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

Date: Tuesday, January 30, 2024, 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.

1. Meeting Called to Order
2. Disclosures of Pecuniary Interest
3. Public Meeting Notice
4. Presentations
   4.1 Victor Labreche, Arcadis re: Public Meeting - Proposed Official Plan Amendment and Zoning By-law Amendment – 220 Blair Road
   4.2 Sancy Sebastian, Planner re: Public Meeting - City Initiated Zoning Bylaw Amendment, 214 and 216 Union Street North, 229 and 231 Anne Street
5. Public Meetings
   5.1 Public Meeting - Proposed Official Plan Amendment and Zoning By-law Amendment – 220 Blair Road
5.2 Public Meeting - City Initiated Zoning Bylaw Amendment, 214 and 216 Union Street North, 229 and 231 Anne Street

6. **Delegations**

7. **Correspondence**

7.1 Linda Stoltz re: Public Meeting - Proposed Official Plan Amendment and Zoning By-law Amendment – 220 Blair Road  

7.2 Holly Bewsher re: Public Meeting - Proposed Official Plan Amendment and Zoning By-law Amendment – 220 Blair Road  

7.3 David Yahn re: Public Meeting - Proposed Official Plan Amendment and Zoning By-law Amendment – 220 Blair Road  

7.4 Lynnette Armour re: Public Meeting - Proposed Official Plan Amendment and Zoning By-law Amendment – 220 Blair Road

8. **Motion to Receive Correspondence and Presentations**

9. **Adjournment**
220-222 Blair Road, Cambridge
Official Plan and Zoning By-law Amendment (OR10/23)

Arcadis Professional Services (Canada) Inc. on behalf of 1000165428 Ontario Inc. (Arbent and Setmir Faikovski)

City Planner: Jacqueline Hannemann, BES, MCIP, RPP
Senior Planner - Development hannemanni@cambridge.ca
519-623-1340 ext. 4739

Public Information Meeting - January 30th, 2024
Description of Subject Lands

• Two (2) parcels – 220 and 222 Blair Road
• Existing single-detached dwelling and two-storey fourplex (to be demolished)
• Adjacent to Canadian Pacific Railway line (CPR) to the rear
• Existing townhouse development to the north
• Existing low-rise residential development to the south and west
Neighbourhood Context
Proposed Development

- Two (2) stacked townhouse buildings
- 3-storeys in height (~10.6 metres)
- 32 dwelling units (16 dwelling units per building)
- 38 parking spaces (surface)

Common amenity space to the rear and between each building
- Noise wall and crash berm to the rear
- Landscape buffer and parking lot provide transition between low-rise residential to the south/east.
Western Elevation Plan (Facing Blair Road)
Preliminary Elevation Plans (Continued)
Preliminary Elevation Plans (Continued)

Northern Elevation Plan (Facing Existing Townhouses)
Southern Elevation Plan (Facing Parking Lot)
Proposed Official Plan Amendment

• Site-Specific Policy to existing ‘Low/Medium Density Residential’ designation to permit the following:
  o A maximum density of **84 units per hectare** be permitted on the subject lands, whereas 40 units per hectare is currently permitted

Proposed Zoning By-law Amendment

• Site-Specific Provisions to existing ‘RM4’ Zone to permit the following:
  o A maximum density of **84 units per hectare**, whereas 40 units per hectare is required.
  o A minimum parking rate of **1.18 spaces per unit (38 spaces)**, whereas 1.25 spaces per unit (40 spaces) is required.
  o A minimum **common amenity area per dwelling unit of 16 m2**, whereas 30 m2 is required.
Our Approach

1) Planning

- Review of the public planning policy framework, including the Provincial Policy Statement, Growth Plan, Regional Official Plan, City Official Plan and Zoning By-law, as well as recent Provincial Planning Policy directives in Bill 109 and Bill 23 – ‘Build More Homes Faster Act’.

2) Noise and Vibration

- Environmental Noise Feasibility Study and Railway Vibration Study prepared to review the potential noise and vibration impacts from existing CPR line.

3) Civil Engineering

- Functional Servicing and Stormwater Management Report prepared to review the proposed development with respect to servicing, grading, and demonstrating the functional serviceability.
1) Planning


• Proposed development represents an appropriate, modest scale and compatible infill development within the ‘Built-Up Area’.

• Permitted use that meets the intent of the ‘Low/Medium Density Residential’ land use designation.

• Development has compatible building height, massing and scale to existing surrounding buildings, notably adjacent townhouses (OP, 8.4.2.2.a. & b.)
1) Planning (Continued)

- Facilitates the development of 32 stacked townhouse dwelling units, adding to the range and mix of housing available in the City’s housing stock (OP, 2.8.2).

- Landscape buffer and parking lot to the south provide a transition between the proposed development and adjacent low-rise residential housing (OP, 8.4.2.1).

- Within a 2-minute walking distance of the GRT bus stop (Route 57) along Blair Road, thus public transit options. Route 57 connects to the Ainslie Bus Terminal (Galt City Centre), which provides access to connecting Routes 302, 206, 50, 51, 53, 55, 57, 58, and 63.

- Within 10 to 20 minute walking distance of institutional uses and open space.
2) Noise and Vibration

• Environmental Noise Feasibility Study and Railway Vibration Study prepared by Valcoustics Canada Ltd. to provide review of potential noise and vibration impacts to the proposed development from the adjacent CPR line.

• 15.0 metre wide crash berm and noise wall to be constructed in rear yard, including 30.0 metre rear yard setback.

• We have not received City comments at this time.
3) Civil Engineering

- Functional Servicing and Stormwater Management Report prepared by GRIT Engineering Inc.
- Provided review of the servicing, grading, and demonstrating the functional serviceability of the proposed development.
- Proposed development has access to full municipal services and can be adequately serviced via existing infrastructure.
- We have not received City comments at this time.
Summary and Next Steps

• Opportunity to develop underutilized lands within the existing ‘Built-Up Area’ of Cambridge and ‘Low/Medium Density Residential’ designation.

• Provide a range of housing types and densities within the neighbourhood that are supported by the same dwelling types (townhouses) in the immediate area.

• Meets applicable planning policies such as the Provincial Planning Policies, Regional and City Official Plans, all of which support infill develop and complete communities;

• Next steps:

  1) Receive and review all comments from City Staff / Agencies / Public.
  2) Prepare a detailed written response.
  3) City Staff evaluate the written response, they formulate their opinion and application comes before Committee and Council for a decision.
Thank you.

Questions?
214 & 216 Union Street North and
229 & 231 Anne Street
R17/23 – Public Meeting

January 30, 2024
Property Information

Three Separate Properties:

- 229 & 231 Anne St - separate properties, each half semi detached
- 214 & 216 Union St N – 1 property, Whole semidetached

Official Plan Designation:

- Built-up Area
- Regeneration Area
- Low / Medium Density Residential

Existing Zoning:

- Multiple Residential – RM3
Purpose of Application: To allow semi-detached dwelling as a permitted use

Previous Approvals:

- **2014** – Rezoned a broader parcel which included the subject lands from R4 to RM3 to allow a 32-unit apartment building
- **2017** – Applications to sever the broader parcel into 17 separate lots approved.
- **May 2019** – Creation of 15 of the 17 lots finalized.
Application & Background

Previous Approvals Continued:

- **May 2019** – Site Plan approved for 13 townhomes fronting Duke St and one semi-detached fronting Anne St. However, all buildings were incorrectly labelled on the plan and interpreted by staff as townhomes. Union St property not included.

- **2020** – Permit issued to Construct a Semi-Detached Dwelling at 229-231 Anne Street. Zoning review passed in error.

- **2021** – Permit issued to Construct a Semi-Detached Dwelling at 214–216 Union St N. Zoning review passed in error.

- **2020** – Consent application to severe 214 & 216 Union street approved and lapsed

- **2023** – Consent application to severe 214- 216 Union St N approved with a condition to correct the Zoning compliance issue that was resulted from errors in staff review.
Next Steps

Prepare Recommendation Report and Amending Bylaw

• Rezone to RM4 (which permits Semi-detached dwellings) with site specific provision for reduced frontage

Council Meeting for Decision – Feb 27, 2024
Sheri Roberts  
Councillor Ward 5  
City of Cambridge  
50 Dickson Street  
Cambridge, ON, N1R 5W8

Date: January 15, 2024  
Re: Application 220-222 Blair Road, OR10/23

Please find the following objections to the Zoning By-Law Amendment required to permit increased densification as stated in the site Application for 220-222 Blair Road, OR10/23. The application as filed provides only enough parking for a single parking space per dwelling unit with 6 spare spaces presumably reserved for visitors or consigned to specific units.

Blair Road is a very busy urban road as can be seen by recent city efforts to calm traffic through the placement of speed humps and road narrowing at the Devil’s Creek bridge. The walkability index for the area is set at 23/100 indicating that automobiles are a necessity to live in the application area in order to access services ie. not within proximity to the urban core or a transit corridor.

The proposed site plan does not allocate enough spaces for overflow parking in the event that households have 2 or more vehicles. The parking overflow will have no other place to go other than Blair Road, Kenmore Ave or Rosehill Court.

Kenmore Avenue is already congested by overflow from the Blair Meadows townhouse development at 230 Blair Road (attachment 1). Residents at this development routinely park on Kenmore Avenue in violation of the city parking bylaws even though each unit has a garage, driveway, access to a dozen reserve parking spaces in addition to 6 visitor parking spaces. With overflow parking on both sides of the street, residents on Kenmore Avenue have difficulty navigating the corner at Blair Road safely. Residents have frequently lodged complaints to bylaw enforcement about extended parking (over 3+2 hours), parking too close to the corner and the fire hydrant.

Any additional overflow parking from a higher density development as proposed for 220-222 Blair will exacerbate the current problem. Therefore, it is incumbent upon the planning staff and council to reduce the density in this application and ensure there is enough parking to meet today’s standard of 2 or more vehicles per household units.

L. Stoltz  
Cambridge, ON

Cc/ clerks@cambridge.ca  
hannemanj@cambridge.ca
Hello Sherri,

As a current resident living across the street from 220-222 Blair Rd in Cambridge, I am writing to express my concerns with the proposed by-law (OR10/23) to increase the zoning from 20 units to 32 stacked with reduced parking. With the large number of new builds that have recently been constructed at the top of Bismark/Newman drive area, there is already a large increase in traffic. Blair Rd is already a very busy street and speeding seems to be an issue across this stretch of road (Leslie Ave. to Grant St.). It is already difficult to get out of our driveway during rush hours and on weekends and evenings there are currently quite a few parked cars on the road (which reduces visibility of oncoming traffic). I am concerned that increasing the amount of units in this area will just add to the issues.

Thank you,

Holly Bewsher
Good Morning,

I live directly across the road from the said property and I am very happy to see a redevelopment of it. I do have a concern with the additional units, but not the reduction in the amenity area within the existing Zoning By-law. This area of West Galt has plenty of park space and hiking trails to accommodate those looking for fresh air and exercise.

My major concern is the reduction of on-site parking. This neighbourhood does not have any retail shops anywhere near enough to walk. Granted it is on a bus route, however very few people today will complete a major grocery run using the bus. Therefore I will assume that most units will require 2 vehicles. That is the reality for today's modern family unit. Current zoning allows for only 1.25 spaces per unit. **It already is too few.**

**The bylaw should be amended to 1.5 spaces per unit at the very least. The Applicant should be grateful the current Zoning is so few.**

It is my opinion that the applicant should reduce each structure by 4 units which makes 12 units per structure (24 in total, 4 over current By-law), keep the parking as shown in the proposed site plan which I have seen displayed on the sign posted currently on the property.

Alternately (approve the 32 units, at 1.25 spaces per unit 48 spaces minimum), there could be additional parking on-site by copying the existing parking layout of 230 Blair Road utilizing the area along the rear property boundary, currently shown on this proposal as a “Proposed CN Crash Berm”. The berm takes up usable space and will do little to stop a train derailment from ending up past the proposed berm. This property is on the inside of the curve. There is more chance for a rollover off the track onto West Mount Mews and they don’t have a berm there. The homes that back onto the tracks along Park Avenue and the property at 230 Blair road do not have “crash berms”. Therefore no crash berm would be in keeping with the neighbourhood. Parking can act as a “crash buffer” just as well as a pile of dirt. This proposed site plan lacks enough on-site parking so as not to clog the current surrounding neighbourhood on street parking. Snow clearing will become the nightmare that many new subdivisions have now and that is not acceptable. Especially on a regional road with a bus route.

Please keep me up to date on the progress of this proposal.

Cheers,

David Yahn
Please consider the environment prior to printing this email

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Hi Sherri

I have concerns with the proposed zoning bylaw amendment application for 220-222 Blair Rd.

Insufficient Parking. The proposal is for increased density with reduced parking. The planning parking number of 1.25 does not satisfy the parking reality of today. And they are requesting a lower number. There are no one car households. These proposed units will not be the exception. They are two bedrooms that will be more likely two couples with the housing prices and will have 2-4 cars. There is no visitor parking at all. The neighboring townhouse complex at 230 Blair Rd has 18 units on a larger parcel of land. These townhouses each have 2 designed parking spots, visitor parking, and additional parking for residents. They all have multiple cars that are parked all up Kenmore Ave all year long. It creates a safety concern as they are parked so close to the corner and on both sides of the road, making access to turn up Kenmore Ave and my driveway difficult. When I am getting work done on my property there is no where for workers to park and unload, there is no where for my visitors to park as Kenmore is used as their permanent parking spots. My neighbour was getting work done and the contractors had to put traffic cones out so they could park in the area. This is not except able!
This proposed stacked townhouse complex will enhance the existing parking problem in the area and make Blair road just as bad as Kenmore Ave. I suggest if this proposal goes ahead disregarding the concerns of residents that the City make Kenmore Ave and Blair road no parking areas.

Lack of privacy.
The height of the proposed townhouses is a concern as it does not fit in with the existing bungalows of the area and eliminates the existing privacy of neighbours properties. The residential balconies will have a complete view of my backyard, eliminating all of my privacy.

Trees have already been removed from the property and the plan is to add trees by the train tracks. Mature Trees along the front of the property will be lost. It is much more desirable to have trees at the front of the property and to move the units farther back to provide privacy to my property and others like mine.

The townhouse height should not be approved. The neighboring townhouses at 230 Blair Rd that are higher than the bungalows do not affect the privacy of anyone’s backyard. These townhouses will also be losing their existing backyard privacy with the closeness of these proposed units.

Noise, with the addition of 32 families in this small space, the quietness of our neighbourhood will be lost. The density is way too high and should not be allowed.

Garbage area, Vermin, and odour. The proposal also has garbage wells at the front of the property, which will be attracting vermin into the area. Vermin is already an issue that residents are trying to address. The outdoor storage of waste also creates odour in the area. Garbage should be kept in each unit and not deposed outside until pick up. The neighboring townhouse complex has individual garbage pick up. Also with the outside storage of garbage and recyclables this will increase the litter in the area.

It’s also quite disappointing that the existing house, which is one of the oldest in the immediate area, will be removed. Again Cambridge is losing all of its history.

Please confirm that you have received my concerns.
Thank you
Lynnette Armour