

MANAGEMENT REPORT

Date: October 15, 2024
To: Mayor and Council
From: Alexander Burnett, Planner
Report Number: COU24-117
Attachments: None

Title: Zone Change Application Z01-24 for 93 Trinity Street in the City of Stratford.

Objective: The purpose of this report is to describe the application submitted by Baker Planning Group, c/o Caroline Baker, for the lands known municipally as 93 Trinity Street.

The Zone Change application requests to rezone the property from a Factory District (I4) zone that permits a variety of industrial uses, to a Site Specific Residential Fifth Density (R5(3)-___) Zone to permit Townhouse Dwellings in addition to all other uses permitted in the R5 zone. The Zone Change application is also requesting Site specific general provisions including reduced parking rates, a maximum height of 36 metres (which would equate to 10 storeys as proposed), increased density, and reduced setbacks for the existing and proposed residential buildings.

This proposed change would facilitate the future development of the subject lands into a residential neighbourhood consisting of nine residential buildings and 361 dwelling units of various types. This is a revised submission from the original submission presented at the June 28, 2024 public meeting. Amongst the most notable revisions to what was presented at the June 28, 2024 public meeting is the removal of the property at 266 King Street from the application. A full list of revisions are as follows:

- Removal of 266 King Street from the application
- Revised preliminary Site Plan
- Reduction of 21 dwelling units (mix of apartment and townhouses units)
- Revised requested parking rates

As part of the complete Zone Change Application, the following documents were submitted:

- Planning Justification Report
- Traffic Impact and Parking Study Report

- Land Use Compatibility Assessment
- Noise Feasibility Study
- Heritage Impact Brief
- Urban Design Report
- Functional Servicing Report
- Geotechnical Report

Background: The site is located on the south side of Douro Street between Trinity Street and King Street. The subject lands are legally described as all of Lots 501-504, 531-534, 551-558, 575-582, 599, 600, 630-632, 649-651 and 656 Part of College Street (Closed), Registered Plan No. 47, City of Stratford.

The subject lands are predominantly vacant and/or under-utilized, having been used as an industrial use (furniture factory) previously.

Site Characteristics:

Characteristic Information	Details
Frontage	Approximately 169 m
Depth	Approximately 200 m
Area	Approximately 26,900 m ² (2.69 hectares)
Shape	Irregular

Official Plan Designation:

Schedule A: Industrial Area

Factory District Area

Schedule C: SPP Significant Threat Area

Schedule D: Collector (Douro Street) and Local (Trinity Street & King Street)

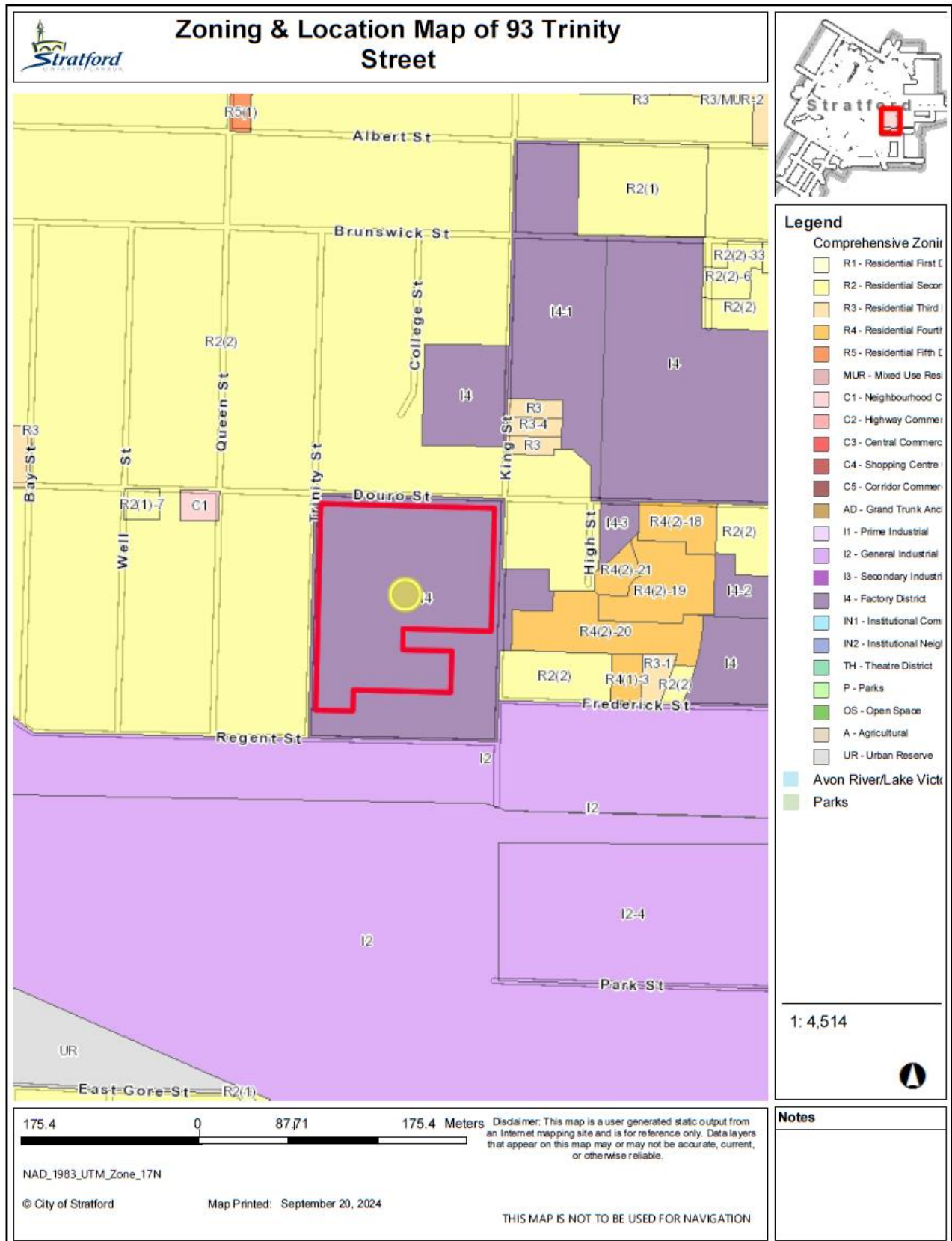
Schedule E: Heritage Area

Zoning By-law: Factory District (I4) Zone

Surrounding Land Uses:

Direction	Use
North	Residential
East	Residential, Industrial
South	Industrial
West	Residential

Location and Zoning Map:



Agency Comments

- City of Stratford, Building Services
 - Zoning By-law Amendment:
 - Clarification required about whether steps/stairs that provide access to the front of the building are included in the encroachment relief asked in item 3 of the attached Zone Change Amendment? Currently only noting balconies, porches and decks. Building K on the Site Plan, which is a stacked town, looks to have steps/stairs to the front entrances as noted on the renderings provided in the Planning Justification Report.
 - General Comments for the Applicant:

- This application is currently for a Proposed Zone Change, Building Division is only reviewing items relating to the Zone Change Application at this time and may have further requirements noted at time of Site Plan Application once application is submitted and reviewed.
 - Proposed distances to property lines may require additional measures under the Ontario Building Code (OBC) to be taken into consideration from the qualified designer for Spatial Separation requirements. This will be reviewed at time of Building Permit Application.
 - Any existing encroachments that are currently projecting over property lines will require encroachment agreements to be obtained.
- City of Stratford, Infrastructure Services Department – Engineering Division
 - Engineering does not object to the zone change provided that the development can be serviced as outlined in the Functional Servicing Report.
- Upper Thames River Conservation Authority
 - No objections or requirements for this application.
- CN Rail (Staff note that CN's comments herein, received by the City May 9, 2024, pertain to the previously submitted Formal Consultation process for this proposal. As of the date of finalizing this report CN has not yet provided comments on the subject Zone Change Application, however the below comments capture CN's concerns with this proposal.)
 - The Freight Rail Yard is a Class III facility per the D-series guidelines.
 - The 2020 PPS, per policy 1.2.6.1 and 1.2.6.2 of the PPS requires that a needs and alternatives test be completed in addition to assessing impacts from the industry and impacts on sensitive uses. This assessment was not provided as part of the land use compatibility review.
 - The FCM-RAC Guidelines note that sensitive uses should be prohibited 300 m away from the property line of the freight rail yard. This is consistent with the D-series Guidelines.
 - Table 4.5 – Facilities within the Minimum Separation Distance lists CN Rail as 117 metres from the site. Measuring property line to property line, the distance is approximately 37 metres. The D-series guidelines are based on potential impacts measured at the property line unless controlled by zoning. As zoning does not apply to CN Rail operations, confirmation is required regarding what assumptions were used for the 117-metre measurement.
 - Was an Air Quality and odour study conducted? Table 4.6 notes air and dust analysis only, based on desktop observations, curbside observations and "experience with similar entities." While CN Rail's main focus is on impacts from noise and vibration, adverse effects from odour are a land use planning consideration for the applicant.

- Should the development satisfy the concerns noted above a Development Agreement securing any required noise, vibration and air quality mitigation will be required to be executed prior to approval (i.e. prior to the zoning by-law being adopted/enacted by Council).
- Should the development satisfy the concerns noted above an Easement Agreement with respect to emissions from CN Rail will be required to be executed prior to approval (i.e. prior to the zoning by-law being adopted/enacted by Council).

Any agency comments received after the finalization of this report will be provided to Council.

Analysis:

Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest and is set out in three main areas: Building Strong Communities, Wise Use and Management of Resources, and Protecting Public Health and Safety. All planning decisions within the Province of Ontario are required to be consistent with the Provincial Policy Statement, 2020 (PPS). Section 1 of the PPS directs focus on the importance of building strong healthy communities. Section 3 of the PPS provides direction on the wise use and management of resources.

Employment Areas

The PPS guides the protection and preservation of employment areas for current and future uses. Included in this direction are policies for the conversion of lands within employment areas to non-employment uses. Section 1.3.2.5 of the PPS sets forth criteria for the conversion of existing employment areas to non-employment uses beyond a comprehensive review. As per Section 4.91 of the City's Official Plan, lands within the Factory District Area will be encouraged to convert to residential uses, provided that the buildings are no longer required or in demand for industrial purposes and that the proposed residential uses do not conflict with the remaining industrial uses in the area. As the existing building is vacant and not planned for any future industrial use, and planned infrastructure and public services are available to accommodate the proposed residential use, the proposal meets the employment area policies of the PPS.

Resilient Development and Land Use Patterns

The PPS provides direction on managing change and promoting efficient land uses and development patterns. Healthy, liveable, and safe communities are sustained by efficient land use patterns and development that sustain the financial well-being of the province and municipalities as well as the promotion of the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns and standards to minimize land consumption.

The proposal can be considered efficient development as it is an adaptive re-use of an existing, vacant building and site. The proposed residential use will contribute to the sustained financial well-being of the municipality and redevelopment of the neighbourhood. Additionally, the policy direction indicates that developments are to ensure the necessary infrastructure and public service facilities are, or could be, made available to meet the current and projected needs of the proposed development. The subject lands are located along Douro Street between Trinity and King Street, which are in proximity of the Downtown Core and offer full municipal services.

Settlement Areas

The PPS states that settlement areas are to be the focus of growth and development. The City of Stratford is identified as a settlement area under the PPS. The proposal is to re-purpose an existing vacant building and site located in proximity to the downtown core and has access to municipal services.

Land Use Compatibility

The PPS directs developments to avoid potential adverse effects from odour, noise and other contaminants on the surrounding neighbourhood. Although the subject lands are currently zoned and designated for industrial purposes as applicable to the previous furniture factory on this site, the proposed re-development of this site entails a conversion to residential purposes. In response to these requirements, the applicant submitted as part of their application a Noise Feasibility Study and a Land Use Compatibility Study.

The Land Use Compatibility Study assessed all facilities within 1,000 metres of the proposed development for potential air, dust, and odour emissions and concluded that *the off-site commercial/industrial facilities within the study area are likely to have minimal impact on the proposed development*. However, it did acknowledge that noise emissions may be experienced as a result of surrounding properties, and that these concerns are to be addressed in more detail in the Noise Feasibility Study.

The Noise Feasibility Study determined several recommendations for the proposed development, including warning clauses, installation of central air conditioning, and acoustic barriers, to mitigate the noise impacts of surrounding industrial uses. However, it is noted that the worst-case noise scenario resulting from the nearby CN rail shunting yard, *exceeds applicable noise limits for the proposed development. Mitigation measures were considered but ultimately determined to be infeasible and/or have limited efficacy*.

Planning Staff acknowledge that the noise emissions from the nearby CN rail shunting yard will be noticeable by any future residential use on the subject lands. However, it is also recognized that the City's Official Plan supports the transition of this area from industrial to residential use, contingent upon ensuring that this transition does not adversely affect the remaining industrial activities in the vicinity. No noise complaints have been received by the City from residential properties in the area regarding the CN

rail shunting yard, and if this proposal is supported, warning clauses are recommended to be imposed as part of the Site Plan agreement process (registered on title and stated to be included in any rental/lease/condominium documents for future tenants). Please note that CN's comments regarding the zone change application are addressed later in this report.

Furthermore, no land use compatibility impacts are expected on other neighbouring industrial uses as a result of the proposed residential development, in accordance with the PPS. As a result, Planning Staff are of the opinion that subject to appropriate measures being implemented to mitigate any nuisance impacts effectively, that the proposed application will not result in adverse land compatibility concerns for existing properties and potential future residents.

Long Term Economic Prosperity

The PPS promotes the long-term economic viability of communities by encouraging optimized land development, community investment, and sustainable tourism. The re-purposing of the vacant building and site in proximity of the Downtown Core for residential use will positively impact the long-term economic viability of the City.

Cultural Heritage

The PPS directs municipalities to conserve significant built heritage resources. The subject property is not located within the City's Heritage Conservation District (HCD) and is not designated as a Part IV designated property under the Ontario Heritage Act. However, the proposal includes the adaptive re-use of the existing vacant building in the effort to conserve the heritage attributes of the property and neighbourhood.

As such, the application to re-zone 93 Trinity Street is consistent with the Provincial Policy Statement.

City of Stratford Official Plan

The subject lands are designated "Industrial Area" in the City of Stratford's Official Plan and further identified as being within the "Factory District Area" special policy area and "Heritage Area" on Schedule "E".

Goals and objectives of the Industrial Area Designation include the continued development of manufacturing and industrial services, efficient use of the City's infrastructure, and protection of employment areas. As the zone change application proposes to develop the subject lands for residential purposes rather than manufacturing and industrial services, it does not conform to the goals and objectives of the Industrial Area Designation.

However, as the subject lands are within the Factory District Area, in addition to the Goals and Objectives of the Industrial Area Designation, the proposal is subject to the policies of Section 4.9 of the Official Plan. The Factory District Area policies of the Official Plan encourage the conversion of former industrial sites into alternative uses,

including residential purposes, provided that the buildings are no longer required or in demand for industrial purposes and that the proposed residential uses do not conflict with the remaining industrial uses in the area. Further, the conversion of lands within the Factory District Area to residential use does not require a comprehensive review in accordance with Section 3.2.4 of the Official Plan.

Lands within the Factory District Area have been steadily converting to alternative uses, as the demand for residential spaces has outgrown the demand for industrial development opportunities. Production at the former furniture factory on the subject lands decreased over the course of several decades and the existing buildings were left vacant as production shifted to other locations. The ultimate sale of the property in 2023 to a non-industry purchaser further demonstrates that the property is no longer in demand for industrial use and that residential redevelopment should be encouraged to repurpose the property and promote growth. Additionally, it is not anticipated that the proposed conversion to residential use will conflict with the remaining Factory District Area Industrial uses as the abutting industrial uses are all low-impact industrial uses. As such, Staff is of the opinion that the conversion to residential use will conform to the Industrial Area and Factory District Area policies of the Official Plan.

Heritage Area

These lands are subject to the Heritage Area policies of the Official Plan, which ensure that where infill is proposed in heritage areas or corridors, the inherent heritage qualities of the area or corridor are retained, restored, or enhanced. The applicant is proposing to repurpose the existing vacant buildings on the subject lands into residential uses, while retaining the heritage attributes of the buildings and character of the neighbourhood. Though the existing buildings do not have Official Heritage Designation status, the preservation of the property will maintain the continuous heritage frontage along Douro and Trinity Street and meets the Heritage goals of the Official Plan.

City of Stratford Zoning By-law

The subject lands are zoned Factory District (I4) Zone. The zone change application requests to amend sections 4.20.1, 4.30.1, 5.1, 6.2, and 6.4.5 of the City's Zoning By-law, which include Permitted Yard Encroachments, Minimum Parking Space Requirements, Permitted Uses in Residential Zones, and Regulations in the Residential Fifth Density (R5) Zone. The request is to change the Factory District (I4) Zoning to a site-specific Residential Fifth Density (R5(3)-__) Zoning and add the following:

- To add the uses of "Cluster Townhouse Dwellings", "Stacked Townhouse Dwellings", and "Street Townhouse Dwellings" to the permitted uses, in addition to all other uses permitted in the R5 Zone.
- Notwithstanding Section 3, the lot lines shall be deemed as follows:
 - a) Douro Street – Front Lot Line
 - b) Trinity Street – Exterior Side Lot Line
 - c) King Street – Exterior Side Lot Line

- Notwithstanding Section 4.20.1, balconies, porches, and decks are permitted to encroach into the required front yard setback and exterior side yard setback and shall be no closer than 0 metres from the lot line of an existing building.
- Notwithstanding Section 4.20.1, architectural adornments including but not necessarily restricted to, sills, belt courses, chimneys, cornices, eaves, gutters, parapets, and pilasters, shall be no closer than 0 metres from any lot line to an existing building.
- Notwithstanding Section 4.30.1, a walkway connecting to a dwelling unit shall have a maximum width of 2.0 metres.
- Notwithstanding Section 5.0, off-street parking shall be provided as follows:
 - a) Studio/1 Bedroom Dwelling Unit: 0.75 parking spaces/unit, plus 0.14 parking spaces/unit dedicated to visitor parking
 - b) 2 and 3-Bedroom Dwelling Unit: 1 parking spaces/unit, plus 0.14 parking spaces/unit dedicated to visitor parking
 - c) Any form of Townhouse Dwelling: 1.25 parking spaces/unit, plus 0.14 parking spaces/unit dedicated to visitor parking
- Notwithstanding Table 5.4.4, one (1) loading space per 100 dwelling unit is required.
- Notwithstanding Table 6.4.5:
 - a) Maximum Density: 1.45 Floor Space Ratio
 - b) Maximum Lot Coverage: 40%
 - c) Maximum Height: 36 metres
 - d) Minimum Front Yard Setback:
 - i) Existing Buildings: 0 metres
 - ii) New buildings: 3.0 metres
 - e) Minimum Exterior Side Yard Setback (Trinity Street):
 - i) Existing Buildings: 0 metres
 - ii) New buildings: 1.5 metres
 - f) Minimum exterior Side Yard Setback (King Street):
 - i) New Buildings: 3.0 metres
 - g) Minimum setback to a property line for any building or structure with a height greater than 22 metres: 17 metres
 - h) Minimum Rear Yard Setback:
 - i) Any Townhouse Dwelling: 1.5 metres
 - ii) Apartment Building: 7.5 metres
- For the purposes of the R5(3)-___ Zone, Floor Space Ratio shall mean the figure obtained when the gross floor area on a lot is divided by the lot area. Only gross floor area that constitutes a storey shall contribute to the calculation of the Floor Space Ratio.

Permitted Uses

The applicant is requesting to rezone the subject lands from a Factory District (I4) Zone to a Site Specific Residential Fifth Density (R5(3)-2) Zone. As part of this Zone Change request, the permitted uses on the property would be changed, from a variety of factory industrial uses to residential use. The permitted uses of the R5 zone include

apartment buildings, as shown on the proposed Site Plan. The proposed development consists of seven apartment buildings, containing a total of 343 dwelling units. As part of the submitted zone change application, a Record of Site Condition was received, which confirmed that the subject lands are uncontaminated and safe for residential use. Additionally, the applicant is requesting site-specific provisions to permit the use of townhouse dwellings within the R5 zoning. Townhouse dwellings are currently only permitted in the Residential Fourth Density Zone R4 Zone, the intent of which is to categorize these dwelling types as separate from lower density residential uses.

However, the City's Zoning By-law does not take into consideration residential developments of this scale, where a mix of apartment and townhouse dwellings are proposed on the same parcel of land. Planning staff are supportive of residential development that includes a mix of dwelling types, as it can provide a range of housing opportunities and densities within a community. As such, Staff support the request to rezone the subject lands to R5 to permit the use of apartment buildings and townhouse dwellings on the site.

Height

The existing vacant buildings on the subject lands have an approximate height of 16 metres, and three of the proposed new apartment buildings have a range of heights between 14-18 metres. The Residential Fifth Density R5(3) zone permits a maximum height of 22.0 metres, and as such, the existing and all but one of the proposed buildings comply with the proposed R5(3) zoning. However, the proposal also requests to increase the maximum height for the Residential Fifth Density (R5) Zone to 36 metres, to facilitate the development of a 10-storey apartment building. The current Factory District (I4) Zoning permits a maximum height of 30 metres (approximately 8-storeys). This maximum height increase is an increase of 14 metres from the current provisions of the R5(3) zone and an increase of 6 metres from what is currently permitted. Staff acknowledge that this is a significant height increase from the current Residential Fifth Density Zone provisions and significant height for a building in Stratford overall. However, Planning Staff are supportive of increased building height in residential developments where land use compatibility concerns are addressed, as it is an efficient way to utilize land within a built-up area (as opposed to expanding into agricultural areas, as an example), provide additional housing stock, and meet provincial intensification targets. Increased building heights also provide the opportunity for additional landscaped open space and site amenities, such as underground parking.

The proposed 10-storey building is positioned centrally towards the southern end of the subject lands so that it is visually screened from Douro Street by the existing vacant buildings, and setback from all property lines by a minimum of 17 metres, limiting negative impacts on neighbouring lands with respect to privacy, overlook, and shadowing. Planning Staff are of the opinion that the requested height increase will be compatible with the proposed buildings on the subject lands and the overall neighbourhood, subject to the condition that only one building on the subject lands is

greater than 22 metres in height, and that the location of the building is consistent with the submitted Site Plan.

Parking

The applicant is proposing to develop 361 dwelling units on the subject lands, consisting of a combination studio, 1–3-bedroom apartments, and townhouse dwellings. Based on the current minimum parking requirements in the City’s Zoning By-law, the proposed development will require 456 parking spaces. The applicant is requesting reduced parking requirements for each type of dwelling, for a total of 371 parking spaces on the site. This is relief of 85 parking spaces. The requested parking rates for each dwelling type are outlined below compared to existing zoning requirements:

Table 1: Requested Parking Rates compared to existing Zoning By-law provisions

Unit Type	Parking Rate in Zoning By-law (10-2022)	201-24 Requested Parking Rate
Studio/1 Bedroom Apartment	1 parking space per unit	0.75 parking spaces per unit
2- & 3-Bedroom Apartment	1 parking space per unit	1 parking space per unit
Townhouse Dwelling	1.5 or 2 parking spaces per unit	1.25 parking spaces per unit
Visitor Parking	0.25 parking spaces per unit	0.14 parking spaces per unit.

Please note that the City of Stratford’s Zoning By-law requires 1 parking space per unit for apartment dwellings, regardless of the number of bedrooms per unit. The required number of parking spaces differs for different types of townhouse dwelling (ex: back-to-back townhouses vs street townhouses).

Based on these parking rates, 320 designated spots are to be provided, alongside 51 visitor spaces. The spaces will be located on the subject lands through a combination of surface and underground parking.

As part of the zone change application, a Traffic Impact and Parking Justification Study was submitted in support of the reduced on-site parking request. Based on feedback from the public meeting and site revisions, an updated Parking Justification Study was received as part of the revised application. The Parking Justification Study supports the reduced parking rates through a comparison of parking utilization rates for other apartment dwellings in Stratford, as well as an analysis of non-automotive connection opportunities within or near the proposed development. The subject lands are within walking distance to the Downtown Core, Stratford’s Transit Terminal, and the commercial lands surrounding Stratford’s shopping mall. Additionally, the property is along two transit routes within the City (Route 2 and Route 6), and carshare spaces are proposed on-site as well.

Based on feedback from the public meeting, Planning Staff procured a peer-review from a 3rd party firm, "Paradigm Transportation Solutions Limited", of the updated submitted Parking Justification Study to assess if the requested parking rates are appropriate for the proposed development. The conclusions from the peer-review are:

- *The Site Plan has been revised to include an additional nine apartment units and 30 fewer townhouse units. The proposed total of 361 units is 21 units less than the originally proposed 82 units.*
- *The Site Plan has been revised to accommodate 371 parking spaces, 22 less than reported by the consultant in January 2024. The overall parking supply rate remains the same at 1.03 spaces per unit. The total parking supply allocation has been revised from 0.96 spaces per apartment unit to 1.00 space per unit, and from 1.50 spaces per townhouse unit, to 1.44 spaces per unit. Most notably, the apartment visitor parking supply has been increased from 0.04 spaces per unit to 0.14 spaces per unit. The proposed visitor parking rate now falls into an acceptable range for the proposed residential use and site location within Stratford.*
- *The updated parking supply rates fall within ranges identified in the ITE Parking Generation Manual and exceed the peak parking demand observed by the consultant in a survey of an apartment site in a suburban area of Stratford (59 Campbell Court).*
- *The proposed development is reported to include a bike parking supply that would exceed the Zoning By-law requirement and two carshare spaces. We conclude that both measures should reduce auto dependency and contribute to lower automobile parking demands.*

Overall, the technical review response and updated Site Plan addresses the concerns expressed by Paradigm in our July 2024 technical review. The now proposed resident and visitor parking supply is consistent with the observed parking demand in Stratford and similar municipalities, and within industry guidelines. In consideration of the subject site's proximity to the downtown area, the service provided by multiple transit routes, and with the future implementation of the updated TDM plan provided in the latest report, the proposed parking supply would be expected to accommodate the forecast demand.

As a result of the revised parking rates, the site's proximity to the Downtown Core and surrounding commercial areas, non-automotive connection opportunities, and the conclusions of the peer-review study, Planning Staff are in support of the requested parking reductions. In essence, the proposed parking reductions are considered appropriate given the above-noted factors.

Yard Setbacks

The Zone Change application is requesting various site-specific provisions to reduce yard setbacks on the site. For the existing buildings on the site, the applicant is requesting a 0-metre front yard and exterior side yard setback. This reduction will allow the developers to redevelop the existing vacant buildings for residential use, rather than demolish the buildings and build anew. Planning Staff are not aware of any concerns caused by the reduced building setbacks that have existed since the factory buildings were first constructed on the site. Additionally, the application is requesting reduced front and exterior side yard setbacks for the new proposed buildings. These setbacks are intended to maintain consistency with the existing buildings and enhance the streetscape along Douro, Trinity, and King Street. Reduced setbacks also provide greater opportunity for amenity areas and parking onsite. It is not anticipated that any privacy or safety concerns will occur due to the reduced setbacks and as such, Planning Staff support this request.

Lot Coverage

The application is requesting an increased maximum lot coverage of 40% as opposed to the required maximum of 30% for R5(3) zones. Lot coverage maximums are intended to prevent stormwater management concerns, low-density sprawling development, and minimized landscaped open space. Planning Staff are of the opinion that, given the nature of the development (increased density) and that the proposed Site Plan exceeds the landscaped open space requirement of the Zoning By-law, no lot coverage concerns are expected. Stormwater Management concerns will be addressed as part of the Site Plan process to satisfy City criteria.

Density

The zone change application is proposing to use a different approach to calculating density than what is currently used in the City's Zoning By-law. The City's Zoning By-law measures density by units per net hectare whereas the applicant is proposing to use "Floor Space Ratio" alternatively. A definition for "Floor Space Ratio" is included in the draft by-law but can be summarized as follows: "a method of measuring density that determines the amount of total floor area that can be developed on a property based on the size of the property". Essentially, the unit per net hectare approach measures density by the number of units on the lot versus the "Floor Space Ratio" approach which measures density by the amount of floor area developed. Using a "Floor Space Ratio" approach incentivizes a greater number of dwelling units on a lot whereas a "Units Per Net Hectare" approach incentivizes increased floor area of each unit. Based on the submitted Site Plan, the applicant is in favour of using the "Floor Space Ratio" approach to calculating density, as it provides greater opportunity for smaller, more affordable dwelling units. The proposed "Floor Space Ratio" of the submitted Site Plan is 1.45. This translates approximately to 134 units per net hectare, a difference of 34 units per net hectare from the maximum requirement in the R5(3) zone. Planning Staff do not have concerns with utilizing a "Floor Space Ratio" approach to calculating density, understanding that it provides the applicant with greater flexibility to develop dwelling units of varying sizes. However, Staff are of the opinion that density calculation

should remain consistent across the City, and as such believe that both approaches should be evaluated until such time that "Floor Space Ratio" is ever adopted municipally wide. Staff are aware that the proposed density is greater than what is currently permitted, and that the proposal is a significant increase from the low-density industrial development that exists on the site. However, staff are supportive of increased densities where compatible, and recognize that the development of the vacant site is a rare opportunity to promote growth in close proximity to the City's Downtown. Staff are encouraged by the proposed development's landscaped open space exceeding the requirements of the City's Zoning By-law and that sufficient parking will be provided on-site. Though the proposed density of the subject lands exceeds what is currently permitted, the low-density of the surrounding industrial area offsets the overall density of the total neighbourhood. As such, staff are in support of the requested density increase, on the condition that the density calculations and landscaped open space remain consistent with what is shown on the submitted Site Plan.

Additional Regulations

The applicant has also requested a few minor requests as part of the Zone Change application. The applicant is requesting a 0-metre setback for balconies, porches, and decks as well as architectural adornments including but necessarily restricted to, sills, belt courses, chimneys, cornices, eaves, gutters, parapets, and pilasters on the existing vacant buildings. This request is a result of the existing buildings being located on the existing property lines. Staff have no concerns with this request as these amenity areas and architectural adornments will enhance the streetscape and no concerns to public safety are anticipated. Any amenity area or architectural adornment that encroaches beyond the property line onto City property will require the applicant to enter into an encroachment agreement. The application also requests a maximum walkway width of 2.0 metres leading to a dwelling. Staff support this request as it will result in improved pedestrian walkability on the site and any stormwater management concerns will be addressed during the Site Plan process. Lastly, the application is requesting a reduction for the amount of loading spaces required on site. The Zoning By-law would require 6 loading spaces to be provided whereas the applicant is requesting to provide 4 loading spaces. Planning Staff have no concerns with this request as the intent is to limit the amount of truck traffic in the neighbourhood and are of the opinion that 4 parking loading spaces will be sufficient for the proposed development.

Public and Agency Concerns

The following concerns were raised as part of the application's circulation and public meeting process:

Affordability

Members of Council and the public expressed interest in whether any of the proposed dwelling units will be classified as "affordable". The applicant has confirmed that the development will consist of both condominium and rental units and has committed to providing a minimum of 10% of the proposed development as affordable housing and is currently in the stages of entering into an agreement with the Canadian Mortgage and

Housing Corporation (CMHC). These units would be located throughout the development and consist of various unit types. The CMHC's definition of affordable is units that cost less than 30% of a household's before-tax income. Questions were also raised about whether 10% of all units on site being deemed affordable is the best the applicant can provide. Ultimately, Planning Staff are unaware of the financial implications for the development to provide additional affordable units but recognize that the 10% commitment for a development of this size is one of the largest affordable housing commitments ever in Stratford. It was also requested from members of the public that the commitment to providing affordable housing be included as a condition of any approval. Though Planning Staff are supportive of the applicant's commitment to providing affordable units, changes to the *Planning Act* limit the City's ability to provide bonusing provisions. As a result, the affordable housing commitment cannot be made a condition of approval for the subject application.

Accessibility

Members of Council raised the question of whether any of the proposed dwelling units will be considered "accessible". Planning Staff can confirm all of the proposed units will meet the accessibility requirements of the Ontario Building Code and the *Accessibility for Ontarians with Disabilities Act*. Please note that the proposed apartment buildings and townhouse dwellings have different accessibility requirements. Planning Staff can also confirm that the overall subject property will meet the accessibility requirements of the Building Code, as part of any future Site Plan Agreement.

Stormwater Management

Concerns were raised by members of the public about frequent flooding on the subject lands onto abutting streets. Questions were also asked about the grading of the property and if it would change. Stormwater Management is an integral part of the City's Site Plan approval process, as is the grading of the site. Any stormwater management or grading concerns will be addressed during this time, through criteria enforced by the City's Engineering Division, to ensure amongst other matters, no unacceptable adverse impacts on neighbouring lands.

Applicant Public Consultation

Members of Council and the public expressed interest in the public consultation process undertaken by the applicant ahead of the Zone Change application public meeting.

The following public consultation stages were provided by the applicant:

- Stage 1 – Neighborhood interviews: In February 2023, door-to-door interviews were completed with 45 residents along Trinity, Regent, King, and Douro Street.
- Stage 1 – Stakeholder Interviews: In February 2023, interviews were undertaken with several community heritage stakeholders.
- Stage 2 – Neighbourhood interviews: In September 2023, another door-to-door interview process was completed, engaging 223 properties within a 120 metres radius of the subject lands.

- Stage 2 – Public Open House: On September 21, 2023, a public open house was hosted on the subject lands for residents and community stakeholders.

Building Height

The most common and mixed responses expressed by members of Council and the public were to the applicant's request to permit a maximum height of 36 metres, which equates approximately to 10 storeys. Responses received included both support of the application building upward rather than onto farmland (as an example) and criticism that 10 storeys is too high for Stratford. Concerns included shadowing and privacy impacts, reduced property values, and the impact on neighbourhood character. Planning Staff recognize that the requested height is new for Stratford but also that the subject property is positioned in the City's Official Plan as an area prime for redevelopment. Increasing building height is an effective way to reduce urban sprawl into regional agricultural lands, while meeting intensification targets to help address the province's housing shortage. The proposed 10-storey building will be visually screened from Douro Street and setback from all property lines by a minimum of 17 metres, with the intent of limiting shadowing and privacy impacts on the neighbourhood. Planning Staff are of the opinion that the proposed apartment building will be compatible with the existing buildings on the site and fit in within the overall character of the neighbourhood, contributing to the residential sense of place that exists within the community. It has also been shown that new apartment developments do not reduce neighbouring property values and in most cases, can actually raise them.

Environmental Impact

Members of the public raised concerns about the environmental impact of the proposed development, including the greenhouse gases required to construct and maintain the development and the redevelopment impact on climate change. Members of the public also expressed their support of the adaptive reuse of the vacant buildings, which reduces overall impact of the development on the environment. Requests were made for the development to be designed to withstand hurricanes and well as to accommodate geothermal and solar power to heat the development rather than natural gas. Planning Staff understand the environmental impacts of climate change and agree that thoughtful design should be incorporated into all development within the City to reduce greenhouse gas emissions. However, Planning Staff also acknowledge that the subject application is an adaptive reuse and intensification of a century-old industrial property, within walking distance to the City's Downtown Core and commercial areas. Automobile alternative transportation is significantly prioritized as part of the subject application, promoting reduced individual environmental impacts. Requiring the development be heated entirely through geothermal and solar power will raise the cost of the development significantly, and result in reduced affordable and overall units developed. Regarding hurricane proofing, subject to any construction, the applicant's will be required to meet all requirements of the Ontario Building Code. Additionally, it was raised during the public meeting that the City's Official Plan shows a petroleum well on the subject lands. Through discussions with the applicant and the Ministry of Natural Resources and Forestry, it has been determined that the City's Official Plan is incorrect

and that the petroleum well shown is located north of the subject lands. The City's Official Plan will be updated accordingly as part of the ongoing Official Plan review.

Site Servicing & Infrastructure

Concerns were raised by members of the public about the process to service the proposed development and how it would be paid for. As part of the initial zone change application, a Functional Servicing Report was received and reviewed. The City's Engineering Division has determined that it has no concerns with the zone change application, provided that the development can be serviced as outlined in the Functional Servicing Report. The report concludes that the proposed development can be adequately serviced through a combination of existing municipal infrastructure and the lowering of the Trinity Street Trunk Storm Sewer from Douro Street. Any costs associated with the servicing of the proposed development will be borne by the applicant. At this time, there are no plans to widen Trinity or King Street. As part of any future Site Plan process, a road widening land dedication will be taken on Douro Street up to the existing building.

Density

Members of the public expressed their concerns about the proposed development's request for increased density, stating that the proposed development will result in intensification too great for the neighbourhood. Planning Staff acknowledge that the proposed density is significantly greater than the surrounding neighbourhood, however, are supportive of increased densities where proposed growth is compatible. The subject lands are in a favourable location for intensification and the submitted Traffic Impact Brief concludes that the surrounding road network will operate within acceptable levels of service. Additionally, the proposed development is providing sufficient parking on-site and exceeding the City's landscaped open space requirements. As a result, Planning Staff have determined that the subject lands are a compatible area for the density proposed.

Notice of Application

Concerns were raised by members of the public regarding the public notice procedure for the public meeting held on June 28. Specifically, the inclusion of a rendering of the potential redevelopment of the existing Krug building on the Notice of Application sign posted on the site and on Engage Stratford, rather than a rendering of the proposed 10-storey building. The image used on the public notice sign and on the Engage Stratford website was provided to the City by the applicant and showcases one of the prominent aspects of the proposed application, being the preservation and conservation of the existing factory building into apartments. Furthermore, the noted image was a rendering of the entrance of the existing Krug building, facing Trinity Street. The proposed 10-storey building, as per submitted Site Plan concept, will not be located behind the existing building from this view but rather to the south (towards the rail yard) and as such, was not viewable in the displayed image. Planning Staff acknowledge that a rendering of the proposed 10-storey building could have been used in its place, but as that design is more conceptual at this stage, determined that the

existing building was more recognizable to members of the public. The applicant's request for a height of 36 metres was included on all notices available to the public. Questions were also raised about the 120-metre radius of the circulation of the notice and if another public meeting would be conducted. The 120-metre radius is set out in the requirements of the *Planning Act* for all Zone Change notices. Though the City of Stratford has the opportunity to expand the notice radius, the City of Stratford follows the specific and detailed direction and requirements of the *Planning Act* in its processing of planning applications. Further, the decision to not schedule another public meeting was also to remain consistent with past applications. Additionally, as the revised application has not changed significantly from the first submission, Planning Staff have determined another public meeting to be unnecessary.

CN Rail

As part of the required Formal Consultation application and public meeting process, CN Rail expressed several concerns and requirements for the subject application. These concerns were received on May 9, 2024, in response to a Formal Consultation submission by the applicant sent to CN on February 26, 2024. As a result of not receiving a response within the expected comment timeline, it was determined that the requested Noise, and Land compatibility reports submitted by the applicant were satisfactory to CN. A subsequent zone change application was then received, and the public meeting scheduled accordingly. Once CN comments were received on May 9, they were forwarded to the applicant, who on May 18, 2024, responded to CN's concerns. The applicant's response to CN was sent to them on May 24, 2024, in advance of the public meeting. CN's original comments were included in the Public Meeting Report, given the tight comment timeline ahead of the public meeting, with the intent that their response would be included and further addressed in this Planning Recommendation Report. However, as of the writing of this report, no response from CN has been received. Given the length of time that has passed since CN's last comments, Planning Staff have concluded that CN is satisfied with the measures proposed to be taken by the applicant in response to CN's initial concerns. Planning Staff are of the opinion that any additional concerns raised by CN can be addressed as part of any future Site Plan Agreement.

Short-term Rentals

Members of the public raised concerns about the proposed dwelling units being used for short-term rentals or investment properties as opposed to long-term housing. Planning cannot limit the use of the proposed dwelling units as investment properties, as is the right of any property owner in Stratford. However, as per Table 4.3.2 of the City's Zoning By-law, short-term rentals/bed and breakfast establishments are not permitted in apartment buildings. As such, 343 of the total 362 proposed dwelling units on the site will only be permitted to be used for long-term housing. The remaining 18 townhouse dwelling units are permitted to be used as short-term rentals, in accordance with the City's Zoning and Licensing By-law, as are all other townhouse dwellings in the City.

Parking

Members of Council and the public expressed concerns about the number of parking spaces provided on site. Though the number of parking spaces has changed since the initial submission, the ratio of spaces to units remains the same. Concerns included potential overflow onto abutting streets, insufficient visitor parking spaces, the possibility of a peer review of the submitted Parking Justification Study, that comparable sites reviewed as part of the Parking Justification Study were unrepresentative, and whether electric vehicle charging stations and underground parking would be provided. The applicant has confirmed that underground parking and electric vehicle charging stations will be provided on site.

Planning Staff have also contracted a third-party engineering firm to peer-review the submitted Parking Justification Study to determine if the parking reduction requests are appropriate for the proposed development. The peer-review concluded that:

"the apartment visitor parking supply has been increased from 0.04 spaces per unit to 0.14 spaces per unit. The proposed visitor parking rate now falls into an acceptable range for the proposed residential use and site location within Stratford and that the updated parking supply rates fall within ranges identified in the ITE Parking Generation Manual and exceed the peak parking demand observed by the consultant in a survey of an apartment site in a suburban area of Stratford."

As a result of the third-party peer-review, it has been determined that the parking reduction request and the total visitor parking provided on site are appropriate for the proposed development. A question was also raised at the public meeting about the nearby Oxford Street Apartments and why the requested parking reductions did not use that site as a comparable. Though Planning Staff agree that the Oxford Street Apartments could have been used as a comparable, ultimately the applicant and their consultant are able to use any comparable site they deem reasonable, and the peer review of the Parking Justification Review had no concerns with the use of 59 Campbell Court. Additionally, it is worth noting that the Oxford Street Apartments received a reduction to their required parking rate in 2016, from 1.5 spaces per unit to 1.25 spaces. Regarding the potential for on-street parking on abutting streets, Planning Staff acknowledge that as a result of the development, on-street parking may increase within the surrounding neighbourhood. However, given that the on-site parking has been determined to be appropriate for the proposed development, staff do not anticipate significant overflow onto abutting streets. Additionally, the City's Traffic and Parking By-law will still be in effect, which enforces parking regulations across the City, and prevents overnight parking on City streets. All of Douro Street and one side of both Trinity Street and King Street will remain as no parking zones as well.

Traffic

Members of the public expressed their concerns about the increase in traffic resulting from the proposed development. As part of the initial Zone Change application, a Traffic Impact Brief was received and reviewed by the City's Engineering Division. The

conclusion of the Traffic Impact Brief was that all future movements at the studied intersections are expected to operate with acceptable levels of service and residual capacity during the weekday AM and weekday PM peak hours. The one mitigation measure recommended by the study is to increase the cycle length from 74 seconds to 80 seconds at the Romeo/Douro Street intersection during the weekday PM peak hour, which Engineering Staff will consider for future implementation. Questions were also raised about future expansions of abutting streets as a result of the development. As per Schedule B of the Zoning By-law, Douro Street does have a design width of 23 metres, which is a 3-metre increase from its current width. A road widening will need to be conveyed to the City as part of any future Site Plan application, however there are no plans to physically widen Trinity or King Street.

Noise Impacts

Concerns were raised from neighbouring properties about the noise the proposed development would produce in the neighbourhood. Planning Staff acknowledge that the construction of the proposed development would result in increased noise within the area, as would the completed project compared to the vacant property. However, the construction noise will be temporary and the City's Noise Control By-law will remain in effect, limiting any significant noise impacts on neighbouring properties.

Greenspace

Concerns were raised by neighbouring residents about the proposed development's impact on the greenspace of the area; including loss of trees, shade, places for kids to play, and impacts on local biodiversity. The proposed application includes 0.99 hectares (37%) of landscaped open space, which exceeds the required 30% minimum required by the Zoning By-law. The applicant has also included Landscape Architects as part of the design process for the proposed development, to maximize the landscaped open space on the site. Any trees proposed to be removed will be subject to the City's Tree By-law, which can include the replanting of such trees elsewhere on the property. And as part of any future Site Plan process, Parkland Dedication will be required for the purpose of creating or enhancing existing parks within the City. It was noted that children in the area use the vacant property as a place to play and that a community garden was created by local residents. However, as the subject lands are private property, the applicant is permitted to redevelop such aspects of the property, in accordance with the provisions of the Zoning By-law. Additionally, given the property's historical use as an industrial property, Planning Staff are of the opinion that the proposed application will have minimal impacts on local biodiversity.

Asbestos

Members of the public raised concerns about the potential of asbestos existing within the vacant building and its potential harmful impacts on neighbouring properties. The applicant is unaware of any asbestos concerns as part of the existing site works, but has confirmed that if any is discovered, that appropriate removal will follow the requirements of the Building Code.

Permitted Uses of the Current I4 zone

A question was raised during the public meeting about what uses are currently permitted on the property. Planning Staff can confirm that the following uses are currently permitted on the property; business or professional office, car wash, commercial school, data centre, dry cleaning establishment, equipment service establishment, factory store, food processing establishment, industrial use (the use of land, buildings or structures for manufacturing, assembling, preparing, processing, inspecting, finishing, treating, altering, ornamenting, repairing, refinishing, restoring, producing, or adapting for sale of any goods, substances or articles, and includes the warehousing or storing of such products), motor vehicle repair, sales, or rental shop, private club, recreational park, scientific or medical laboratory, veterinarian clinic, and a warehouse.

Maximum building height permitted in Stratford

Questions were raised during the public meeting regarding the maximum permitted height in Stratford. Maximum height is permitted through both the City's Official Plan and Zoning By-law. Currently the maximum permitted height in Industrial zones is 30 metres, whereas the maximum permitted height in residential zones is 22 metres.

Precedent Setting

Members of the public expressed concern that the decision of this zone change application will be precedent setting for the City of Stratford. Though past planning decisions can serve as relevant examples for future applications, planning decisions are ultimately determined on a case-by-case basis taking into consideration all elements and merits of a subject application.

Construction

Questions were raised during the public meeting about the construction of the development and potential phasing of the project. While no timeline is official, the applicant has confirmed that the proposed development would be completed in phases, starting with the existing vacant buildings. In addition, concerns were raised regarding noise and dust mitigation during the construction process. Impacts of dust and noise are to be mitigated as part of the required Site Plan and Building Permit process. The City's Noise Control By-law will remain in effect as well during the phases of construction.

Setbacks

Concerns were raised by members of the public that the requested setbacks are too short. More specifically, there were two types of concerns regarding the requested reduced setbacks. Firstly, concerns were raised about the requested 0 metre setback for the existing buildings. This setback is required to preserve the vacant buildings as they are located on the property line. Without this setback request, the existing buildings would not be able to be conserved. Secondly, concerns were raised about the requested setbacks for the proposed new buildings. These include the requested 1.5 metre side and rear yard setback for the proposed townhouse dwellings on Trinity

Street and the front and side yard setback for the proposed new apartments on King Street. Concerns included shadowing impacts and massing on the street. Planning Staff have no concerns with the proposed townhouse dwelling setbacks on Trinity Street, as this reduced setback will facilitate parking spaces on the subject lands and enhance the streetscape. Staff acknowledge that the reduced setbacks for the apartment buildings on King Street are significantly greater than what is required by the City's Zoning By-law. The intent of these reductions is to match the built form of the existing buildings on site and enhance the neighbourhood streetscape, while providing for additional parking within the proposed development. Staff have reviewed the submitted Shadow Analysis submitted as part of the initial zone change application and are of the opinion that the requested setbacks will not result in significantly increased shadowing impacts on neighbouring properties.

Heritage

During the public meeting, questions were raised from members of Council and the public about the heritage status of the existing vacant buildings on the subject site. The former Krug factory buildings are not heritage designated buildings under the Ontario Heritage Act. Despite this, the applicant submitted a Heritage Impact Assessment Brief as part of the zone change application that concluded that the conversion of the vacant factory buildings to residential use is appropriate for conservation of the building's character. The heritage brief also concluded that the impact on the character of the neighbourhood as a result of the proposed redevelopment will be *moderate but mitigated through a balanced approach to conversion and exceptional redesign*. Additionally, support of the application was received from the Stratford & District Historical Society, the Architectural Conservancy of Ontario, and Stratford's Heritage Committee.

Tax cost to neighbourhood

Concerns were raised by members of the public about the potential for their taxes to increase due to the proposed development. Any infrastructure upgrades required as a result of the development will be covered by the applicant, and property taxes are assessed based on the use of a property, not the use of neighbouring properties. Therefore, the creation of new residential units will not directly affect the municipal taxes of adjacent properties.

Impact on firefighting ability

Concerns have been raised about the City's Fire Department being unable to fight fires at the top floor of the proposed 10-storey building. Discussions have taken place with the City's Fire Department regarding the proposed development's impact on the City's firefighting ability. When evaluating development proposals, the City's Fire Department upholds strict criteria based on the Ontario Building and Fire Codes, including sprinkler systems, number of exits, areas of refuge, fire separation ratings, standpipe or fire dept connections, and accessible water supplies and flows. These criteria are evaluated as part of the Site Plan Approval and Building Permit process. The City's aerial truck can

shoot water onto the roof of a 10-storey building and as such, the City's Fire Department has no concerns with the current Zone Change application.

Schools

Members of the public expressed concerns that there are not enough schools in proximity of the subject site. Notice of the application was circulated to the Avon Maitland District School Board, the Huron-Perth Catholic District School Board, and the Scholastic Council of Catholic Schools Southwest Region. At the time of writing this report, no comments were received from these agencies.

Site Plan Requirements

As per the City of Stratford's Site Plan Control By-law, the development of the subject lands to residential use will require Site Plan Approval.

Financial Implications:

Financial impact on future year operating budget:

If approved, the proposed development will create 361 new residential units on the subject lands, contributing to the City's property assessment base. Additionally, the City's Director of Corporate Services/Treasurer has noted that property taxes are primarily determined by the City's budgetary needs, which are distributed across all properties in the City. Generally, adding new residential units to the housing supply can reduce the relative tax burden for other property owners.

Alignment with Strategic Priorities:

Build Housing Stability

This report aligns with this priority as if approved, the subject application will facilitate the development of 361 residential units within the City.

Alignment with One Planet Principles:

Culture and Community

Nurturing local identity and heritage, empowering communities and promoting a culture of sustainable living.

Land and Nature

Protecting and restoring land for the benefit of people and wildlife.

Travel and Transport

Reducing the need to travel, encouraging walking, cycling and low carbon transport.

Staff Recommendation: THAT Application Z01-24 to amend the zoning of 93 Trinity Street from a Factory District I4 Zone to a Residential Fifth Density R5(3) Special R5(3)-2 Zone with site specific regulations BE APPROVED to allow:

- a) the uses of "Cluster Townhouse Dwellings", "Stacked Townhouse Dwellings", and "Street Townhouse Dwellings" to the permitted uses, in addition to all other uses permitted in the R5 Zone.
- b) Notwithstanding Section 3, the lot lines shall be deemed as follows:
 - i. Douro Street – Front Lot Line
 - ii. Trinity Street – Exterior Side Lot Line
 - iii. King Street – Exterior Side Lot Line
- c) Notwithstanding Section 4.20.1, balconies, porches, and decks are permitted to encroach into the required front yard setback and exterior side yard setback and shall be no closer than 0 metres from the lot line of an existing building.
- d) Notwithstanding Section 4.20.1, architectural adornments including but necessarily restricted to, sills, belt courses, chimneys, cornices, eaves, gutters, parapets, and pilasters, shall be no closer than 0 metres from any lot line to an existing building.
- e) Notwithstanding Section 4.30.1, a walkway connecting to a dwelling unit shall have a maximum width of 2.0 metres.
- f) Notwithstanding Section 5.0, off-street parking shall be provided as follows:
 - i. Studio/1 Bedroom Dwelling Unit: 0.75 parking spaces/unit, plus 0.14 parking spaces/unit dedicated to visitor parking
 - ii. 2 and 3-Bedroom Dwelling Unit: 1 parking spaces/unit, plus 0.14 parking spaces/unit dedicated to visitor parking
 - iii. Any form of Townhouse Dwelling: 1.25 parking spaces/unit, plus 0.14 parking spaces/unit dedicated to visitor parking
- g) Notwithstanding Table 5.4.4, one (1) loading space per 100 dwelling unit is required.
- h) Notwithstanding Table 6.4.5:
 - i. Maximum Density:
 - 1.45 Floor Space Ratio
 - ii. Maximum Lot Coverage: 40%
 - iii. Maximum Height: 36 metres
 - iv. Minimum Front Yard Setback:
 - Existing Buildings: 0 metres
 - New buildings: 3.0 metres
 - v. Minimum Exterior Side Yard Setback (Trinity Street):
 - Existing Buildings: 0 metres
 - New buildings: 1.5 metres
 - vi. Minimum exterior Side Yard Setback (King Street):
 - New Buildings: 3.0 metres

- vii. **Minimum setback to a property line for any building or structure with a height greater than 22 metres: 17 metres**
- viii. **Minimum Rear Yard Setback:**
 - **Any Townhouse Dwelling: 1.5 metres**
 - **Apartment Building: 7.5 metres**
- i) **For the purposes of the R5(3)-2 Zone, Floor Space Ratio shall mean the figure obtained when the gross floor area on a lot is divided by the lot area. Only gross floor area that constitutes a storey shall contribute to the calculation of the Floor Space Ratio.**

SUBJECT TO THE FOLLOWING CONDITIONS:

- 1. THAT only one building with a height greater than 22 metres be developed on the subject land and;**
- 2. THAT the overall density and landscaped open space of the development remain consistent with what is shown on the submitted preliminary Site Plan;**

THAT the approval be granted for the following reasons:

- 1. The request is consistent with the Provincial Policy Statement;**
- 2. The request is in conformity with the goals, objectives, and policies of the Official Plan;**
- 3. The zone change will facilitate the redevelopment of a vacant industrial property for residential purposes appropriate for the subject lands;**
- 4. Inclusion and comprehensive analysis of public feedback received during the application circulation and at the public meeting has been appropriately addressed within the Planning Report;**

AND THAT no further notice be required under Section 34 (17) of the Planning Act.

Prepared by: Alexander Burnett, Planner

Recommended by: Marc Bancroft, MPL, MCIP, RPP, Manager of Planning &
Adam Betteridge, MPA, MCIP, RPP, Director of Building and Planning
Services
Joan Thomson, Chief Administrative Officer

Draft
BY-LAW NUMBER XX-2024
OF
THE CORPORATION OF THE CITY OF STRATFORD

BEING a By-law to amend By-law 10-2022 as amended, with respect Zoning Bylaw Amendment application Z01-24, 93 Trinity Street, legally described as all of Lots 501-504, 531-534, 551-558, 575-582, 599, 600, 630-632, 649-651 and 656 of Part of College Street (Closed), Registered Plan No. 47, City of Stratford.

WHEREAS authority is given to the Council of The Corporation of the City of Stratford by Section 34 of the *Planning Act, R.S.O. 1990, c. P.13*, as amended, to pass this by-law;

AND WHEREAS the said Council has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

AND WHEREAS the Council of The Corporation of the City of Stratford deems it in the public interest that By-law 10-2022, as amended, known as the Zoning By-law, be further amended;

NOW THEREFORE BE IT ENACTED by Council of The Corporation of the City of Stratford as follows:

1. That Schedule "A", Map 5 to By-law 10-2022 as amended, is hereby amended
by adding those lands outlined in heavy solid lines and described as Residential Fifth Density Zone with site specific regulations R5(3)-2 on Schedule "A", attached hereto and forming part of this By-law, and more particularly described as 93 Trinity Street legally described as all of Lots 501-504, 531-534, 551-558, 575-582, 599, 600, 630-632, 649-651 and 656 of Part of College Street (Closed), Registered Plan No. 47, City of Stratford.
2. That By-law 10-2022 as amended, be further amended by adding Section 15.5.28 (R5(3)-2), being Zone Exceptions of Residential Fifth Density Zone, to add the following:

15.5.28

- a) the uses of "Cluster Townhouse Dwellings", "Stacked Townhouse Dwellings", & "Street Townhouse Dwellings" to the permitted uses, in addition to all other uses permitted in the R5 Zone.
- b) Notwithstanding Section 3, the lot lines shall be deemed as follows:
 - iv. Douro Street – Front Lot Line
 - v. Trinity Street – Exterior Side Lot Line
 - vi. King Street – Exterior Side Lot Line
- c) Notwithstanding Section 4.20.1, balconies, porches, and decks are permitted to encroach into the required front yard setback and exterior side yard setback and shall be no closer than 0 metres from the lot line of an existing building.
- d) Notwithstanding Section 4.20.1, architectural adornments including but necessarily restricted to, sills, belt courses, chimneys, cornices, eaves, gutters, parapets, and pilasters, shall be no closer than 0 metres from any lot line to an existing building.
- e) Notwithstanding Section 4.30.1, a walkway connecting to a dwelling unit shall have a maximum width of 2.0 metres.
- f) Notwithstanding Section 5.0, off-street parking shall be provided as follows:
 - iv. Studio/1 Bedroom Dwelling Unit: 0.75 parking spaces/unit, plus 0.14 parking spaces/unit dedicated to visitor parking
 - v. 2 and 3-Bedroom Dwelling Unit: 1 parking spaces/unit, plus 0.14 parking spaces/unit dedicated to visitor parking
 - vi. Any form of Townhouse Dwelling: 1.25 parking spaces/unit, plus 0.14 parking spaces/unit dedicated to visitor parking
- g) Notwithstanding Table 5.5.4, one (1) loading space per 100 dwelling unit is required.
- h) Notwithstanding Table 6.4.5:
 - ix. Maximum Density:
 - 1.45 Floor Space Ratio
 - x. Maximum Lot Coverage: 40%
 - xi. Maximum Height: 36 metres
 - xii. Minimum Front Yard Setback:
 - Existing Buildings: 0 metres
 - New buildings: 3.0 metres
 - xiii. Minimum Exterior Side Yard Setback (Trinity Street):
 - Existing Buildings: 0 metres
 - New buildings: 1.5 metres
 - xiv. Minimum exterior Side Yard Setback (King Street):

- New Buildings: 3.0 metres
- xv. Minimum setback to a property line for any building or structure with a height greater than 22 metres: 17 metres
- xvi. Minimum Rear Yard Setback:
 - Any Townhouse Dwelling: 1.5 metres
 - Apartment Building: 7.5 metres
- i) For the purposes of the R5(3)-2 Zone, Floor Space Ratio shall mean the figure obtained when the gross floor area on a lot is divided by the lot area. Only gross floor area that constitutes a storey shall contribute to the calculation of the Floor Space Ratio.

3. This by-law shall come into effect upon Final Passage in accordance with the *Planning Act*.

READ a FIRST, SECOND and THIRD time and

FINALLY PASSED this 15th day of October, 2024.

Mayor – Martin Ritsma

Clerk – Tatiana Dafoe

**This is Schedule "A" to By-law XX-2024
Adopted this 15th day of October, 2024**

Amending By-law 10-2022
Of
The Corporation of the City of Stratford

93 Trinity Street

