

895 Riverbank Drive

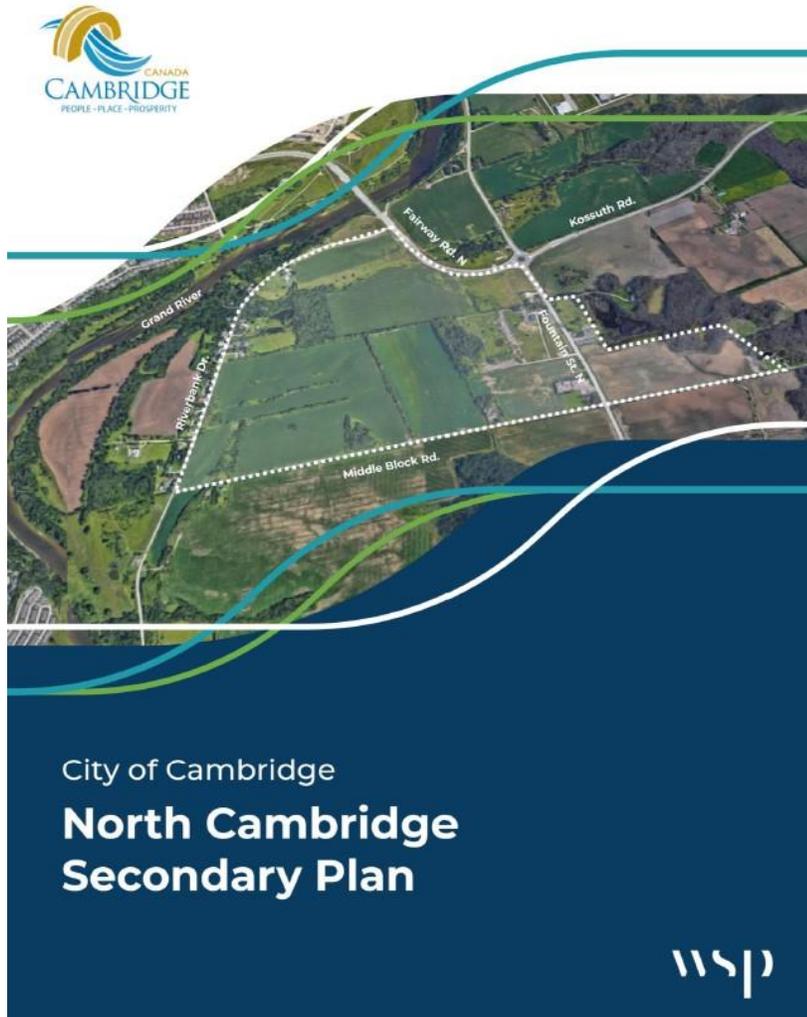
Public Meeting 21 November 2023

Gráinne Aitken

Comments on the Plan of Subdivision

- Feedback on Plan of Subdivision and Zoning Bylaw Amendment
 - Secondary Plan not in force yet
 - Large central park removed from the plan
 - Very few parks/trails
 - 910 trees to be removed
 - Widening of Middleblock at Riverbank Drive
 - Bylaw site specific provisions
- Concerns Regarding Impact on Riverbank Drive
 - Traffic
 - Parking
 - Wells
 - Structures
 - Erosion

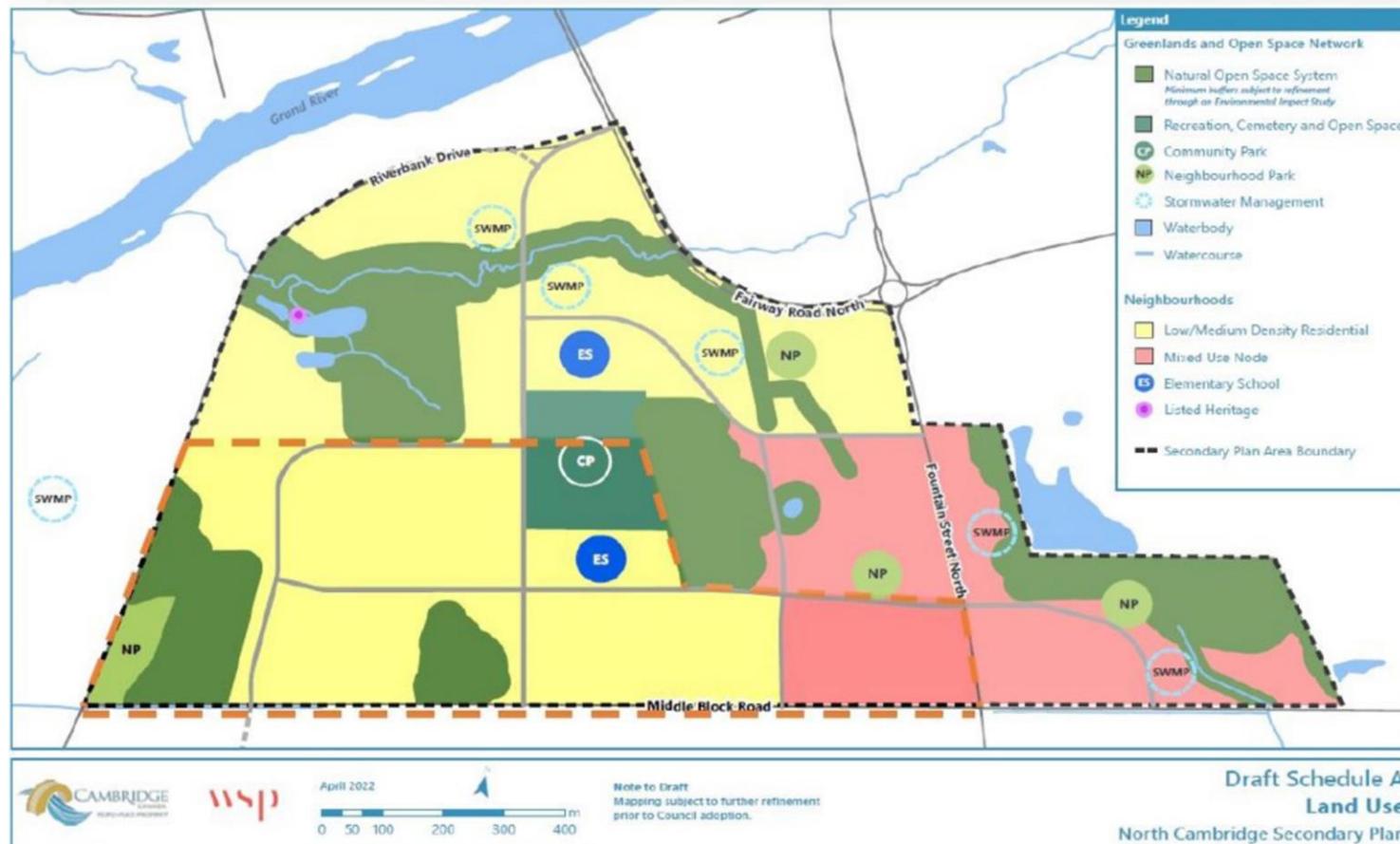
Secondary Plan Not in Effect Yet



The North Cambridge Secondary Plan establishes a vision, guiding principles, and policies for urban design, development, and environmental protection in North Cambridge. It also indicates the general land use patterns and locations of community infrastructure such as parks, trails, roads, and schools.

Removal of Large Central Park

North Cambridge Secondary Plan



Removal of Large Central Park

Figure 4 - Draft Plan of Subdivision



PRELIMINARY SCHEDULE OF LAND USE

TOTAL AREA OF LAND TO BE SUBDIVIDED = 52.430Hq. (129,557±AcS)

SINGLE DETACHED DWELLINGS BLOCKS LOTS UNITS ±HECT. ±ACRES.

LANE ACCESSED DWELLINGS					
LOTS 48-60, 67-75, 79-88, 91-123, 126-144, 151-162, 169-204, 235-253, 260-272, 277-298, 304-310, 333-335, 341-342, 350-366, 370-377, 381-384, and 390-397	235	235		6.567	16.227
MIN. LOT FRONTAGE= 9.45m. MIN LOT AREA= 250sqm.					
LOTS 61-66, 89-90, 124, 145-150, 163-168, 254-259, 273-276, 300-303, 336-338, 378-380, and 387-389	44	44		1.557	3.847
MIN. LOT FRONTAGE= 11.0m. MIN LOT AREA= 297sqm.					
LOTS 125, 299, 339-340, 343-349, 367-369, and 385-386	16	16		0.640	1.581
MIN. LOT FRONTAGE= 12.2m. MIN LOT AREA= 330sqm.					

STREET ACCESSED DWELLINGS

LOTS 1-5, 14-15, 35-47, 205-234, 311-312, 315-319, and 325-332. MIN. LOT FRONTAGE= 9.45m. MIN LOT AREA= 250sqm. Plus Blocks 400-402	65	65	2.199	5.434
LOTS 6-13, 76-78, 313-314, 320-321, and 324 MIN. LOT FRONTAGE= 11.0m. MIN LOT AREA= 297sqm. Plus Blocks 16, and 398	16	16	0.544	1.344
LOTS 17-34, and 322-323 MIN. LOT FRONTAGE= 12.2m. MIN LOT AREA= 330sqm. Plus Block 399	20	20	0.762	1.883
	0.5	0.5	0.011	0.027

TOWNHOUSE DWELLINGS

FREEHOLD LOTS BLOCKS 403-425 MIN. LOT FRONTAGE= 6.0m. MIN LOT AREA= 161sqm.	23	155	2.864	7.077
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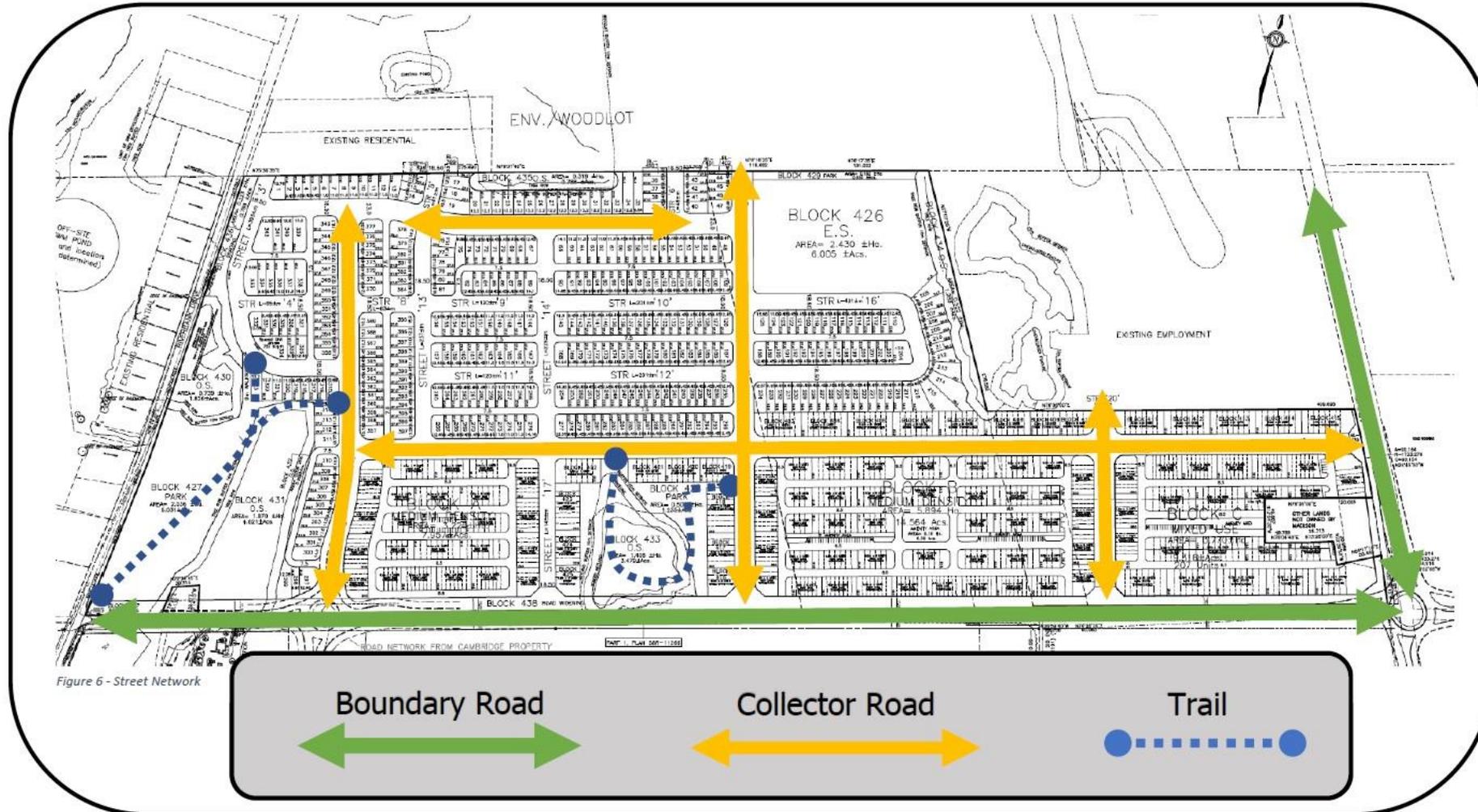
CONDO BLOCKS-MEDIUM DENSITY

6.0m TOWNHOUSES	235	STACKED TOWNHOUSES	100.9
5.5m TOWNHOUSES	6.5	6.5m LIVE/WORK TOWNHOUSES	38.5
4.5m TOWNHOUSES	269	TOTAL	649.5
SUBTOTAL			
BLOCK 426 - ELEMENTARY SCHOOL	1	2.430	6.005
BLOCKS 427-429 - PARK	3	2.718	6.716
BLOCKS 430-434 - OPEN SPACE	5	4.886	12.073
BLOCK 435 - GRADING	1	0.323	0.798
BLOCKS 436-438 - ROAD WIDENING	3	2.300	5.683

Few Parks/Trails

**Madison Riverbank Holdings Inc.
Urban Design Brief**

City of Cambridge



910 Trees to be Removed

- “A total of 910 trees are recommended for removal” (57 dead)
- “As per the compensation requirements A total of 1320 replacement trees will be required within the new development or a cash in lieu compensation of \$640,200 paid to the city of Cambridge”

Source : Tree Management Plan

Widening of Middleblock Rd at Riverbank Dr

Figure 4 - Draft Plan of Subdivision



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LOTS 125, 299, 339-340, 343-349, 367-369, and 385-386 MIN. LOT FRONTAGE= 12.2m. MIN LOT AREA= 530sq.m.	16	16	0.640	1.581

STREET ACCESSED DWELLINGS

LOTS 1-5, 14-15, 35-47, 205-234, 311-312, 315-319, and 325-332. MIN. LOT FRONTAGE= 9.45m. MIN LOT AREA= 250sq.m. Plus Blocks 400-402	65	65	2.199	5.434
LOTS 6-13, 76-78, 313-314, 320-321, and 324 MIN. LOT FRONTAGE= 11.0m. MIN LOT AREA= 297sq.m. Plus Blocks 16, and 398	16	16	0.544	1.344
LOTS 17-34, and 322-323 MIN. LOT FRONTAGE= 12.2m. MIN LOT AREA= 330sq.m. Plus Block 399	20	20	0.762	1.883
	0.5	0.5	0.011	0.027

TOWNHOUSE DWELLINGS

FREEHOLD LOTS BLOCKS 403-425 MIN. LOT FRONTAGE= 6.0m. MIN LOT AREA= 161sq.m.	23	155	2.864	7.077
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CONDO BLOCKS—MEDIUM DENSITY

6.0m TOWNHOUSES	236	STACKED TOWNHOUSES	100.5
5.5m TOWNHOUSES	6.5	6.5m LIVE/WORK TOWNHOUSES	38.5
4.5m TOWNHOUSES	269	TOTAL	649.5
SUBTOTAL	26	399	1203.5*
			28.093
			69.419
BLOCK 426	- ELEMENTARY SCHOOL	1	2.430 6.005
BLOCKS 427-429	- PARK	3	2.718 6.716
BLOCKS 430-434	- OPEN SPACE	5	4.886 12.073
BLOCK 435	- GRADING	1	0.323 0.798
BLOCKS 436-438	- ROAD WIDENING	3	2.300 5.683

Bylaw Site Specific Provisions

- Reduced frontage
- Reduced yards
- Reduced outdoor amenity space
- Increased heights

"4.1. ___ Beasley's Middle Block

1. Notwithstanding the provisions of sections 2.1.15, 3.1.2.1, 3.1.2.2, 3.1.2.3 and 3.1.2.5 of this By-law and in addition to section 1.1.1, the following regulations shall apply to the lands in the R6 zone classification to which reference to "(s.4.1. ___)" is made on Zoning Map B5 and B6 attached to and forming part of this bylaw:

Zone Provisions	R6 – Single Detached Dwelling
Minimum Lot Frontage	9.0 m
Minimum Corner Lot Frontage	10.2 m
Minimum Lot Area	250 m ² (Interior Lot); 300 m ² (Corner Lot)
Minimum Front Yard to Garage	5.8 m ⁽¹⁾
Minimum Front Yard to House	3.0 m
Minimum Interior Side Yard	1.2 m ⁽²⁾
Minimum Exterior Side Yard	2.4 m
Minimum Rear Yard	7.0 m
Minimum Rear Yard to Garage accessed from public lane	0.6 m
Maximum Building Height	11.0 m
Minimum Gross Floor Area	Not applicable
Maximum Lot Coverage	Not applicable
Minimum Landscaped Area	Not applicable

Special Provisions:

- ⁽¹⁾ If the driveway does not cross a sidewalk, the minimum setback is reduced to 4.5 metres.
- ⁽²⁾ The required interior side yard may be reduced on one side of a dwelling to 0.6 m if there are no doors, windows or other openings within 1.2 metres of the interior side lot line on that side of the building.

2. That for the purposes of this by-law, a "Lane" shall be defined as follows:

"Lane" means a publicly owned or privately owned right-of-way that is not intended for general traffic circulation and which provides motor vehicle access to an abutting property.

3. That for the purposes of this by-law, a "Through Lot" shall be defined as follows:

Impact on Riverbank Dr - Traffic

- 5,400 vehicles per day
On Riverbank Drive
- Source :
Noise Feasibility Study

4 Traffic Noise Assessment

4.1 Road Traffic Data

Projected traffic data for Fountain Street North, Fairway Road North, and Riverbank Drive were obtained from the Regional Municipality of Waterloo. The data is in the form of forecasted Average Annual Daily Traffic (AADT) values, and is provided in Appendix A.

For Fountain Street North a forecasted AADT of 19,800 vehicles per day to was applied, along with commercial vehicle percentages of 2% for medium trucks and 7% for heavy trucks were used. The posted speed limit of 70 km/h with a 90/10 day/night split was also applied for this analysis.

For Riverbank Drive a forecasted AADT of 5,400 vehicles per day to was applied, along with commercial vehicle percentages of 1% for medium trucks and 1% for heavy trucks were used. The posted speed limit of 50 km/h with a 90/10 day/night split was also applied for this analysis.

For Fairway Road North a forecasted AADT of 23,600 vehicles per day to was applied, along with commercial vehicle percentages of 1% for medium trucks and 2% for heavy trucks were used. The posted speed limit of 60 km/h with a 90/10 day/night split was also applied for this analysis. Table II summarizes the traffic data used in the analysis.



ACOUSTICS



NOISE



VIBRATION

Impact on Riverbank Dr - Parking

Figure 4 - Draft Plan of Subdivision



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Impact on Riverbank Dr - Wells

- The subject site is located in a Well-Head Protection Area (WHPA) – D and approximately 0.6 km southeast of WHPA – A. (Source: Records Review)



Phase One ESA Update
895 Riverbank Drive
City of Cambridge

Reference No. 1706-E192-1
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- One (1) well at the subject site and twenty-eight (28) more wells are documented within the Phase One Study Area. (Source: Records Review)

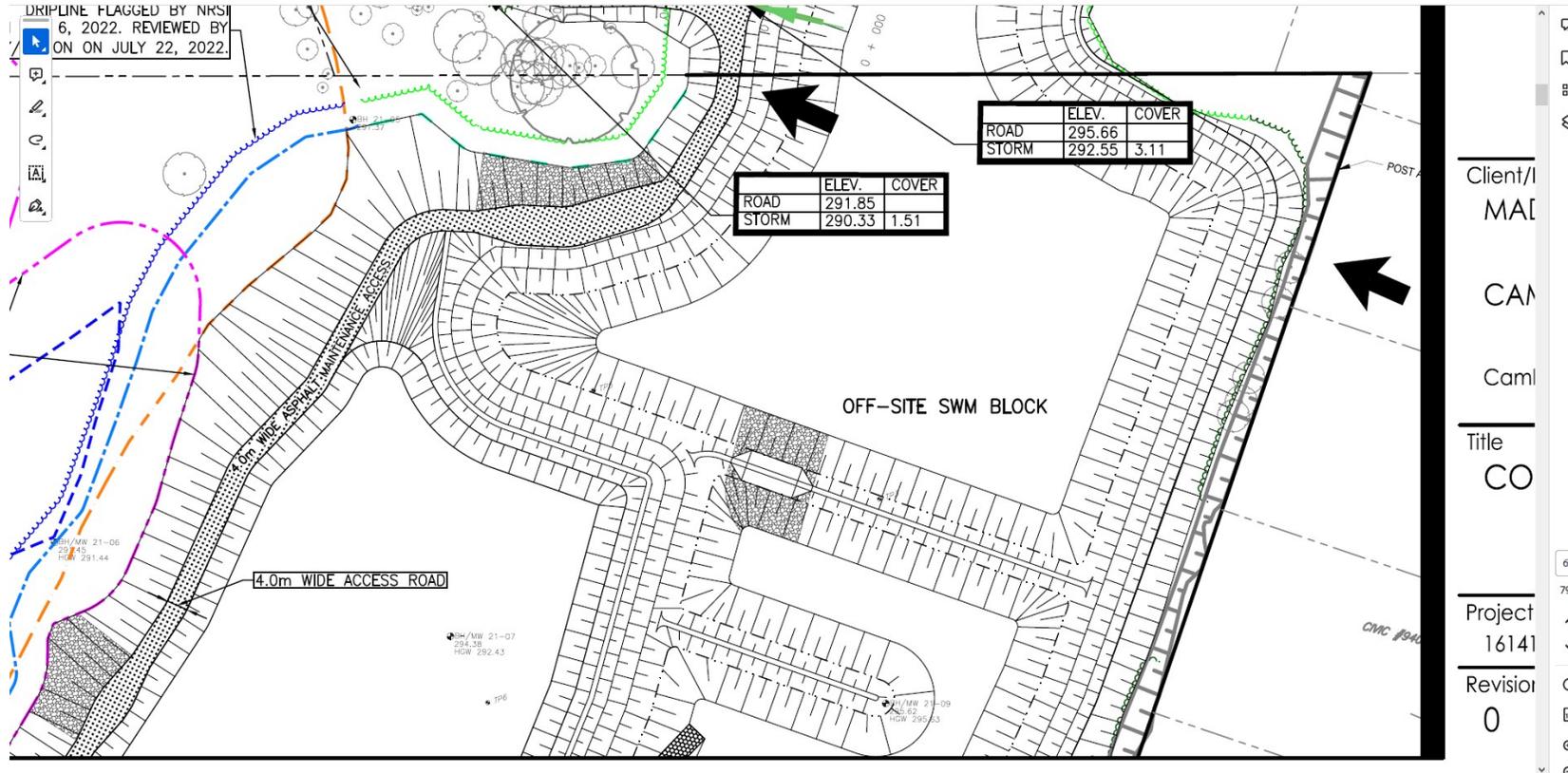
Impact on Riverbank Dr - Structures

Vibration could be generated from various construction equipment (compactors and rollers) during construction which could be harmful to surrounding structures and buildings. Peak particle velocity (PPV) of ground motion is widely accepted as the best descriptor of potential for vibration damage to structures. The safe vibration limit can be set to 10 to 20 mm/s PPV, depending on the sensitivity of surrounding structures to vibration.

Vibration monitoring can be carried out to measure the PPV of ground motion from vibration generated from typical compaction equipment at the beginning of the project in the potentially critical areas. This will set criteria and establish the type of equipment to be used for this project. It is also recommended that a pre-construction condition survey be conducted to document the condition of the existing structures within the possible zone of influence.

Source : Geotechnical Investigation P14

Impact on Riverbank Dr – Erosion



Source : Functional Servicing & SWM Report

Summary

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