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

Date: Tuesday, June 18, 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 Pierre Chauvin, MHBC Planning re: Official Plan and Zoning By-law Amendment – 247 Lowther Street North  
   4.2 Victor Labreche, Arcadis Professional Services re: 24-092-CD - Public Meeting for Official Plan Amendment and Zoning By-law Amendment - 1045 and 1085 Main Street  
   4.3 Dan Currie, MHBC Planning re: Public Meeting – Official Plan Amendment and Zoning By-law Amendment – 245 Riverbank Drive  
5. Public Meetings
5.1 Public Meeting - Official Plan and Zoning By-law Amendment - 247 Lowther Street North

5.2 Public Meeting - Official Plan Amendment and Zoning By-law Amendment – 1045 and 1085 Main Street

5.3 Public Meeting – Official Plan Amendment and Zoning By-law Amendment – 245 Riverbank Drive

6. Delegations

7. Correspondence

8. Motion to Receive Correspondence and Presentations

9. Adjournment
Application

- Proposed Official Plan Amendment and Zoning By-law Amendment - City of Cambridge File No. OR02/24
  - Amendments will permit *residential redevelopment of subject lands*
- Applicant: Pierre Chauvin, MHBC Planning
  - by email: pchauvin@mhbcplan.com; by phone: 519-576-3650
- Owner: Frankor Capital Corporation
- City Planner: Vincent Wen
  - By email: wenv@cambridge.ca; by phone: 519-623-1340 x 4358
- Council Decision required by August 31, 2024 under statutory timelines of the *Planning Act*
- Council Meeting and Decision scheduled for **August 6, 2024**
- Statutory Public Meeting: introduce proposal to community and Council, receive comments, consider same in resubmission
Context

- Former Fed Ex Facility
- North of Preston Towne Centre
- Within Planned Preston MTSA and Regeneration Area
- Parks, Preston Towne Centre and transit stops located within 5-minute walk
- Residential neighbourhood
Proposed Development

- 54 Stacked Townhouse Units
  - 1-bed (450 - 490 ft²): 12 (22%)
  - 2-bed (677 – 880 ft²): 24 (44%)
  - 3-bed (920 – 1,270 ft²): 18 (34%)
- 90 upha/0.746 FSI
- 3 to 3.5 storey height
- Outdoor amenity: 880 m²
- 60 parking spaces (1.1 sp/unit)
- Urbanize public realm at edge of MTSA
Proposed Development

Lowther Street North frontage

Interior – looking northeast

Interior – looking northwest
OPA/ZBA Application

- Redesignate from Business Industrial to Low/Medium Density Residential
- Establish New Site Specific Policy Area
  - Permit max density of 90 upha

- Rezone from M5 (Industrial) to RM3 (Multiple Residential) with site-specific exemptions:
  - Maximum density: 90 upha
  - Minimum front yard setback: 4.5 m (Laurel)
  - Minimum exterior yard setback: 3 m (Lowther)
  - Minimum interior yard setback: 3 m
  - Minimum GFA (1-bedroom unit): 42 m²
  - Minimum common amenity: 15 m²/unit
  - Minimum parking ratio: 1.1 sp/unit
Policy – Regional Official Plan

• Designated: **Delineated Built-Up Area**
• Designated: **Preston Major Transit Station Area (MTSA)**
• MTSAs to be planned/designed in a manner that (Policy 2.D.2.2):
  • Achieve overall minimum density target of 160 people/jobs per ha
  • Reflect **transit-supportive development**
  • Provides **alternative development standards** to maximize intensification opportunities
  • Prohibits land use/built form that adversely affects achievement of minimum density targets
• Transit-Oriented Development Criteria:
  • **More compact form**
  • Appropriate mix of uses – walk or transit to work, services, amenities
  • **Medium and higher densities** closer to transit stop
  • Pedestrian-friendly **environment/high quality public realm**

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Figure 12
Region of Waterloo
Official Plan Figure 8b: Major Transit Station Areas - Preston Station

LEGEND

- Subject Lands
- Transit Stop
- Stage 1 ON LRT Route
- Planned Stage 2 ON LRT Route
- Major Transit Station Area

**Date:** March 2024

**Scale:** 1:7,000

**Scale:** 1:7,000

**Shaded:** FL

247 Lowther St. N
City of Waterloo
Region of Waterloo

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Policy – Cambridge Official Plan

- Designated: **Business Industrial**
- OPA required to permit residential uses

- Designated: **Regeneration Area**
  - Transition away from industrial uses to others over time
  - Intensification encouraged
  - Min height and density: 2 storeys, 0.5 FSI; Max: 8 storeys, 2.0 FSI

- **Low/Medium Density Residential** designation proposed
  - Townhouses and walk-up apartments permitted
  - Within Regeneration Area: 75 units/ha max density permitted

- **Residential Compatibility & Locational Criteria** apply
  - Compatibility criteria: height, massing, density; protection cultural heritage resources; viability neighbouring land uses; pedestrian/vehicular movement & linkages; landscaping, buffering; traffic; yard setbacks

- Proposal meets multi-unit residential development locational criteria (Policy 8.4.3)
Zoning By-law Amendment

- **Zoned:** *Industrial Use Class 5 (M5)*
  - Permits variety of transport uses

- **Rezone to:** *Multiple Residential outside core areas (RM3)*
  - Reduced yard setbacks requested to promote more compact urban form at edge of MTSA

- **Reduced 1-bedroom unit size** allows for greater number of 2 and 3 bedroom units

- **Reduced common amenity area** consistent with proposed 2019 final draft new Zoning By-law; landscape open space requirements exceeded

- **Reduced visitor parking requirement** supported by parking study

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### Provision

<table>
<thead>
<tr>
<th>Provision</th>
<th>Required – RM3</th>
<th>Provided</th>
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<tbody>
<tr>
<td>Minimum Lot Frontage</td>
<td>30.0 m</td>
<td>77.8 m (Laurel Street)</td>
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<tr>
<td>Minimum Front Yard Setback</td>
<td>6 m</td>
<td>4.5 m</td>
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<tr>
<td>Minimum Interior Side Yard Setback</td>
<td>7.5 m</td>
<td>3 m</td>
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<tr>
<td>Minimum Exterior Yard Setback (Lowther Street N)</td>
<td>6 m</td>
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<tr>
<td>Minimum Rear Yard Setback</td>
<td>5.5 m</td>
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<td>Maximum Lot Coverage (all buildings)</td>
<td>40%</td>
<td>28.6 %</td>
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<td>Maximum Density</td>
<td>40 uph</td>
<td>90 uph</td>
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<td>Gross Floor Area per Dwelling Unit (minimum):</td>
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<tr>
<td>Bachelor</td>
<td>Per OBC</td>
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<tr>
<td>One-Bedroom</td>
<td>50 m²</td>
<td>42 m²</td>
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<tr>
<td>Two Bedroom +</td>
<td>60 m²</td>
<td>63 m²</td>
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<tr>
<td>Common Amenity Area</td>
<td>30 m² per unit</td>
<td>16.3 m² per unit (880 m² provided)</td>
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<td>Minimum Landscaped Open Space</td>
<td>30%</td>
<td>38 %</td>
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<tr>
<td>Planting Strips and Fencing</td>
<td>1.5 m</td>
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<td>Minimum Distance Buildings (on same lot)</td>
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<tr>
<td>Side walls</td>
<td>3.0 m</td>
<td>3.5 m</td>
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<td>Front/rear, front/front, &amp; rear/rear walls</td>
<td>10.0 m</td>
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<tr>
<td>Front/rear and side walls</td>
<td>8.0 m</td>
<td>15.0 m</td>
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<td>Parking</td>
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<tr>
<td>1 space per unit (residential)</td>
<td></td>
<td>1 space per unit (residential)</td>
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<tr>
<td>0.25 spaces per unit (visitor)</td>
<td></td>
<td>0.1 space per unit (visitor)</td>
</tr>
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Supporting Studies

• **Preliminary Servicing Report**
  • Adequate services exist to support the development
  • Stormwater Management condition improved; post-development imperviousness is lesser than pre-development

• **Parking Study and Access & Circulation Review**
  • No anticipated conflicting left turns from Lowther into development due to proposed site access
  • Not anticipated vehicles accessing the site will significantly interfere with traffic travelling along Lowther Street
  • Development well-suited to support parking rate of 1.1 spaces/unit with TDM measures in place

• **Noise Feasibility Study**
  • Future traffic sound levels will exceed MECP guidelines - standard mitigation measures recommended
  • Development itself not expected to be significant noise source

• **Heritage Impact Assessment**
  • Proposal will not adversely affect 941 Duke Street – distance between dwelling and development
Conclusions

- The proposed Amendments are consistent with the PPS, 2020 and conform to Growth Plan for the Greater Golden Horseshoe, 2020
- The proposed Amendments conform to the Region of Waterloo Official Plan
- The development proposal conforms to the locational and compatibility criteria of the Cambridge Official Plan
- The development is of a height and density that is within the range contemplated for Regeneration Areas
- The proposal provides for the redevelopment of an underutilized industrial property for residential uses in a manner that:
  - Respects the physical character, scale and context of the surrounding neighbourhood;
  - Defines the edge of the Preston MTSA through a more compact built form and contributes to the establishment of the public realm; and
  - Provides additional residents within walking distance of existing shopping, services, employment opportunities, parks, schools and existing and future transit.
- The development will contribute to the range and mix of housing available within Preston
Public Meeting

Upper Greengate Subdivision, Block 8 of Draft Plan 30T-20104 Part of 1045 & 1085 Main Street, Cambridge

Draft Plan Modification, Official Plan Amendment & Zoning By-law Amendment, Application: OR06/20

Date: June 18th, 2024
Background
Aerial image of the subject site and surrounding lands
Description of Subject Lands

- Approved Draft Plan of Subdivision 30T-20104 (shown with black boundary)
- Block 8 – previously approved for Apartment dwelling containing 132 units fronting Main Street (shown with red boundary)
Applicable Land Use Policy – City of Cambridge Official Plan

• Designated Greenfield Area
• Designated High Density Residential
• Approved Official Plan Amendment 64, Special Provision 8.10.99 over subject lands (shown with hatch) allow for:
  o 132 units
  o Floor Space Index of 2.2
  o Maximum building height of 14 storeys
Applicable Land Use Policy – City of Cambridge Zoning By-law

• Zoned RM3
• With Special Provision 4.1.441(5) to permit:
  o 132 units
  o Maximum density of 150 units per hectare
Proposed Block 8
Apartment Building (conceptual)

- 191 units (increase of 59 units)
- Height of 16 storeys (increase of 2 storeys)
  - Parking requirements in accordance with the Cambridge Zoning By-law are met. Parking will be a combination of surface parking and one level of underground parking.
  - Minimum Amenity Area requirement are met
  - Minimum Landscaped Area are met
Comparison of 132 unit with 191 unit building
Proposed Applications

Official Plan Amendment

• To permit a height of 16 storeys
  (where a height of 14 storeys is currently permitted)

• To permit a Floor Space Index of 2.7
  (where a FSI of 2.2 is currently permitted)

Zoning By-law Amendment

• To permit a height of 16 storeys
  (where a height of 14 storeys is currently permitted)

• To permit a density of 220 units per hectare
  (where a density of 150 units per hectare is currently permitted)
Planning Justification

• City Council at its meeting on July 18, 2023, when approving this Draft Plan of Subdivision and related Zoning and Official Plan Amendments at that time; encouraged a higher density to be considered for this site during Draft Plan Approval process given the property fronts Main Street and is located at the corner of Wesley Boulevard, which a designated collector road. Also, that the proposed apartment building is well separated from proposed lower rise residential development in the area and particularly well separated from the existing Greengate Subdivision.

• Increases City housing stock of much needed purpose-built rental apartments.

• Increased efficiency of land-use and existing infrastructure.

• Is supported by Provincial, Regional, and City Planning Policies.
Questions?
Contact us

Victor Labreche, MCIP, RPP
Associate Principal – Studio Manager, Planning
Victor.Labreche@arcadis.com

Thank-you
245 Riverbank Drive, Cambridge

Official Plan Amendment & Zoning By-law Amendment (OR07/24)

MHBC Planning Limited
on behalf of Intermarket CAM Limited
dcurrie@mhbcplan.com

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

Statutory Public Meeting – June 18th, 2024
Context and Subject Lands
Context

• **2007**: East Side Lands Area Planning initiated
• **2016-2018**: MESP & OPA/ZBA process for East Side Lands
  – Four Public Consultation Centres held
• **June 2023**: Pre-Consultation for 245 Riverbank Drive
• **May 7, 2024**: Councilor Meeting
• **May 17, 2024**: OPA and ZBA applications submitted
• **June 10, 2024**: Resident Meeting
• **June 18, 2024**: Statutory Public Meeting
Proposed Applications

Official Plan Amendment:
- Rural Residential → Low/Medium Density Residential

Zoning By-law Amendment:
- RR2 and A1 → RM3

★ No specific development concept proposed at this time
Proposed Applications

Two site specific requests:

1. Maximum density of 55 uph whereas 40 uph permitted.

2. Allow blocks of 8 attached townhouses whereas the RM3 zone permits blocks of 6.
Planning Framework

- Within Urban Area Boundary
- Within Designated Greenfield Area
- Able to be serviced by municipal services
Potential Development Concept

Concept Stats

1) Total Area = 2.86 ha
2) Developable Area = 2.24 ha
3) Environmental Area = 0.62 ha
4) Total Units = 109 units
Amenity Area

On-site amenity area & adjacent green space

Comprehensive Parks & Trails plan approved by City Council in 2018 (OPA 35): **Connection to 3 new parks and over 137 acres of green space**
Supporting Studies

• Environmental Impact Study
• Transportation Impact Study Environmental Noise Feasibility Study
• Functional Servicing Report
• Stormwater Management Report
Supporting Studies – Environmental Impact Statement

• Purpose:
  – Assess impacts on natural heritage features and tree removal

• Conclusion:
  – PSW and Creek are protected within the Open Space designation
  – Recommended 30-metre buffer and setback
Supporting Studies – Transportation Impact Study

• Purpose:
  – Estimate transportation related impacts on the surrounding transportation network

• Conclusion:
  – Traffic generated by the development can be accommodated by the existing road network
  – City-initiated closure of Riverbank Drive at Allendale Road would reduce the number of non-local trips
Supporting Studies – Environmental Noise Feasibility Study

• Purpose:
  – Assess environmental noise, stationary noise, and noise impacts of development

• Conclusion:
  – No transportation noise impacts
  – Implementation of a noise barrier on adjacent industrial lands will be required
Supporting Studies – Functional Servicing Report and Stormwater Management Report

• Purpose:
  – Determine serviceability and establish a stormwater management strategy

• Conclusion:
  – Subject lands are serviceable via connection to Intermarket Road and sufficient capacity is available
  – Appropriate stormwater management measures can be implemented
Conclusion

1. **Traffic** – can be accommodated by the existing road network;

2. **Transit** – within walking distance of planned transit

3. **Active Transportation** – connected to existing and planned sidewalks and multi-use trail network;

4. **Riverbank Drive Scenic Route** – opportunity to provide landscaped screening along Riverbank Drive boulevard;

5. **Density** – efficient use of land with a housing form that is compatible with the surrounding area;
Conclusion

6. **Parking** – a parking amendment is not requested;
7. **Affordability/Attainability** – size and unit types to be determined at Site Plan stage;
8. Consistent with/conforms to the PPS, the Growth Plan, the Region of Waterloo Official Plan, and the City of Cambridge Official Plan;
9. Zone (RM3) that is suitable for low density areas; and,
10. Advances the lands for development to allow achievement of housing targets.