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Applicant responses to public comments are provided in the following chart:

Comment	Response
<p>1) Infrastructure/Traffic: This is the first concern I (we) have for the addition of such a high density structure. Presently, during the windows of 7AM – 9:30AM, 11:30AM – 1:30PM, and 3:30PM – 6:00PM, the traffic leading into and through this area is overwhelming. I have included screenshots of “average traffic density” as logged by Google Maps (See Appendix A).</p>	<p>See responses below.</p>
<p>Travel time in and out of the area: It is becoming increasingly time-consuming to commute within the area at these times. The backlog of automobile traffic on Franklin/Dundas, Franklin/Main, Dundas/Main, Concession/Main has steadily increased in proportion to the increase in new construction residential buildings. The traffic, particularly at the traffic circles, has started to back up into other intersections. This affects both wait time and idling engines.</p>	<p>Respectfully, the time frames provided with the “average traffic density” logged by Google Maps are within rush-hour and commute times are generally slow throughout most areas of the City. It is not uncommon for traffic to generate on Arterial Roads at these times of the day when people are commuting to and from work and their place of residence in the morning and late afternoon, as well as mid-day for lunch. Further, Main Street improvements have not been completed/built at this time.</p>
<p>Safety at traffic circles: The impatience from drivers as the wait time increases at these traffic circles has risen proportionately. Drivers are taking more risks due to longer wait times/impatience due to the wait times. This puts other drivers at risk, and it puts pedestrians at risk. I have witnessed several near misses from inattentive and impatient drivers that, if the pedestrians (myself included) assumed the right of way, they would have been struck. Similarly, vehicle incidents such as hard braking, horns, and darting into lanes is occurring more often. While I do not have traffic incident statistics, I have several first-hand accounts of drivers’ impatience creating dangerous situations.</p>	<p>As per the comments provided by the City of Cambridge Transportation Engineering Staff, an updated Transportation Impact Study (TIS) was not requested, nor required for the proposed development of Block 8. The TIS submitted as part of the original OPA/ZBA Application for the Draft Plan of Subdivision was also accepted by City Staff. Upgrades to the existing transportation infrastructure as a direct result of the proposed development of Block 8 are not required by the City or Region of Waterloo. Further, Main Street improvements have not been completed/built at this time.</p>
<p>Commercial traffic: Due to the limited north-south access and through-way access, Franklin has become a major access point to</p>	<p>The proposed development consists only of residential dwellings and does not include commercial land uses. Existing commercial traffic generated along the arterial roads within proximity</p>

<p>the south part of the city. For commercial vehicles traveling on 97, Franklin, Main and Dundas. With the completion of McQueen Shaver Blvd, it is the quickest route to reach destinations south of Cambridge, such as Brantford.</p>	<p>of the proposed development would relate to other land uses in the City and neighbouring municipalities.</p>
<p>2) <u>Outdated traffic study:</u></p> <p>At past council meetings, presentations made in support of these projects has used traffic data that was gathered during Covid lockdowns. We would like to see an updated traffic study that reflects the present-day density. Perhaps to include police data of incidents that have occurred at the afore-mentioned intersections.</p>	<p>The TIS submitted as part of the original OPA/ZBA Application for the Draft Plan of Subdivision was accepted by City Staff. As per the recent comments provided by the City of Cambridge Transportation Engineering Staff, an updated TIS was not requested, nor required for the proposed development of Block 8.</p>
<p>3) <u>Crime:</u></p> <p>As the population density has increased in the area, so have criminal activities. My car has been broken into and robbed twice in the last two years. All neighbours have had to install security cameras and/or security systems as many homes have been broken into. Several neighbours have accounts of their own experience with being victims of crime.</p>	<p>Respectfully, this is not a <i>Planning Act</i> matter and there is no evidence to suggest the proposed development will increase criminal activities within the local area.</p>
<p>4) <u>Construction:</u></p> <p>While I would prefer it to be quieter during the day (I work from home), what is most concerning is the number of build sites that are active, and how that also affects the congestion. What is the timeline for this project's commencement?</p>	<p>At the time of construction, a Construction Management Plan will be implemented in order to minimize impacts on the local community, such as noise and traffic disruptions.</p>
<p>5) <u>Builder Responsibility:</u></p> <p>The vacant build sites are full of debris and garbage. I will refer to two statements in By-law No. 189.13:</p> <p style="padding-left: 40px;">“AND WHEREAS the Act authorizes a municipality to require an owner or occupant of land to clean the land and clear it of refuse and debris;”</p> <p style="padding-left: 40px;">And</p> <p style="padding-left: 40px;">“AND WHEREAS the Council of the Corporation of the City of Cambridge deems it desirable to regulate the maintenance of land in order to enhance the quality, health and safety of communities;”</p> <p>With the many active building projects in the area, how is this builder going to action the on-going issue of garbage and debris on their vacant/active build site? We as residents are required to maintain our properties, therefore it is equitable to expect the same of the builders who wish to profit from our being in our neighbourhood.</p>	<p>Clauses within the By-law pertaining to the condition of vacant lands are not included under the Official Plan and Zoning By-law Amendment process. This is a matter addressed under the City of Cambridge “Property Standards By-law”, which outlines maintenance standards for properties across the City.</p> <p>Further, there has been no construction/building activity in close proximity to the existing residents for an extended period of time on the subject lands. It is noted that garbage or debris is from household waste or waste from homeowner project/contractors in the immediate area.</p>

The garbage also attracts scavengers, which calls into question the safety of the residents and their families.