

Appendix D - Response to Public Comments Received

Number	Comment	Response
Theme: Road Network – General		
1.	Request that the policies explicitly state that the location of any new roads shown on the Secondary Plan schedules are conceptual in nature and may be adjusted through future detailed development processes.	Comment noted and addressed in the draft Secondary Plan.
2.	Would like to further understand the analysis and rationale that was utilized for the development of the Draft Road Network Mapping. We understand the conceptual road network is based on the premise of a north/south and east/west corridor design.	<p>The draft collector road network was developed by:</p> <ul style="list-style-type: none">• Connecting to the proposed collector road network to the south;• Ensuring the collector road alignment avoids natural features;• Providing a collector road alignment that provides for N-S and E-W connections at approximately 250-350 metre separation from each other as they intersect surrounding arterial roads (Middle Block Road and Fountain Street North);• Avoids connecting to Riverbank Drive to preserve its “scenic road” quality;• Ensuring that their location provide for active transportation activities by creating transition opportunities between potential on-street and off-street trails by connecting to adjacent natural features.

Number	Comment	Response
3.	<p>Would like to see flexibility in the widths of rights-of-way of the conceptual road network shown in the Secondary Plan. There may be specific circumstances that could pose a challenge to achieve a certain minimum right-of-way width, which will not be fully known or explored until the detailed stage of development. As such, the Secondary Plan should not include any policies to require minimum right-of-way widths for certain roads. Rather, the Secondary Plan should include a more flexible policy approach to requiring specific elements to be included within the rights-of-way (e.g., cycling facilities, sidewalks, landscaping, etc.), to ensure that the intended function of the roads are achieved.</p>	<p>Right-of-way (ROW) widths will comply with City engineering standards. Local roads will have a minimum 18.5 meter ROW and collector roads will range from 23-26 meters. In addition, roadway classification and function will align with the City's Transportation Master Plan Roadway Classification System.</p>
4.	<p>What is the applicability of Development Charge credits for the construction of the new collector roads or other future infrastructure that may be required to the benefit of the larger Secondary Plan area.</p>	<p>The construction of roads and municipal infrastructure and associated costs will be as per the City's Local Service Policy. For any infrastructure that includes Development Charge funding as per the policy, discussions will be required with the City as to cost sharing, but an agreement under the City's Credit for Service Agreement policy is an option.</p>
5.	<p>Welcome the inclusion of a bicycle lane and planted boulevard as part of this concept. Also feel it is important to have a sidewalk and bicycle lane on both sides of the road, including on the local roads to encourage active transportation.</p>	<p>Comment noted.</p>

Number	Comment	Response
6.	Potential Road Network – what does this entail outside the proposed road network identified in the slides? How does this plan impact or influence the King Street East/Riverbank Drive intersection? What is the overall traffic picture going to look like?	A new North-South Collector Road (Intermarket Road) will connect Middle Block Road to Boychuk Drive which will ultimately connect to King Street East. It is expected that this road will carry the majority of the traffic volume in this area and some of the existing traffic volume on Riverbank Drive will potentially divert to the new road. This, coupled with the proposed collector road network in the Secondary Plan area and proposed realignment of Riverbank Drive so that it no longer connects to Fairway Road North, will help preserve Riverbank Drive as it currently exits.
7.	Interested to see the proposal for where the main north-south collector road meets Middle Block Road as it is not shown to be a roundabout.	The treatment at the intersection of where the main North-South Collector Road meets Middle Block Road will be further determined when Traffic Impact Studies are submitted for future developments in the Secondary Plan area. The treatment could include a stop sign, traffic signals, or a roundabout.
8.	Will residents be able to comment on future traffic/road planning?	Traffic Impact Studies will be required as part of future development applications in the Secondary Plan area. The public will have the opportunity to comment on future development applications at a statutory public meeting.

Number	Comment	Response
9.	<p>The road network is not consistent and it does not provide an appropriate road connectivity in the residential area and the block access roads need to be directly connected to the proposed major collectors. We proposed these roads be downgraded to minor collector roads and local roads to provide a more appropriate road category for the scale of the area and development, reduce traffic infiltration and allow for reduced speed zones.</p>	<p>Comment noted. The road network internal to the Secondary Plan area is proposed to consist of minor collector roads and local roads.</p>
10.	<p>The north-south spine road proposed to be a major collector does not provide a major connection in the area as it is ending in a T-intersection at Middle Block Road. Any non-local traffic will be required to make a left or right turn to enter or exit this road at the north and south intersections with Fairway Road North and Middle Block Road. We question the need for this spine collector road to cross the valley lands as it will only promote short cutting through a residential area to access employment lands to the south. There also appears to be a redundancy with the number of north-south collector roads coming off Middle Block Road based on the scale of the serviced area.</p>	<p>The main North-South Collector Road is intended to connect the entire Secondary Plan area and as such a crossing of the Randall Drain is proposed to ensure the northern and southern portions are cohesively connected.</p> <p>Traffic calming measures will be considered along the main North-South Collector Road to reduce its attractiveness as a cut-through road. The main North-South Collector Road also doesn't connect directly to Intermarket Road to the south, making it less attractive as a cut-through road.</p>

Number	Comment	Response
11.	The proposed road network requires two closely spaced intersections along Fountain Street North between its intersections with Fairway Road North/Kossuth Road (roundabout) and Middle Block Road. The proximity of these intersections will negatively impact the flow of the road section and also will result in more traffic using the proposed spine major collector for traffic infiltration.	The proposed roads intersecting Fountain Street North are intended to provide access to the Mixed-Use Node and the residential area. These accesses are approximately 305 metres in distance and will be right-in-right-out only. They are not expected to impact the flow of traffic along Fountain Street North.
12.	We question the need for a major collector road classification for a relatively small, serviced area already supported by major roads being Middle Block Road and Fountain Street North.	Comment noted. The road network internal to the Secondary Plan area is proposed to consist of minor collector roads and local roads.
Theme: Road Network (Proposed intersection at Riverbank Drive and N-S Collector Road)		
13.	Where Riverbank will be T'd into the new main road, will this be a 3 way stop or only a stop coming off of Riverbank?	There will be a stop sign coming off of Riverbank Drive when approaching the new North-South Collector Road.
14.	Will the 'new' Riverbank Drive intersection permit left turns from the North-South Major Collector onto Riverbank? A 'No Left Turn' would be very helpful.	Yes, the connection to Riverbank Drive will permit left-turning movements. The proposed collector road network has been carefully thought out to prevent cut-through traffic. This connection is intended to act as a connection for residents along Riverbank Drive.
15.	The junction of where the new road and Riverbank Drive meet need to be very carefully planned as not to bring more traffic to Riverbank Drive.	Comment noted.

Number	Comment	Response
16.	<p>We believe that completely preserving Riverbank Drive and isolating this street from the new subdivision is crucial in maintaining the heritage and scenic nature of this area.</p> <p>Thus, having any new road coming on or off any part of Riverbank Drive will both go against this objective and also pose a great safety concern for residents and pedestrians. Therefore, we are against the proposed northern intersection road that goes onto Riverbank.</p>	<p>City staff understand the importance of preserving Riverbank Drive as a scenic route. By having Riverbank Drive connect into the new North-South Collector Road as opposed to Fairway Road North, traffic flowing south would have to make a right turn onto the new North-South Collector Road and then another right turn to access Riverbank Drive, as opposed to the current scenario which involves one right turn onto Riverbank Drive from Fairway Road North. The proposed road network is expected to make Riverbank Drive less desirable to be used as a cut-through road.</p>
17.	<p>The new access to Riverbank Drive - I see some solid rationale in that if the intent is to deter vehicle traffic from the road.</p>	<p>Comment noted.</p>
18.	<p>Feel that the proposed plan to remove direct access onto Riverbank Drive from Fairway Road North is a good one. Having access from Fairway Road North go straight onto the new collector road will hopefully encourage traffic to continue through the development and avoid additional traffic along Riverbank Drive which is not equipped to handle it. I would like to see the design of the intersection of the new collector and Riverbank Drive take this into account.</p>	<p>Comment noted.</p>

Number	Comment	Response
19.	<p>The plan shows vehicles entering the new development from Fairway Road North must now stop and take a right turn to enter Riverbank Drive. This appears to be a good compromise and in my opinion is the best solution to reduce traffic entering Riverbank Drive from the north. This is a very welcome consideration.</p>	<p>Comment noted.</p>
Theme : Road Network (Proposed N-S Collector Road and connection to Fairway Road North)		
20.	<p>One area of concern for the access from the main collector onto Fairway Road North is the close proximity of the access point to the new bridge over the Grand River. The high speed at which traffic comes over the bridge already makes it difficult to negotiate without the addition of more traffic.</p>	<p>This intersection falls under the jurisdiction of the Region of Waterloo. Regional staff are not aware of any operational concerns at this intersection and the proposed development is not expected to change that; however, Traffic Impact Studies will be required as part of future development applications in the Secondary Plan area and traffic impacts will be reviewed that time.</p>

Number	Comment	Response
21.	<p>This intersection is presently very busy and traffic exiting Riverbank Drive at this end are faced with fast moving traffic coming off the bridge at some speed. Line of sight west over the bridge is not good at this point. This will possibly lead to a buildup of traffic exiting the new collector road at this intersection. May I suggest that a consideration that the intersection is moved much further east and a roundabout be considered here to facilitate the smooth flow of traffic from this side of the development. Given its proximity to the Fountain Street Roundabout, perhaps this may also be considered as a possible alternative.</p>	See response to comment Number 20.
Theme: Road Network (Roundabout at Middle Block Road and Proposed E-W Collector Road)		
22.	<p>The junction of Middle Block Road and Riverbank Drive need to be very carefully planned as not to bring more traffic to Riverbank Drive.</p>	<p>A roundabout is to be constructed at the intersection of Middle Block Road and future Intermarket Road. Similar as with the roundabout at Allendale Road and Intermarket Road, the road from the roundabout to Riverbank Drive will remain as 2 lanes with signage indicating 'no heavy truck traffic' to make Riverbank Drive a less desirable route than using Intermarket Road.</p>

Number	Comment	Response
23.	For the proposed roundabout where Middle Block Road and the westerly collector meet (southwest corner of Secondary Plan area), as the intention all along has been to minimize the addition of traffic on Riverbank Drive, I think this roundabout is a good idea to encourage traffic from the residential development to continue down the collector rather than taking a right onto Middle Block Road and then down Riverbank Drive.	Comment noted.
24.	We question the need for the roundabout located at the future intersection of Middle Block Road and Intermarket Road. Predominate flow of traffic is expecting to travel from the employment/industrial lands from the south eastward along Middle Block Road towards Fountain Street North and believe this roundabout may promote traffic flow towards the residential development lands to the north or to the west on Riverbank Drive. It is suggested the road widths for the north and east leg of this intersection should be reduced to a local road category.	The legs of the intersections that travel north into the Secondary Plan area and west towards Riverbank Drive are intended to be designed to visually encourage traffic to continue east along Middle Block Road towards Fountain Street North or south along Intermarket Road.

Number	Comment	Response
25.	<p>Concerned that the proposed new roundabout on Middle Block Road at the new collector has a spur that takes traffic down onto Riverbank Drive. Although the intersection of Middle Block Road and Riverbank Drive is an already established feature of the road system, this was established at a time when there was no thought to a large development road system.</p> <p>This access to Riverbank Drive has the potential to encourage traffic to avoid a busy collector road at any sign of congestion and use Riverbank Drive to travel south to King Street East. It appears to me that the access to Riverbank Drive here is traditional rather than planned and that if there had been no access before, this plan would not consider a spur between the roundabout and Riverbank Drive.</p> <p>Since the beginning of the East Side Lands project, it has been a policy that no roads were allowed to have access onto Riverbank Drive. Ask that there is a consideration that the road spur between the roundabout on Middle Block Road and Riverbank Drive be removed as it serves as no benefit to the new development except for one which is unintended. Riverbank Drive was not developed for large volumes of traffic and the section of Riverbank Drive between Allandale Road and King Street East already has calming measures in place. Larger volumes of traffic here would be a major problem to the residents.</p>	<p>The proposed road network has been carefully thought out to prevent cut-through traffic through Riverbank Drive. Middle Block Road continuing to connect to Riverbank Drive is not anticipated to be an alternative route for motorists, but for residents along Riverbank Drive to access the boundary road network.</p>

Number	Comment	Response
Theme: Riverbank Drive as a Scenic Road		
26.	I was pleased to see that Riverbank Drive will remain a scenic country road and that no new roads or streets will connect with Riverbank Drive. This is definitely a Heritage Road the cemetery dating from 1800 being an example.	Comment noted.
27.	The current heritage street profile and scenic views of Riverbank should be preserved for future enjoyment.	Comment noted.
28.	We are pleased that Riverbank Drive has been protected as a heritage route and the character of the road will remain.	Comment noted.
29.	Glad to hear of the intention to preserve the unique nature of Riverbank Drive and the considerations to protect it from excessive traffic.	Comment noted.
30.	Glad to see there are no other proposed accesses onto Riverbank Drive, which should assist in keeping the 'scenic route' intact.	Comment noted.
31.	On page 17 of the presentation, three roads, running North-South, all permit access to Middle Block Road. Residents of this area heading to Kitchener will undoubtedly take Middle Block Road to Riverbank Drive, as opposed to a longer, busier route, just as they do not when leaving Toyota or Loblaws.	A new North-South Collector Road (Intermarket Road) will connect Middle Block Road to Boychuk Drive which will ultimately connect to King Street East. It is expected that this road will carry the majority of the traffic volume in this area and that those travelling to Kitchener would take Middle Block Road to Intermarket Road, which will offer a faster route to Kitchener than Riverbank Drive.

Number	Comment	Response
32.	<p>The map on page 17 on the presentation shows several <u>new</u> roads that will all have access to Middle Block Road and ultimately Riverbank Drive. My concern is that much of the traffic may be drawn to Riverbank Drive. I feel that convenient access onto Riverbank Drive could be and should be curtailed by limiting turning opportunities as much as possible, for these reasons:</p> <ul style="list-style-type: none"> • This road being parallel with the Grand River is somewhat unique in our area and needs to be protected for future generations. Its winding, somewhat hilly shape is not conducive to an increase in traffic, but should serve the residents for the most part. • Riverbank Drive is already used by many as a country walk or bike ride. With the addition of a new subdivision, this will increase traffic, thus increasing the possibility of a serious car/pedestrian accident. <p>The potential for this can be avoided by carefully managing the traffic direction to Fountain Street North or to the new Intermarket Road system and limiting the direction to Riverbank Drive.</p>	<p>A new North-South Collector Road (Intermarket Road) will connect Middle Block Road to Boychuk Drive which will ultimately connect to King Street East. It is expected that this road will carry the majority of the traffic volume in this area and some of the existing traffic volume on Riverbank Drive will potentially divert to the new road. This, coupled with the proposed collector road network in the Secondary Plan area and proposed realignment of Riverbank Drive so that it no longer connects to Fairway Road North, will help preserve Riverbank Drive as it currently exists.</p> <p>Additionally, a roundabout is to be constructed at the intersection of Middle Block Road and future Intermarket Road. Similar as with the roundabout at Allendale Road and Intermarket Road, the road from the roundabout to Riverbank Drive will remain as 2 lanes with signage indicating 'no heavy truck traffic' to make Riverbank Drive a less desirable route than using Intermarket Road.</p>

Number	Comment	Response
33.	What can be done to discourage drivers from taking Riverbank Drive as a shortcut? Signs, e.g. 'Local traffic only' or 'No construction vehicles'? Speed bumps?	See response to comment Number 32.
34.	Concern that the Heritage Road (Riverbank Drive) will be inundated with traffic once construction, and then occupation, of the East Side Lands occurs. The Region has designated our road as unique, and as such, the Region needs to do anything it can to direct all traffic away from it. If not, the volume of traffic will endanger our neighbours and change the character of Riverbank Drive. Riverbank Drive cannot accommodate or sustain significant vehicular traffic.	<p>City staff understand the importance of preserving Riverbank Drive as a scenic route. By having Riverbank Drive connect into the new North-South Collector Road as opposed to Fairway Road North, traffic flowing south would have to make a right turn onto the new North-South Collector Road and then another right turn to access Riverbank Drive, as opposed to the current scenario which involves one right turn onto Riverbank Drive from Fairway Road North. The proposed road network is expected to make Riverbank Drive less desirable to be used as a cut-through road.</p> <p>Additionally, a roundabout is to be constructed at the intersection of Middle Block Road and future Intermarket Road. Similar as with the roundabout at Allendale Road and Intermarket Road, the road from the roundabout to Riverbank Drive will remain as 2 lanes with signage indicating 'no heavy truck traffic' to make Riverbank Drive a less desirable route than using Intermarket Road.</p>

Number	Comment	Response
35.	<p>Can you provide more details on how exactly this will be addressed given that Riverbank Drive is recognized in the City's Heritage Master Plan as a scenic route? The proposed development is slated to be situated very close to this area. I am wondering how the City reconciles this large-scale development directly adjacent to a "heritage scenic route"?</p>	<p>City staff understand the importance of preserving Riverbank Drive as a scenic route as the City grows in north Cambridge. The Secondary Plan policies are intended to provide direction that guides residential development adjacent to Riverbank Drive that respects this. The Secondary Plan includes policies on providing a highly landscaped edge along Riverbank Drive to contribute to the scenic quality of the road as well as not permitting residential development that backs onto Riverbank Drive. Direct road access is also not permitted from the Secondary Plan area onto Riverbank Drive.</p>
36.	<p>Are there future studies to assess traffic to the area and how it will impact Riverbank Drive? As it was stated in a 2018 Recommendation Report that: "The Heritage Master Plan also identified the removal of traffic from Riverbank Drive as an opportunity for conservation. Also, it is proposed that no direct vehicular access or road connection shall be permitted onto Riverbank Drive from the employment area." Is this still the case?</p>	<p>Traffic Impact Studies will be required as part of future development applications in the Secondary Plan area.</p> <p>The 2018 Recommendation Report refers to the employment lands to the south of the Secondary Plan area. The employment blocks do not permit direct vehicular access or road connections (e.g., driveways) from the employment lands to Riverbank Drive. The Secondary Plan also includes a policy that states there will be no direct access to Riverbank Drive from development or from public or private roadways in the Secondary Plan area.</p>

Number	Comment	Response
37.	Due to potential traffic, noise and light pollution, and risk to wildlife, I do not support the addition of a major collector road (or roundabout) running parallel on the eastside of Riverbank; I could see this as a minor local residential road, but not a major collector. With expanded Fountain Street North and the new major collector running parallel to the west of Fountain Street North (add the roundabout here), is another one really necessary? Please reconsider.	Comment noted. The road network internal to the Secondary Plan area is proposed to consist of minor collector roads and local roads.
38.	How is Riverbank going to be protected from the construction traffic and construction vehicles (or workers' personal ones) parking alongside Riverbank Drive? This is happening already – and the construction did not even commence yet – there is just some preliminary (water testing?) going on and workers are parking their vehicles along Riverbank Drive, not Middle Block Road.	As a condition of approval, a developer is required to submit a Construction Route Plan for approval prior to site grading or registration of the subdivision. Access through Riverbank Drive will not be permitted for construction purposes. Requirements for parking can also be conditions of approval and the City can explore temporary no parking signs and parking enforcement on Riverbank Drive.
Theme: Interface with Riverbank Drive		
39.	Is the intention to have houses front onto Riverbank Drive at the northern portion of the Secondary Plan area? If so, how many between the green space and the end of Riverbank Drive (near Fairway).	The policies in the Secondary Plan envision that houses will flank onto Riverbank Drive with a highly landscaped edge along the road; houses are not proposed to front onto Riverbank Drive.

Number	Comment	Response
40.	I would like to see a green space along the full section of Riverbank Drive. The drawing now shows an area of about 4 houses where there is no green space between Riverbank Drive. and the new development. To keep the separation and the continuity along Riverbank Drive. and also preserve the historic and natural roadway I feel that the green space should be extended to include all of Riverbank Drive.	The purpose of the Land Use Schedule is to depict land use types. The green shown in the schedules denotes the Natural Open Space System designation which includes natural features and associated buffers, which were identified in the Subwatershed Study for the Randall and Breslau Drains (WSP, December 2017) and the Hespeler West Subwatershed Study (PEIL, September 2004). Natural features were not identified along this stretch of Riverbank Drive and therefore this location is not shown in green on the schedules. However, policies have been included in the draft Secondary Plan that will provide for a highly landscaped edge along Riverbank Drive. See Section 3.4 on Community Edges.
41.	We believe the green buffer zone should encompass all the eastern side of Riverbank to ensure that this scenic road is maintained.	See response to comment Number 40.
42.	To preserve the Riverbank Drive, we would like to see the greenland buffer extended along the east side of Riverbank Drive. That seems to be the only piece of road not protected from the future development.	See response to comment Number 40.

Number	Comment	Response
43.	Please consider extending the green area along Riverbank to include the 4 houses that remain NOT included in the drawing, this was brought up at the meeting and is a very important point. This would support a flow and continuation that makes sense for the look and the feel of the road. It would connect the green space all along. I believe it would create that desired outcome of a scenic drive.	See response to comment Number 40.
44.	In the area of east of Riverbank Drive that is part of the new development plan, there appears to be no buffer or green space that would allow a contiguous wildlife corridor. Has this been considered?	See response to comment Number 40.
45.	Proposed that the Greenlands Network is extended northwards on the west side of the Secondary Plan area (adjacent to Riverbank Drive). This would have a two-fold effect: firstly, by providing a natural buffer between the development and Riverbank Drive as well as providing a wildlife corridor to join up with the large area to the north east.	See response to comment Number 40.
46.	More area is needed for greenspace, it would be beneficial to add a very wide non-interrupted Greenland Network/Buffer alongside Riverbank Drive.	See response to comment Number 40.

Number	Comment	Response
Theme: Planning / Land Uses		
47.	Request that the Secondary Plan policies remain flexible in permitting a broad range of uses across the entirety of the lands within the Mixed Use designation, allowing commercial, office and residential uses within mixed-use and/or single-use buildings. This flexibility will ensure that the lands can be appropriately planned and developed at a future, detailed stage of development, to be implemented through the Zoning By-law, Draft Plan of Subdivision and Site Plan Approval process.	Comment noted. A broad range of uses are permitted within the Mixed-Use Node designation.
48.	We recommend that policy be included that provides flexibility to the location and determination of the extent of land uses without further amendments to the Secondary Plan, as commonly practiced.	Policies are included in the Secondary Plan with respect to certain minor amendments to the policies and schedules of the Secondary Plan that would not require an Official Plan Amendment, provided that the general intent of the Secondary Plan is maintained.
49.	While we appreciate the proposed Secondary Plan mapping is intended to be a high-level perspective, which will be implemented through detailed draft plan submissions, we want to ensure that there is flexibility in the policies and mapping to determine site-specific details for matters such as appropriate setbacks, buffers, road, park and stormwater management pond locations.	Policies are included in the Secondary Plan with respect to certain minor amendments to the policies and schedules of the Secondary Plan that would not require an Official Plan Amendment, provided that the general intent of the Secondary Plan is maintained.

Number	Comment	Response
50.	Suggest it would be appropriate for the City and Region to consider detailed phasing policies within the Secondary Plan that would ensure all landowners can advance development in a reasonable and timely manner.	Phasing policies are provided in the draft Secondary Plan.
51.	<p>Residential Land Use Designation:</p> <ul style="list-style-type: none"> • Will this be a master planned neighbourhood? • What is the proposed ratio, single family vs townhomes, etc? Will there be preference for one type over the other? • Will there be apartment buildings? • Will social (affordable) housing be part of the mix? • Will there be designated rental properties? • Are any developers currently earmarked to build on the proposed area? • Can you provide a current area in Cambridge that residents may look to as an example of how this area could look? 	The vision for North Cambridge is to build a new 15-minute neighbourhood, where residents can access their daily needs within a 15-minute walk or bike from home. The specific mix of units will be refined through the draft plan of subdivision. A minimum of 30% of new residential units are proposed to be planned as medium-density residential units. Within the Mixed-Use Node designation, rental units are encouraged. A minimum number of family sized units (i.e., 2 and 3-bedroom) are required. Within the Region of Waterloo, this community would be similar in some regards to the now under-construction Rosenberg community in Southwest Kitchener.

Number	Comment	Response
52.	<p>Mixed-Use Node designation:</p> <ul style="list-style-type: none"> • What is the definition of ‘mixed use’? • Why was such a large area designated for mixed use? Can this be reduced and increase green space? • What type of commercial opportunities will be allowed? • Will these be services for the neighbourhood, or engaged in bringing in more traffic to the surrounding area? • Will cannabis shops and liquor stores be allowed? • How much space is allocated for parking? • What type of lighting is proposed? 	<p>The Mixed-Use Node designation permits a wide range of residential uses, as well as commercial and service uses, and community service uses. Within the Mixed-Use Node designation, Neighbourhood Parks and urban greens will be included to increase green and amenity space. The Secondary Plan does not regulate the specific commercial opportunities that are allowed, which would be further refined through the implementing zoning by-law. The intention for the Mixed-Use Node designation is to serve the local neighbourhood. Parking is encouraged to be located in the rear of buildings. Specific parking requirements would be refined through the implementing zoning by-law. Specific lighting design would be refined through future site plan applications.</p>

Number	Comment	Response
53.	<p>Riverbank residents have a complete community, albeit not necessarily your definition. Secondly, complete for whom? I'm concerned about 'green gentrification' that develops public green spaces only for select audiences. I hope any plans are as inclusive as possible for all members of our community. What input have Six Nations provided previously and on this plan?</p>	<p>Six Nations and Mississaugas of the Credit First Nation were included on the mailing lists for notification of all circulations related to the Stage 2 – Master Environmental Servicing Plan (MESP), including project initiation and public information consultation centre notifications, and the related Regional Official Plan Amendment (ROPA 2) notices. Information was also shared by Senior Regional staff at an in-person meeting with the Six Nations.</p> <p>No written responses were received from any First Nations with respect to the MESP or ROPA 2 circulations.</p> <p>Notice of the Secondary Plan re-initiation was sent to three First Nations.</p>

Number	Comment	Response
54.	<p>I have been contributing to planning meetings for my neighbourhood for 10 years (which raises the question, 'When is a decision a decision?') during which time the development lines have moved closer and closer. Throughout, my neighbours have compromised again and again, acknowledging the imperative for development based on the City and Region's stated need for large lots of light industrial development a.k.a. 'employment lands'. However, in the interim, this need has been overtaken by insatiable developer appetite for continued suburban sprawl at the cost of our landscapes, prime agriculture lands, environment, and cultural heritage. We now have continued urban sprawl plus seemingly unfettered high-rise intensification, the worst of both worlds. In this context, is the proposed development as currently envisioned, justifiable?</p>	<p>The purpose of the Secondary Plan is to provide land use policy and guide new development in this area of the City which achieves the ultimate vision of a complete community that respect and celebrates the unique heritage and environmental aspects of this area.</p>
55.	<p>The lands within Woolwich, which will interface with this secondary plan area, will likely be for future employment or airport related uses. Do you foresee any land use compatibility issues? Are there opportunities to address potential land use conflicts by extending the mix-use area towards the intersection of Fountain Street and Kossuth Road and/or incorporating appropriate policy developed through this secondary planning process?</p>	<p>The location of the Residential and Mixed-Use Node designations are based on the preferred plan that was the outcome of the Master Environmental Servicing Plan (MESP) that was completed for the Stage 2 East Side Lands, these locations are not being revisited through the Secondary Plan process.</p> <p>The Secondary Plan includes policies on Community Edges.</p>

Number	Comment	Response
Theme: Parks and Trails		
56.	Do your park and green spaces plans include linkages to the trails on the Kitchener side of the river; I keep suggesting that Cambridge and Kitchener collaborate on a trail circuit/loop.	The parks and trails network provide connections to the exterior of the Secondary Plan area including Fairway Road North and Fountain Street North which are both planned or have existing active transportation facilities and cross the river.
57.	<p>Parks within 200 metres (2-3 minute walk) sound like a great idea but has many issues. At a macro level, people living in this community will typically have yards. The concept presented might make more sense in urban cores populated with condos.</p> <p>Micro issues:</p> <ul style="list-style-type: none"> • More parks for City staff to maintain. • Parks will be smaller restricting/eliminating soccer, tennis, etc. fields amenities. • The City is financially challenged to put equipment in parks currently. More parks mean less money per park. • Walking 5-10 minutes to a park that has amenities is not a big deal. Everyone wants exercise. We all want parks that have some equipment for kids. 	Comment noted. The Secondary Plan mapping has been refined to show conceptual locations of parks based on consultation with City staff and agencies. It is a key objective of the Secondary Plan to build a highly walkable community, including smaller urban greens within the Mixed-Use Node.

Number	Comment	Response
58.	Will the proposed neighbourhood parks entail just open greenspace?	The proposed neighbourhood parks will be designed through the draft plan of subdivision stage. They may include an open free play area and climbing structures, along with other passive and active recreational amenities.
59.	<p>There appears to be an off-road trail that is cutting right through the middle of my back yard (and that of my neighbor). That seems strange because, up to this point in time, my property was barely affected by this development. Putting a trail in this location would cut my property in two; thereby rendering the back half unusable. This trail could just as easily be placed at the back of the property and cause minimal disruption. Keeping the trail in its current location only makes sense if the back half of my property was included in the new housing development as well.</p> <p>I would also like to point out that having a trail meet Riverbank Drive at the location shown (at the bend of Riverbank Drive) is not an optimal choice as it is right at the crest of a very dangerous hill.</p>	The Secondary Plan will ultimately provide direction for development in this area for only if/when landowners choose to redevelop in the future. The trail locations would only be implemented through development applications initiated for each property. The trail would not be constructed on private property unless a future application were submitted for redevelopment of that property and at that time the trail location would be reviewed.

Number	Comment	Response
60.	We wanted to confirm that the “Conceptual On- and Off-Road Trail” is conceptual at this time, as the form of development (subdivision vs condominium) and the road pattern has yet to be established. Is it correct to assume that the intent of the proposed trail is to ensure that pedestrian links are provided to Riverbank Drive and that the location/type of trail will be determined through future site-specific planning applications?	The intent of the proposed trail concept is to ensure pedestrian links are provided to Riverbank Drive. The specific locations will be determined through future site-specific planning applications.
61.	Pleased to see proposed park locations dotted throughout and not focused on one area to allow for less motorized traffic and parking issues for the residents of those areas. I would like to see these parks keep the natural feel of the area in their design and layout.	Comment noted.
62.	It appears the proposed park location south of the woodlot on the west side of the Secondary Plan area is located within 400m of two other proposed parks. Given the overlap coverage, we believe the location of the park in question should be placed further north.	The park locations have been revised since the concept that was presented to the public in November 2021 to reflect feedback from the public, City staff and agencies.
Theme: Greenlands Network / Environment		
63.	We are pleased to see that there are several large plots of provincially protected lands.	Comment noted.

Number	Comment	Response
64.	<p>If proceeding with residential and school development on East Side Lands, what does 'environmentally sustainable' in your project statement mean? How will City planning standards and processes, and project principles, ensure sustainable development such as the zero carbon buildings (especially given that 'do nothing' is the most sustainable principle). As a resident, I am constantly in awe of the wildlife in this area, including deer. I like the preservation of green spaces, but worry that your extended roadway plans will significantly reduce wildlife corridors. What are you doing to maintain these in the revised road network system? Similarly, I see the plans for tree planting, but how many mature trees will be removed and agricultural acreage lost to development? Please retain as many mature trees as possible in future developments.</p>	<p>The Secondary Plan includes policies with respect to sustainable development and infrastructure.</p> <p>With respect to development within the Secondary Plan area, an Environmental Impact Study will be required for future development applications to demonstrate how the proposed development meets the recommendations of the Subwatershed Studies and other applicable documents. Tree removals and plantings will be reviewed through future development applications subject to applicable studies.</p>

Number	Comment	Response
65.	<p>Northeast of Fountain Street North and Middle Block Road – along the eastern property line, we would like clarification on what has informed the extent of the Greenlands Network Buffer that is shown. There is a hedgerow separating the subject property and the property to the east. East of this hedgerow, on the adjacent property, there is a farm vehicle path to access the farm field to the north. This path separates the trees and man-made pond from the hedgerow separating the property from the subject property. As such, it is our opinion that the Greenlands Network Buffer is not required in this location.</p>	<p>The property in question is located within the Hespeler West Subwatershed. The Hespeler West Subwatershed Study (PEIL, September 2004) identifies a pond to the east as a component of the Maple Grove Road Provincially Significant Wetland Complex, which includes not only the open water but also the surrounding features that are anticipated to meet the Provincial criteria for wetland delineation, and it represents the best information we have available at this time. At the time of a future development application there will be the opportunity to assess the natural features and make refinements through an Environmental Impact Study.</p>

Number	Comment	Response
66.	<p>Northeast of Fountain Street North and Middle Block Road – The Greenlands Network and Buffer adjacent to the north property line (south of the pond on the adjacent property to the north) do not accurately portray what is on the ground. The portion of the subject property in this location that is shown to be within the Greenlands Network is made up entirely of a farm field, and there are no trees. As such, we require that the Greenlands Network and Buffer be revised in this location.</p>	<p>The property in question is located within the Hespeler West Subwatershed. The Hespeler West Subwatershed Study (PEIL, September 2004) identifies the pond to the north as a component of the Maple Grove Road Provincially Significant Wetland Complex, which includes not only the open water but also the surrounding features that are anticipated to meet the Provincial criteria for wetland delineation, and it represents the best information we have available at this time. At the time of a future development application there will be the opportunity to assess the natural features and make refinements through an Environmental Impact Study.</p>

Number	Comment	Response
67.	<p>Northeast of Fountain Street North and Middle Block Road – The Greenlands Network Buffer should be removed in the area where the ‘watercourse’ is shown on the subject property. This ‘watercourse’ is shown as extending north from Middle Block Road towards the woodlot. This is not a watercourse. It is a private drainage ditch used for irrigation purposes on the subject property only, and it was created by the property owners. The ditch does not serve any purpose other than to address drainage on the subject property itself and has no relationship to adjoining lands. In addition, the ditch does not connect to the woodlot. In a redevelopment scenario of these lands, drainage of the subject property would be addressed on a comprehensive basis through a municipal stormwater management system, ensuring no offsite impacts. At minimum, this ‘watercourse’ should be removed, as well as its associated buffer identified as Greenlands Network.</p>	<p>The watercourse shown on the property is the upper end of Middle Creek and was assessed through the Hespeler West Subwatershed Study (PEIL, September 2004) and is the best information we have available at this time. At the time of a future development application there will be the opportunity to assess the natural features and make refinements through an Environmental Impact Study (EIS). Any future refinements to the natural features as part of an EIS will not require an Official Plan Amendment.</p>

Number	Comment	Response
68.	Can you confirm that the exact extent of the woodlot and the required buffer will be confirmed through a site-specific Environmental Impact Study?	The Subwatershed Study for the Randall and Breslau Drains (WSP, December 2017) and the Hespeler West Subwatershed Study (PEIL, September 2004) identify recommended Natural Open Space Systems and minimum buffers within the Secondary Plan area. The minimum buffers are included as part of the Natural Open Space System designation and the final buffer will be determined through the submission of an Environmental Impact Study, prepared in accordance with the policies of the Secondary Plan and the applicable Subwatershed Study.
69.	Would like to further understand the analysis and rationale that was utilized for the development of the Draft Greenlands and Open Space Mapping. We understand the Greenlands and Open Space networks follow identified features.	The Natural Open Space System was identified through the work done as part of the Subwatershed Study for the Randall and Breslau Drains (WSP, December 2017) and the Hespeler West Subwatershed Study (PEIL, September 2004). The Subwatershed Studies identify recommended Natural Open Space Systems and minimum buffers within the Secondary Plan area.
70.	Pleased to see that the first guiding principle of the work is to protect and support natural heritage features. This area is rich in both aspects.	Comment noted.

Number	Comment	Response
71.	Good to see that some of the existing environmental features will be protected as part of the plan and that there will be a buffer surrounding the Greenlands Network. This area is rich with wildlife and as residents we regularly see many animals enjoying this.	Comment noted.
72.	I am pleased to see the Supporting Environmental Feature shown in yellow as these hedgerows are very important habitat for birdlife in the area, particularly during migration season. I am concerned, however, with how the linkage with the collector road will be handled.	The hedgerows were identified in the Subwatershed Study for the Randall and Breslau Drains (WSP, December 2017) as a Supporting Environmental Feature with the recommendation that these features do not provide significant or rare habitat or function and provide some supplementary or supportive linkage function. An Environmental Impact Study will be required at the time of a future development application to assess significance and development constraints.
73.	Can the watercourse located on the southwest portion of the Secondary Plan area that extends through the park be included as a Supporting Environmental Features?	The watercourse in question was reviewed as part of the Subwatershed Study for the Randall and Breslau Drains (WSP, December 2017) and was identified as an agricultural drainage feature and was not considered to be a watercourse. This has been corrected and removed from the schedules.
74.	Has there been groundwater studies for the area; is it available to the public?	The Subwatershed Study for the Randall and Breslau Drains (WSP, December 2017) includes a section on groundwater monitoring and is publicly available.

Number	Comment	Response
75.	What monitoring plans are in place so that there are no negative impacts for Riverbank Drive residents well water?	The Subwatershed Study for the Randall and Breslau Drains (WSP, December 2017) includes a pre-construction, during-construction and post-construction monitoring program which includes various water monitoring requirements.
76.	How many groundwater monitoring stations have been installed in the area around Riverbank Drive?	Three monitoring wells were installed in the Secondary Plan area as part of the work completed for the Subwatershed Study for the Randall and Breslau Drains (WSP, December 2017). Additional wells may have been installed by private landowners within the Secondary Plan area and such information would be made available in supporting studies at the time of a future development application.
77.	Is there overarching environmental impact assessment slated for this area?	A Master Environmental Servicing Plan (MESP) is underway for this area and is largely completed. The MESP includes detailed studies on: ecology; drainage; hydrogeology; transportation; water, wastewater and utilities; and land uses.

Number	Comment	Response
78.	<p>The Supporting Environmental Feature shown on the draft Secondary Plan schedules was identified as a hedgerow with low environmental sensitivity ranking under the Subwatershed Study (SWS). The study noted that an EIS is required to further assess its significance and development constraints and further suggested vegetation clearing for this feature be done outside of the breeding bird season. The SWS does not identify recommended ecological setbacks or development constraint limits for the hedgerows. Given this assessment from the SWS, we believe it is not necessary to identify this feature on the schedules as a fulsome assessment of this feature will be required as part of the Environmental Impact Study in support of a future development application.</p>	<p>The Supporting Environmental Features identified in the Subwatershed Study for the Randall and Breslau Drains (WSP, December 2017) are the equivalent to Locally Significant Natural Areas (LSNAs) as identified in the Cambridge Official Plan. LSNAs are not mapped as part of the Natural Open Space System designation in the Cambridge Official Plan and are addressed in policy. A similar approach has been taken in the Secondary Plan and Supporting Environmental Features have not been identified on the Land Use Schedule but have been identified on the Natural Open Space System Schedule.</p> <p>An Environmental Impact Study will be required at the time of a future development application to assess significance and development constraints at a more detailed level.</p>

Number	Comment	Response
79.	<p>The agricultural drainage feature identified as Reach Grand 3 under the Subwatershed Study (SWS) located at the southwest corner of the Secondary Plan area through a proposed park. This feature should be removed from the schedules. Furthermore, the SWS assessment concluded that the drainage feature is dug and had no evidence of consistent flows, therefore not a defined watercourse. The SWS recommended that this feature be removed during development with no further management recommendations as it does not apply to this feature. Give this assessment, we believe it is not necessary to identify this feature on the schedules as a fulsome assessment of this feature will be required as part of the Environmental Impact Study in support of a future development application.</p>	<p>Comment noted. The drainage feature has been removed from the schedules as per the recommendation in the Subwatershed Study for the Randall and Breslau Drains (WSP, December 2017).</p>
Theme: Stormwater Management and Servicing		
80.	<p>Are there plans to offer a connection to municipal services to any of the properties on or adjacent to Riverbank Drive as part of this plan.</p>	<p>The Secondary Plan work does not intend to offer a connection to municipal services to properties on Riverbank Drive.</p>

Number	Comment	Response
81.	<p>Too little information about the proposed Storm Water Management Pond (SWMP) was provided to give an informed opinion. Please ensure that as an immediate neighbour impacted by this proposal, I am fully informed at the earliest opportunity and consulted about the location, size and design/plans before they are finalized. Also, please confirm that this is not a SWMP for future development west of Riverbank, but for the proposed development within the current urban boundary. Please confirm that this SWMP is not related to any attempt to bring municipal services to Riverbank Drive; previously, a senior planning staff member had said such a process would not likely happen because it would need to occur at the rear of homes, devastating properties and the landscape. I'm also concerned the cost of this would be also prohibitive or not 'economically feasible' for local landowners.</p>	<p>The proposed stormwater management pond located outside of the Secondary Plan area is part of a settlement-in-principal of one of the Regional Official Plan Amendment appeals which was approved by the Ontario Land Tribunal. Interested individuals should contact the Ontario Land Tribunal for information on the decision.</p> <p>Stormwater Management Plans will be required as part of future development applications in the Secondary Plan area, at which time more details about the stormwater management ponds in relation to the proposed development will be reviewed in more detail. This information will be made available to the public through the planning process at the time a development application is received.</p> <p>The proposed stormwater management pond is not related to future development west of Riverbank Drive, but is proposed to service the Secondary Plan area. The proposed stormwater management pond is also not related to bringing municipal services to Riverbank Drive.</p>

Number	Comment	Response
82.	What is the estimated timing of the installment of services and infrastructure for the development?	<p>The City has an open capital project for the construction of Intermarket Road (formerly known as the North-South Collector Road) between Allendale Road and Middle Block Road. Construction is expected to begin in 2022. This project would bring municipal services to Middle Block Road. The City has planned capital projects for the design and reconstruction of Middle Block Road between Intermarket Road and Fountain Street North in 2023 (design) and 2024 (construction). Timing of construction of infrastructure within any specific development application will be completed by the developer and will be subject to their timing as well as approvals.</p>
83.	The storm basin also is a concern. As this consideration develops. More detail and visual for the residents is imperative.	<p>Stormwater Management Plans will be required as part of future development applications in the Secondary Plan area, at which time more details about the stormwater management ponds will be made available for public input through the planning process.</p>

Number	Comment	Response
84.	All houses on Riverbank are on the well water. What steps are going to be taken to ensure that our well water is unaffected by the construction?	The Subwatershed Study for the Randall and Breslau Drains (WSP, December 2017) includes a pre-construction, during-construction and post-construction monitoring program which includes various water monitoring requirements. Also, as a condition of draft plan approval for future developments, developers are required to monitor the quality and volume of water supply of private wells within a certain distance of the development.
85.	The only area outside of the Secondary Plan area boundary is a proposed stormwater management pond west of Riverbank Drive. Why is that? What is the reason for one area being developed outside of the boundaries? It is very concerning to us.	The proposed stormwater management pond located outside of the Secondary Plan area is part of a settlement-in-principal of one of the Regional Official Plan Amendment appeals which was approved by the Ontario Land Tribunal. Interested individuals should contact the Ontario Land Tribunal for information on the decision.

Number	Comment	Response
86.	<p>Understand that the stormwater management facilities shown on the Draft Land Use Schedule are conceptual in nature and are not meant to represent the final size and location of stormwater management facilities. Request that the conceptual locations of the stormwater management facilities to the east of Fountain Street North be revised:</p> <ul style="list-style-type: none"> • The northern stormwater management facility should be located adjacent to the property to the north, south of the pond on the adjacent property and next to the park block, as this is at a lower elevation on the property where stormwater would naturally flow. In our opinion, the park block and the stormwater management facility should be co-located. • The southern stormwater management facility may not be required. The detailed information regarding floodplain and grading on the subject property demonstrated that the planned installation of a new, larger culvert at Middle Block Road may negate the need for stormwater management facility as part of this plan. 	<p>The stormwater management ponds identified on the Land Use Schedule are conceptual in nature and based off of the work completed as part of the Master Drainage Plan for the Stage 2 East Side Lands Master Environmental Servicing Plan.</p> <p>Stormwater Management Plans will be required as part of future development applications in the Secondary Plan area, at which time more details about the stormwater management ponds in relation to the proposed development will be reviewed in more detail. This information will be made available to the public through the planning process at the time a development application is received.</p>

Number	Comment	Response
87.	<p>For the stormwater management pond location outside of the Secondary Plan area itself, without further information it is difficult to provide much feedback, however, my concerns about including this area in the Secondary Plan for development happening on the east side of Riverbank Drive include environmental concerns and keeping the integrity of Riverbank Drive's scenic route and natural heritage. More information on this includes:</p> <ul style="list-style-type: none"> • the size and scope of the proposed facility; • how it might be connected to the main development east of Riverbank Drive; • what kind of access road is required; • what impact it might have on existing residences on Riverbank Drive which rely on well and septic services; • whether it might include recreational facilities; • if it precludes any residential development; and • will remain outside of the urban boundary. 	<p>Stormwater Management Plans will be required as part of future development applications in the Secondary Plan area, at which time more details about the stormwater management ponds will be made available for public input through the planning process.</p>
Theme: Regional Official Plan Appeals		
88.	<p>I was surprised and disappointed that the public presentation included any details of pending official plan appeals resolution before residents were informed. As a resident, directly impacted by these decisions, please do not share details publicly before notifying local residents.</p>	<p>Comment noted.</p>

Number	Comment	Response
89.	As we are abutting a new development that will be fully serviced we would be interested in knowing how the Region views those of us outside the urban boundary in regards to the future of our well and septic.	The City does not intend to bring municipal services along Riverbank Drive.
90.	Surprised to see one stormwater management pond location is outside of the Secondary Plan area itself. At the open house it was explained that this was part of a “settlement in principal” of an appeal that was “in the process of being resolved”. Further information about this including the Minutes of Settlement in Principal would be appreciated.	The proposed stormwater management pond located outside of the Secondary Plan area is part of a settlement-in-principal of one of the Regional Official Plan Amendment appeals which was approved by the Ontario Land Tribunal. Interested individuals should contact the Ontario Land Tribunal for information on their decision.
Theme: Elementary Schools		
91.	Please provide details on how sites for elementary schools will be selected.	<p>The following general criteria are considered when identifying a possible future school site:</p> <ul style="list-style-type: none"> • centrally located within the community; • co-location with a City park; • frontage on two roads; • not located next to storm water management facilities (wet or dry); • exclusive of any natural features (i.e. wetland/significant woodlot); and • schools should not be located near land uses where noise or vibration would be of concern. <p>The selection of possible future school sites will be done in consultation with the school boards.</p>

Number	Comment	Response
92.	<p>We understand that two elementary schools may be required to support the Secondary Plan area. We believe the two proposed schools should be spaced out within the Secondary Plan area with one school being located within the southern quadrant and another to the north. We also believe that schools should be located in close proximity to Middle Block Road and Fountain Street North to help direct traffic to the major arterial roads and limit traffic infiltration within the local community.</p>	<p>See response to comment Number 91.</p>
Theme: Secondary Plan Study Area Boundary		
93.	<p>Request for lands located west of Riverbank Drive and south of Middle Block Road to be included in the Secondary Plan area boundary as the appropriate land use planning tool to consider such requests from private landowners.</p> <p>The easterly portion (4 ha) of the subject lands fronting onto Riverbank Drive is not encumbered by natural heritage/hazard features, and due to its good frontage and access to surrounding roads, proximity to the existing residential uses directly to the north on the same (westerly) side of Riverbank Drive, access to municipal services, have good potential for efficient and cost-effective future development.</p>	<p>The selection of the Urban Area in Cambridge was limited to a maximum 115 hectares in accordance with the Region's Official Plan. The selection of the preferred Urban Area was undertaken through the Stage 2 – Master Environmental Servicing Plan (MESP) process and consists of what is considered to be a priority Urban Area that best achieves all of the evaluation criteria, as detailed in the Planning Justification Report.</p> <p>The Urban Area is not being reviewed further through the Secondary Plan process.</p>

Number	Comment	Response
94.	We applaud the decision to omit the land west of Riverbank Drive from the urban envelope as development of these lands could be vulnerable to flooding in the future.	Comment noted.
Theme: Other		
95.	Given the importance of this planning item, and the volume and scope of planning matters before Council at this time, when will the City of Cambridge resume Planning and Development Committee meetings?	The City's Clerks Division will determine when to resume Planning and Development Committee meetings.