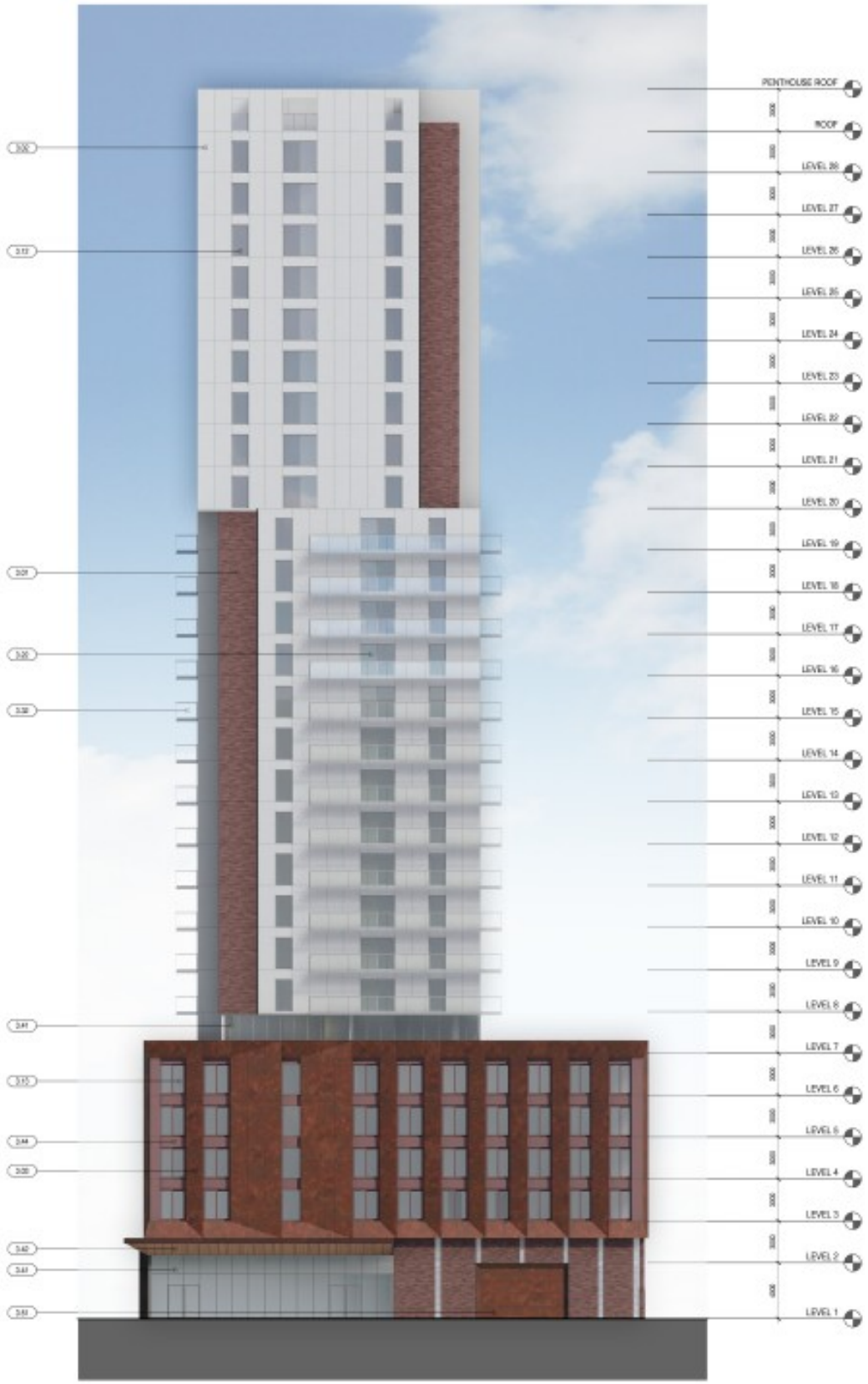


1 West Elevation

8.0 Building Renderings and Elevations

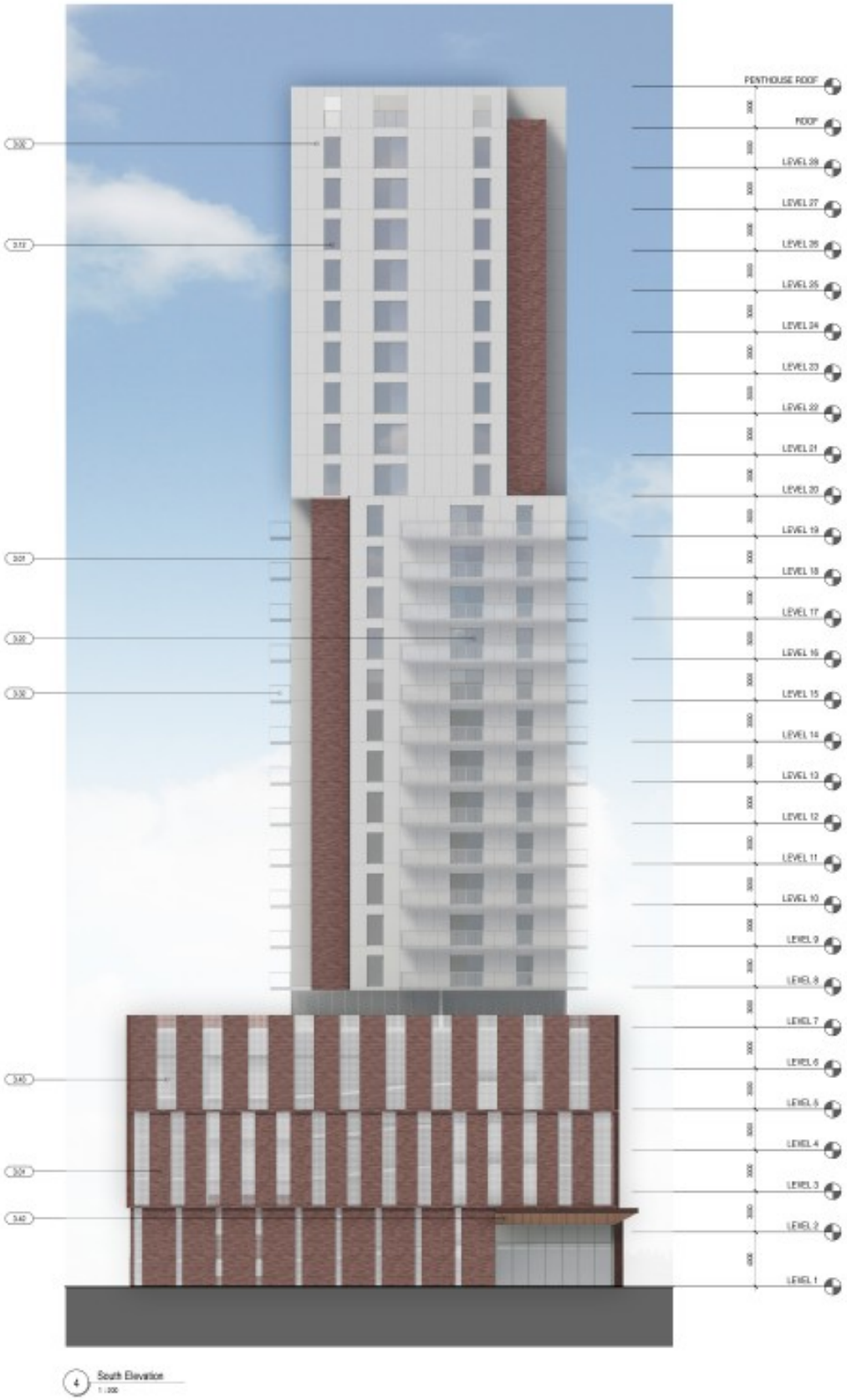


8.0 Building Renderings and Elevations



3 North Elevation
1 : 200

8.0 Building Renderings and Elevations



4 South Elevation
1 : 200

9.0 Conclusion

The proposed development of the project at 32, 36 & 38 Grand Avenue South has been designed with a sensitivity to the City's vision however at an increased density and height to provide much needed housing in accordance with Provincial direction for lands that have been identified as being within an MTSA.

The Proposal seeks an Official Plan and Zoning By-law Amendment to facilitate its construction. The location of the Subject Property permits accessibility to a variety of amenities and public facilities. Most importantly the Subject Property and the resulting development will be in proximity to the rapid transit and will support the Cambridge downtown station.

The Proposal efficiently utilizes the site and provides an intensification that is contextually appropriate and mindful of the surrounding area.

The design has considered the surrounding land uses and existing built form while recognizing the benefit for the lands to be intensified due to the proximity to public transit and nearby amenities and retail opportunities.

Through the approvals process for this project, the City of Cambridge should:

- Support policies and regulations that require the building to be focused towards the street (i.e. Grand Avenue South)
- Require direct pedestrian connection(s) from the public realm into the property.
- Require a building constructed of quality materials with articulation and ample glazing.
- Encourage safe and healthy connections and interactions between this project and the public realm through pedestrian friendly design that is supportive of active transportation uses.

The proposed development will contribute to the range and mix of housing type in the area providing options for residents.

Upon review of all materials submitted in support of this project, we trust the City will recognize the potential for this project to add value to the City of Cambridge.