Corporation of the City of Cambridge
Planning - Statutory Public Meeting Committee
Addendum

Date: Tuesday, September 5, 2023, 6:30 p.m.
Location: Council Chambers

To increase delegate accessibility, this meeting will be held as a hybrid meeting with both in-person and virtual attendance options. Register to appear as a delegation by visiting: https://forms.cambridge.ca/Delegation-Request-Form. Members of the public can choose to delegate in-person or by telephone. Alternative formats and communication supports are available upon request.

Members of the public wishing to speak at the Planning – Statutory Public Meeting Committee may complete an online Delegation Request Form no later than 12:00 p.m. on the day of the Statutory Public Meeting. Alternatively, members of the public wishing to speak to a Public Meeting item who do not register will be given the opportunity to speak.

If you wish to delegate virtually please email clerks@cambridge.ca or text 226-218-1734 and a member of the Clerks’ team will facilitate your request. Please note this number is only monitored during Statutory Public Meetings and not regular Council Meetings.

All written delegation submissions will form part of the public record.

4. Presentations


*4.2 Jacqueline Hannemann, Senior Planner re: 23-291-CD Public Meeting Report – Official Plan Amendment and Zoning By-law Amendment – 777 Laurel Street
777 LAUREL STREET, CAMBRIDGE ONTARIO
PUBLIC MEETING
OFFICIAL PLAN & ZONING BY-LAW AMENDMENT
September 5, 2023
• Apartment buildings – 7 to 14 storeys
• Structured parking, with limited surface parking
• Shared indoor and outdoor amenity spaces
• One access from Laurel and one access from Dolph
• 1,046 units (one, two and three bedroom units) and 1,046 parking spaces
OFFICIAL PLAN AMENDMENT

- Lands located within a Regeneration Area
- Re-designation from Business Industrial to High Density Residential
- Apply Site Specific Special Policy Area to permit a maximum height of 14 storeys and a maximum density of 3.0 Floor Space Index (FSI)

Location
- Transit (planned and existing)
- Walkable (Preston Core)
- Range of commercial, institutional and open space uses in area
- Area intended to transition away from industrial uses
- Redevelopment of industrial property with residential uses
ZONING BY-LAW AMENDMENT

- **Currently Zoned** Business Industrial (M3)
- **Rezone the lands** to the RM1 zone with site specific provisions to permit residential uses
- Site specific provisions:
  - Permit a maximum building height of 7 storeys within 10 metres of Laurel Street
  - Permit a maximum building height of 12 storeys within 10 metres of Dolph Street and a maximum height of 14 storeys on the balance of the lands.
  - Permit a maximum density of 3.0 Floor Space Index
  - Permit a minimum amenity area of 15 square metres per unit
  - Permit a minimum parking requirement of 0.9 spaces per unit plus 0.1 spaces per unit for visitors
Noise and Vibration Feasibility Study

- Report concludes that the development is subject to noise from road and stationary sources, and recommends applicable Noise Warning Clauses.
- No specific mitigation required for institutional, industrial, or commercial uses in the area.

Functional Servicing Report

- Municipal services available to support the development.
- Grading designed to match external grades around property.
- Stormwater controlled with underground system.
Traffic Impact Study

• Most intersections are expected to operate with a Level of Service of “C” or better, without capacity or operational issues.

• Laurel Street/Duke Street intersection expected to operate with a Level of Service of “D” (P.M. peak hour), given its location between King Street and site access at Laurel Street.
  - Recommends conversion of intersection to an all-way stop controlled intersection, ultimately improving to Level of Service “B”

• Study concludes development can be supported from a transportation perspective.
Parking Study

- Applying peak parking rates for a similar land use to proposed development resulted in significant surplus of 283 parking spaces (as per Institute of Transportation Engineers Parking Generation – ParkGen 5th Ed.)

- Proposed lower parking rate supported by viable transportation alternatives (existing GRT Routes and planned ION light rail)

- **Recommended Transportation Demand Management (TDM) measures:**
  - Provision of pedestrian and cyclist facilities
  - Transit incentives
  - Information package for new/prospective residents – available alternative travelling options
OVERALL, THE PROPOSED DEVELOPMENT:

- Is consistent with the Provincial Policy Statement
- Conforms to the Growth Plan
- Conforms to the Regional Official Plan
- Represents an opportunity to contribute towards a 15-minute neighbourhood, with transit, shopping, jobs, schools, and close proximity to the subject lands
- Provides for a range of residential unit types and sizes, three bedroom units within an area planned for growth that is served by commercial uses, transit and active transportation
- Provides for substantial setbacks from streets to allow for separation, transition and enhanced landscaping
- Is transit supportive, with a mix of land uses in close proximity existing GRT bus routes and stops, and approximately 900 from the planned Preston ION Transit Station
Purpose

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

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

• Notice was provided in the Cambridge Times.

• Changes to the proposal may occur between the public meeting and recommendation to Council.

• Anyone interested in staying informed must request to be on the mailing list for this application.
Property Information

- Lot Area: 3.17 hectares
- Existing Official Plan Designation: Built-up Area and Business Industrial
- Existing Zoning: General Industrial – M3
Proposed Development

- Planned Development of 1046 apartment units within multiple buildings.
  - Range in heights between 7-14 storeys
  - 604 one-bedroom; 183 two-bedroom, and 47 three-bedroom units
  - 1,046 total parking spaces provided within surface and structured parking areas (residential and visitor).
  - Three-storey podium connecting Towers A –D will provide parking for residential units. Surface parking areas are intended for visitor parking.
  - Access to site provided via Laurel Street and Dolph St. N.
Concept
Renderings

View of site looking east towards Dolph St. N.

View of site from Laurel Street
**Existing Designation:** Business Industrial

**Proposed Designation:** High Density Residential

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Existing Official Plan Policy</th>
<th>Proposed</th>
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</thead>
<tbody>
<tr>
<td>Maximum Density</td>
<td>2.0 FSI</td>
<td>3.0 FSI</td>
</tr>
<tr>
<td>Maximum Height</td>
<td>8 stories</td>
<td>14 stories</td>
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</tbody>
</table>
## Zoning By-law Amendment Application

### Existing Zoning: General Industrial – M3

### Proposed Zoning: Multiple-Residential RM1

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Existing RM1 Zoning</th>
<th>Proposed RM1 Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Density</td>
<td>250 UPH</td>
<td>330 UPH</td>
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<tr>
<td>Amenity Area</td>
<td>20 sq. m. per one-bedroom unit: 15,160 sq. m.</td>
<td>15 sq. m. per unit</td>
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<td></td>
<td>30 sq. m. per two or more-bedroom units: 8,640 sq. m.</td>
<td>Total of 16,293 sq. m. overall</td>
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<tr>
<td>Minimum Parking Rate</td>
<td>1.25 spaces per unit</td>
<td>1.0 spaces per unit (0.9 spaces per dwelling unit and 0.1 spaces per unit for visitors)</td>
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</tbody>
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Thank you!

Michael Campos, BES
Senior Planner – Urban Design