

## Appendix C - Public Comments Received from Open House

**From:** [REDACTED]  
**To:** [Kathy Padgett](#)  
**Subject:** [External] Presentation Last Night  
**Date:** Friday, November 26, 2021 12:55:18 PM

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Re Parks within 200 meters or a 2-3 minute walk. I feel this sounds like a great idea but actually has many issues. At a macro level people living in this community will typically have yards. The concept presented last night might make more sense in urban cores populated with condos.

### Micro Issues

1. More parks for city staff to maintain.
2. Parks will be smaller restricting/eliminating soccer, tennis etc.. fields amenities some in the community want.
3. The City is financially challenged to put equipment in parks currently. More parks less money per park.
4. 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.

I will send some pics of a well programmed park - Neighbourhood park. The current proposal might be called micro parks. Grass and nothing else? I think if park operations addresses the functionality of these parks you will have a better insight into practicality.

***With Best Regards,***

Sandy Acchione CPA, CA - MBA  
[REDACTED]

From: [REDACTED]  
To: [REDACTED]  
Subject: [REDACTED] Park pics  
Date: Friday, November 26, 2021 12:57:21 PM

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Playground for kids, soccer field, tennis court, splash pad, etc. this park gets a lot of use.









Sandy Acchione



**From:** [Shannon Noonan](#)  
**To:** [Donna Reid](#); [REDACTED]  
**Cc:** [Jacki Langlois](#); [Sarah Austin](#); [Kathy Padgett](#)  
**Subject:** RE: [External] Riverbank Drive Traffic Issues  
**Date:** Tuesday, November 30, 2021 4:31:01 PM  
**Attachments:** [image003.png](#)  
[image006.png](#)

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Good Afternoon,

Thank-you for your comments, Bill.

As you are aware, a new north south collector road (Intermarket Road) will connect Middle Block Road to Boychuk Drive which will ultimately connect to King Street. It is expected that this road will carry 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 draft collector road network and proposed realignment of Riverbank Drive so that it no longer connects to Fairway Road, as shown on the North Cambridge Secondary Plan, will help preserve Riverbank Drive as it currently exists. Other ways to deter increased traffic volumes on Riverbank Drive are also being explored as part of the planning for this area.

Should you have any further comments or questions please let me know.

Thanks,  
Shannon

**Shannon Noonan, C.E.T.**  
Manager of Transportation  
Community Development  
T: 519-623-1340, 4607  
[www.cambridge.ca](http://www.cambridge.ca)

City Hall • 50 Dickson St • Cambridge ON • N1R 5W8 • PO Box 669

-----Original Message-----

From: Donna Reid

Sent: Friday, November 26, 2021 4:00 PM

To: William Dodd [REDACTED]  
[REDACTED]  
[REDACTED]

Subject: Re: [External] Riverbank Drive Traffic Issues

Hi Bill

If you were on the zoom open house last night many of your concerns were addressed. Many efforts are made to keep motorists off this road. Of course some may choose to travel along it for its scenic beauty. I have copied others on this email who can answer much better than I. It is our intent to keep this road as a scenic route with no sidewalks. I'll leave it to Sarah and Shannon to respond. Stay safe  
Donna

Sent from my iPad

> On Nov 26, 2021, at 3:45 PM, William Dodd [REDACTED] wrote:

>

> Good Afternoon Donna,

>

> I trust that this email finds you and yours well.

>

> I am writing to express my concern, and the concern of many of my

> neighbours, that our Heritage Road 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 sheer volume will endanger our neighbours and change the character of this road.

> This will be followed by traffic snarls as vehicles wait to turn on to and off of King St., and ultimately by road surface breakdown. As it is now, the roadway cannot accommodate, nor sustain the allowance of significant vehicular traffic.

>

> These strictures must also apply to the 25 lot subdivision that Intermarket wishes to see built at 245 Riverbank, as part of Creekside.

>

> Good Luck on this quest,

>

> Bill Dodd

> [REDACTED]

>



**From:** [REDACTED]  
**To:** [Kathy Padgett](#)  
**Subject:** [External] Further Questions to November 2021 presentation on East Side Lands, North Cambridge Secondary Plan  
**Date:** Saturday, November 27, 2021 8:32:06 PM

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Ajax, November 27, 2021

Dear Kathy,

Thank-you for allowing me to participate in the Open House this week, and with that the opportunity to understand more about the Cambridge plans around the East Side Lands.

As a landowner on the [REDACTED] I was glad to hear of the intention to preserve the unique nature of the road and the considerations to protect it from excessive traffic.

My follow-on question pertains to any planned developments of Riverbank Drive itself.

I wonder if there are any particular developments or servicing planned along the road, particularly to offer services to any of the properties adjacent to the East Lands border along Riverbank Road? It was mentioned that there are private wells in the area that support the existing needs, but what, if any, servicing upgrades might be expected along the existing roadway?

Perhaps the plans are not yet matured to the point of planning services, but I would like to know if you expect to offer a connection of municipal services to properties on or adjacent to riverbank Drive as part of the plan?

Thanks for considering my question and I look forward to any plans or recommendation you might have.

Best regards,

Hans-Peter Schropp

[REDACTED]  
[REDACTED]

**From:** [Kathy Padgett](#)  
**To:** [REDACTED] [Donna Reid](#)  
**Cc:** [Alex Nichols](#); [Shannon Noonan](#)  
**Subject:** RE: [External] Draft Road Network Schedule  
**Date:** Monday, December 6, 2021 10:47:00 AM

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Good morning Mr. Dodd,

Thank you for providing comments on the information presented on the North Cambridge Secondary Plan. We understand the importance of Riverbank Drive and deterring traffic from using this route. Your comments and all comments received on the draft concept will be compiled and reviewed as we undertake revisions to the concept plan. An updated draft concept plan including responses to all comments received as part of the consultation process will be brought before the public for further comment in the first quarter of 2022.

Regards,  
Kathy

**Kathy Padgett, MES, MCIP, RPP**  
**Senior Planner – Environment**

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Community Development Department  
50 Dickson St, 3<sup>rd</sup> Floor  
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**From:** William Dodd [REDACTED]  
**Sent:** Friday, December 3, 2021 5:01 PM  
**To:** Donna Reid <ReidD@cambridge.ca>  
**Cc:** Kathy Padgett <PadgettK@cambridge.ca>; Alex Nichols <NicholsA@cambridge.ca>; Shannon Noonan <NoonanS@cambridge.ca>  
**Subject:** [External] Draft Road Network Schedule

Good Evening Donna,

On looking at [pg. 17](#) of the presentation of Nov 25th, it would seem three roads, running N-S, all permit access to Middle Block. Residents of this area heading in to Kitchener will undoubtedly take Middle Block to Riverbank, as opposed to a longer, busier route, just as they do now when leaving Toyota or Loblaws..

Secondly, will the "new" Riverbank Dr. intersection permit left turns from the N-S Major Collector on to Riverbank? A "No Left Turn" would be



very helpful.

It seems that much thought wants putting in to this draft.

Regards,

Bill Dodd

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**To:** [Kathy Padgett](#)  
**Subject:** [External] East Side Lands feedback  
**Date:** Wednesday, December 8, 2021 1:54:48 PM

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Hi Kathy,

Thanks for hosting the open house and providing some preliminary information. [REDACTED]  
[REDACTED], I appreciate the opportunity to comment on this important planning process regarding the lands in my neighbourhood. Given that the City has recognized Riverbank Drive as the 'last scenic drive' in Cambridge, thank you for including 'heritage' in your planning considerations.

Here are my comments:

- 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**?
- 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.
- **Re: intent for 'complete communities'** – 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?
- 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 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?**
- 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.
- Too little information about the proposed **Storm Water Management Pond (SWMP)** was provided to give an informed opinion. Please ensure that [REDACTED]



[REDACTED] 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.

- 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 and the new major collector running parallel to the west of Fountain (add the roundabout here), is another one really necessary? Please reconsider.
- **The current heritage street profile and scenic views of Riverbank should be preserved for future enjoyment.** Btw, when will the City be adding cultural heritage information to the Cambridge lands east of the Fairway bridge, both in display format and online? This is an ideal opportunity to welcome people and share the Cambridge cultural heritage story. 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 (my son and I have walked the entire loop - from our home to Fairway bridge, along Kitchener trails to Freeport, and back along Riverbank - there is so much potential for leisure and tourism!!).
- Please provide details on how sites for **elementary schools** will be selected – thanks.

Thanks again for the opportunity to comment. Looking forward to hearing more next year.

Take care and Happy Holidays,

Christine

**From:** [REDACTED]  
**Cc:** [Kathy Padgett](#); [Alex Nichols](#); [Shannon Noonan](#)  
**Subject:** Re: [External] Draft Road Network Schedule  
**Date:** Wednesday, December 8, 2021 3:21:31 PM

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Hi Rob

Thank you for expressing what we all want - to keep Riverbank Dr as a country side road. The plans are meant to do just that. Nonetheless your ideas will be part of the comments going forward. If we can improve the plans, we will.

Donna

Sent from my iPad

On Dec 8, 2021, at 3:02 PM, Rob Brown [REDACTED] wrote:

Hi Donna,

As a resident of [REDACTED] I am touching base with you to express my opinion about the upcoming changes to our area, specifically Riverbank Drive and Middle Block. The map on page 17 on the presentation shows several new roads that will all have access to Middle Block 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;

- <!--[if !supportLists]-->1. <!--[endif]-->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.
- <!--[if !supportLists]-->2. <!--[endif]-->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.

The potential for this can be avoided by carefully managing the traffic direction to Fountain Street or to the new Intermarket Road system and limiting the direction to Riverbank Drive.

Thank you,

Rob & Teresa Brown

[REDACTED]  
[REDACTED]



**From:** [REDACTED]  
**To:** [Kathy Padgett](#)  
**Subject:** [External] Open house feedback from Riverbank Dr. resident  
**Date:** Wednesday, December 8, 2021 4:02:23 PM

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Hi Kathy,

I would like to see a green space along the full section of Riverbank Dr. The drawing now shows an area of about 4 houses where there is no green space between Riverbank Dr. and the new development. To keep the separation and the continuity along Riverbank Dr. and also preserve the historic and natural roadway I feel that the green space should be extended to include all of Riverbank Dr.

The junction of Middleblock Rd. and Riverbank Dr. as well as where the new road and Riverbank Dr. meet need to be very carefully planned as not to bring more traffic to Riverbank Dr.

Other than these two issues I am happy with the development proposals to date.

Thank you for your attention to my concerns,

Judy Sauder

[REDACTED]

**From:** [REDACTED]  
**Subject:** [Kathy Padgett](#)  
**Date:** [External] 21-269(CD), East Side Lands  
Wednesday, December 8, 2021 9:19:28 PM

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Hello Kathy.

[REDACTED]

I wanted to take a moment to provide some feedback on the current Stage 2 Master Environmental Serving Plan for the East Side Lands.

The November 25<sup>th</sup> presentation included one slide that I found quite surprising. I believe that it is shown on page 17 - "Draft Road Network Schedule". There appears to be an off-road trail that is cutting right through the middle of my back yard (& that of my neighbor at [REDACTED]). 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.

I would also like to point out that having a trail meet Riverbank Drive at the location shown (in front of 1035 Riverbank) is not an optimal choice as it is right at the crest of a very dangerous hill.

Take care.

Kindest regards,

Ken Schmidt

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Kathy Padgett](#)  
**Subject:** [External] Riverbank Drive  
**Date:** Thursday, December 9, 2021 9:05:40 PM

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I was pleased to see that Riverbank Drive will remain a scenic country road & that no new roads or streets will connect with Riverbank Drive. This is definitely a Heritage Rd the cemetery dating from 1800 being an example

Beverly Boyer

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**To:** [Kathy Padgett](#)  
**Subject:** [External] Riverbank Drive Development Plan - Feedback  
**Date:** Thursday, December 9, 2021 9:37:46 PM

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Hello Mrs. Padgett,

Our young family currently resides [REDACTED]. My husband and I both attended the public meeting that was held virtually on November 25, 2021 regarding North Cambridge Secondary Plan

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.

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.

Secondly, we believe the green buffer zone should encompass all the eastern side of Riverbank to ensure that this scenic road is maintained.

Thank you for taking the time to read and take into consideration our feedback and all the feedbacks of the residents on Riverbank Drive.

Your truly,  
Linda & Huy Nguyen

Sent from my Bell Samsung device over Canada's largest network.

**From:** [REDACTED]  
**To:** [Kathy Padgett](#)  
**Subject:** [External] Riverbank Dr and area development  
**Date:** Thursday, December 9, 2021 9:01:47 PM

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Hi Kathy.

My name is Mike Hayes from [REDACTED]. I am new to the neighbourhood and the plan for the development. I just have a few questions and comments. Typically, no one likes change in their neighbourhood. But I can see that a lot of good thought has been put into this plan.

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?

Is the intention to have houses front onto the Riverbank Dr at the top end [REDACTED] [REDACTED]? If so, how many between the green space and the end of Riverbank Dr (near Fairway)?

Have the school locations been determined?

What is the estimated timing of the installment of services and infrastructure for the development?

I apologize if these questions have already been answered in the past.

Thanks for your time.

Mike

Mike Hayes

[REDACTED]



**From:** [REDACTED]  
**To:** [Kathy Padgett](#)  
**Subject:** [External] Eastside Lands Cambridge  
**Date:** Thursday, December 9, 2021 10:52:40 PM

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Dear Kathy...

.....and members involved in the development of the 'Eastside Lands'

My name is Dayle Buller-Power and I reside at [REDACTED]  
[REDACTED]

I thank you for invitation to provide feedback on the thoughts, rationale and planning that has taken place so far.

I hope to be concise and brief within this note however, I invite you to contact me [REDACTED] [REDACTED].if anything I make comment on needs further detail or explanation.

First and foremost, I want to compliment the working group that presented in November. Two things were evident following that meeting.

One ....is that I feel that the planning department has listened to our concerns for the most part

Second....the planning department continues to invite our participation as residents of Riverbank Drive (which is imperative being that I believe that Riverbank Dr is ... .if not the last....Scenic Drives ...and should be protected)

**That Both of these acknowledgements speak volumes in developing TRUST and CONFIDENCE as we move forward!**

Below are some thoughts, reflections and concerns....

1. 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 .....a scenic drive.

2. The storm basin also is a concern. As this consideration develops .....more detail and visual for the residents is imperative.

3. The new access to Riverbank Dr was shared towards the end of the meeting. I see some solid rationale in that if the intent is to defer vehicle traffic from the road.

I have had the privilege of attending a few council meeting ...  
I have heard our mayor speak and others.....

Phrases such as ..

“holding to our hard countryside line”

“not to pave over our countryside”

“roads such as Riverbank follow historic trails that need to be protected”

All of these acknowledge awareness and offer HOPE that the future plans will steward these lands into the next generation by valuing their important heritage

Thank you for your time ...  
I look forward to our future contact

Warm Regards  
*Dayle Buller - Power*

**From:** [REDACTED]  
**To:** [Kathy Padgett](#)  
**Cc:** [REDACTED]  
**Subject:** [External] comments for stage 2 east side lands secondary plan  
**Date:** Friday, December 10, 2021 10:36:49 AM

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Hello Kathy

We would like to submit our comments in regards to the November 25 Stage 2 lands presentation. We live at [REDACTED] and were quite pleased to see the final plan as it was presented. We are pleased to see that there are several large plots of provincially protected lands and that Riverbank Drive has been protected as a heritage route and the character of the road will remain. We are not concerned that this decision will preclude us from being connected to municipal services.

We also 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.

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.

We really only have one concern, in the area of east of Riverbank 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?

Overall, it appears that the Region has taken a well considered and balanced approach to developing these areas and keeping us informed during the process. We look forward to continuing to provide input to the Region and City of Cambridge and welcome clear and open communication regarding development plans.

Chris Young and Jane Fridrich  
[REDACTED]

**From:** [REDACTED]  
**To:** [Kathy Padgett](#); [REDACTED]  
**Subject:** [External] Comments - East Side Lands – Stage 2 North Cambridge Secondary Plan  
**Date:** Friday, December 10, 2021 12:01:10 PM

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Comments after On-line Public Open House on Nov. 25. 2021 for:

**East Side Lands – Stage 2 North Cambridge Secondary Plan**

From:

**Adriana Vazanova and Ivan Vazan**

[REDACTED]

Thank you for the presentation and open house.

Following are our comments, concerns and questions:

- Appreciate the Objective #1: *Protect and support natural heritage features*
  - o To preserve the Riverbank Drive, we would like to see the greenland buffer extended along the east side of Riverbank Dr. between 940 and 994. That seems to be the only piece of road not protected from the future development.



- o How is Riverbank going to be protected from the construction traffic and construction vehicles (or workers' personal ones) parking alongside the 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, not Middle Block...
- o 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?



- 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 only area outside of the Secondary Plan Area Boundary is proposed SWMP west of Riverbank on Puopolo's lands. Why is that? What is the reason for one area being developed outside of the boundaries? It is very concerning to us because of the history of Puopolo repeatedly hard-pushing his lands to be included in the Secondary Plan.

Thanks and Regards,

Adriana Vazanov and Ivan Vazan



This email has been checked for viruses by Avast antivirus software.

[www.avast.com](http://www.avast.com)

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Date: December 10, 2021

*Our file: HM.CA*

**VIA EMAIL**

Kathy Padgett, Senior Planner – Environment  
City of Cambridge  
50 Dickson Street  
PO Box 669  
Cambridge, ON. N1R 5W8

Dear Ms. Padgett,

**Re: East Side Lands Stage 2 Secondary Plan  
Comments on Draft Secondary Plan Concepts**

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We are pleased to submit this letter with our comments on the Draft Secondary Plan Concepts for the East Side Lands Stage 2 Secondary Plan presented at the Open House held on November 25, 2021. Our comments are written on behalf of the Hammer Family [REDACTED]

[REDACTED]

**Land Use and Roads**

We are supportive of the Mixed Use designation proposed for the subject property. We have previously prepared a concept plan for the lands which envisions the site to develop for a mix of uses including commercial, office and residential uses. This draft concept plan is appended to this letter as **Attachment 1**. As the Secondary Plan policies are prepared, we would request that the policies remain flexible in permitting a broad range of uses across the entirety of the lands within the Mixed Use designation, permitting these 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 processes.

Similarly, while we support the general location of the road shown conceptually through the subject property, connecting Middle Block Road and Fountain Street North, we 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.

In addition, we 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 certain minimum right-of-way widths, which will not be fully known or explored until the detailed stage of development. As such, we request that the Secondary plan 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 is achieved.

### **Greenlands Network**

The Greenlands Network and Greenlands Network Buffer, as shown on the Draft Land Use Schedule, does not accurately reflect the network of natural heritage features on the subject property. We recommend the following changes to be made:

- Along the east 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 that property from the subject property. As such, it is our opinion that the Greenlands Network Buffer is not required in this location;
- The Greenlands Network and Greenlands Network 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 request that the Greenlands Network and Greenlands Network Buffer be revised in this location; and
- 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 a minimum, this “watercourse” should be removed, as well as its associated buffer, identified as “Greenlands Network”.

Our recommended changes to the Greenlands Network and Greenlands Network Buffer are shown in **Attachment 2** to this letter.

### **Drainage and Stormwater Management**

We have some detailed information with respect to floodplain mapping, elevations and grading on the subject property, which we believe should be provided to the City in the context of this Secondary Plan. The Grand River Conservation Authority (GRCA) is aware of this information and mapping, and we would be pleased to have a meeting with the City and their consultants as well as the GRCA to discuss this in greater detail. We believe that this information will impact the land uses as shown on the Draft Land Use Schedule.

We 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, which would be determined at a future detailed stage of development for the subject property. In light of the recommended changes to the delineation of the Greenlands Network and Greenlands Network Buffer as outlined in this letter, we request that the conceptual location of stormwater management facilities be revisited:

- 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; and
- The southern stormwater management facility may not be required. The detailed information regarding floodplain and grading on the subject property demonstrates that the planned installation of a new, larger culvert at Middle Block Road may negate the need for stormwater management facility in this part of the plan.

### **Next Steps**

We are encouraged to see that the City has re-initiated the Secondary Plan Study for the East Side Stage 2 lands. We look forward to the opportunity to discuss our comments with the City, as well as future opportunities for further dialogue on the draft Secondary Plan as it is further developed. We will have further comments to provide once the draft policies are prepared and released for comment. If you have any questions about these comments, please feel free to contact us.

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Sincerely,

SGL Planning & Design Inc.



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David Riley, BES, RPP, MCIP  
Principal

c.c. Cathy Murphy  
Paul Lowes, SGL Planning & Design



## ATTACHMENT 1 – DEVELOPMENT CONCEPT FOR SUBJECT PROPERTY



**ATTACHMENT 2 – SUGGESTED REFINEMENTS TO GREENLANDS NETWORK**



**Areas where the Greenlands  
Network and Greenlands Network  
Buffer should be changed**

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** [External] RE: East Side Lands – Stage 2 Master Environmental Servicing Plan (MESP) Secondary Plan Study Re-initiation  
**Date:** Friday, December 10, 2021 2:55:56 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

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Good afternoon,

We appreciate the opportunity to review the draft documents and mapping for the North Cambridge Secondary Plan. On behalf of our client, Michael and Kim Pollock, we are seeking clarification on the following items:

- The Draft Greenlands and Open Space Schedule (Slide 14 of 23) identifies the existing woodlot on the eastern portion of the property as “Greenlands Network” and there is an associated “Greenlands Network Buffer”. 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 Draft Road Network Schedule (Slide 17 of 23) illustrates a “Conceptual On-and Off-Road Trail” through the middle of their property. We wanted to confirm that this 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?

We would be pleased to discuss with you further, at your convenience.

Thanks,  
Caroline

**Caroline Baker, MCIP, RPP**  
PRINCIPAL

**PHONE:** 226-921-1130  
**EMAIL:** [caroline@bakerpg.com](mailto:caroline@bakerpg.com)  
**WEB:** [www.bakerpg.com](http://www.bakerpg.com)



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SHAPING GREAT COMMUNITIES

December 10, 2021

File No: 17028

City of Cambridge  
Development and Infrastructure Department  
50 Dickson Street, 3rd Floor  
Cambridge, ON N1R 5W8

Attn: Kathy Padget  
Senior Planner - Environment and Project Manager

Re: **North Cambridge Secondary Plan  
Public Open House, November 25, 2021  
Response Comments**

Dear Kathy,

On behalf of our client Hilda Shiry and family [REDACTED]  
[REDACTED] we provide the comments below in  
response to the Public Open House that was held on November 25, 2021.

[REDACTED]  
[REDACTED]  
[REDACTED]

We wish to discuss further with the City, Region and Consultant team the analysis and rational that was utilized for the development of the Draft Greenlands and Open Space Mapping and the Draft Road Network Mapping. We understand the Greenlands and Open Space networks follow identified features and that the conceptual road network is based on the premises of a north / south and east / west corridor design.

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 SWM Pond locations.

Additional matters which we would like to further understand include the applicability of development charge credits for the construction of the new Major Collector Road or other future infrastructure that may be required to the benefit of the larger secondary plan area.

Lastly, at this time, we suggest that 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.

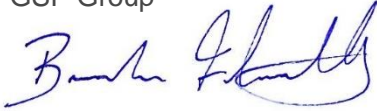
PLANNING | URBAN DESIGN | LANDSCAPE ARCHITECTURE

72 Victoria Street South, Suite 201, Kitchener, ON N2G 4Y9 519 569 8883  
162 Locke Street South, Suite 200, Hamilton, ON L8P 4A9 905 572 7477  
gspgroup.ca

These are preliminary comments, and we would appreciate the opportunity to discuss with the Secondary Plan Project Team in further detail.

Should you have any questions or comments please do not hesitate to contact me.

Yours truly,  
GSP Group

A handwritten signature in blue ink, appearing to read "Brandon Flewwelling".

Brandon Flewwelling, MCIP, RPP  
Associate – Senior Planner

CC. [REDACTED]



Gráinne Aitken



Kathy Padgett  
Senior Planner - Environment and Project Manager  
City of Cambridge  
Cambridge City Hall  
50 Dickson Street  
Cambridge, ON N1R 8S1

December 10, 2021

***Re : The East Side Lands – Stage 2 : North Cambridge Secondary Plan***

Dear Kathy,

Please see below my feedback following the Public Open House regarding the above which was held on November 25, 2021 via zoom.

It was good to have the opportunity to see more information about the relaunch of the Secondary Plan and provide feedback during the meeting. I appreciated that members of the public were able to ask questions in an open manner and answers were provided by those on the call.

I'd like to offer my feedback on various aspects of what was presented below.

**Slide 12 - Guiding Principles**

I am 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 and I look forward to seeing this reflected in the Plan.

**Slide 13 - Draft Land Use Schedule**

The draft land use schedule shows proposed SWMP locations. I was surprised to see that one such location is outside of the Secondary Plan Area itself. At the open house it was explained that this was part of an "settlement in principle" of an appeal that was "in the process of being resolved". Further information about this including the Minutes of the Settlement in Principle would be appreciated.

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

remain the same as those provided in previous submissions. This includes environmental concerns and keeping the integrity of Riverbank Drive's scenic route and natural heritage.

It is disappointing that more information was not provided about the proposed SWMP at this site in terms of how that might look like. This includes :

- the size and scope of the proposed facility
- how it might be connected to the main development east of Riverbank Drive
- what kind of road access might be 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 the urban boundary

#### **Slide 14 - Draft Greenlands and Open Space**

It is 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.

In particular I am pleased to see the Supporting Environmental Feature shown in yellow as these hedgerows are a very important habitat for birdlife in the area, particularly during migration season. I am concerned, however, with how the linkage with the collector road (shown in red) will be handled.

I would like to propose that the Greenlands Network is extended northwards on the west side of the Plan area. 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. I have indicated the area below in blue.

# Draft Greenlands & Open Space



There are also two green areas on the west side of the map, one of which shows a waterbody going through it and I would like to know if this can be included as a Supporting Environmental Feature (in pink above).

I am pleased to see proposed park locations dotted throughout the development and not focussed on one area to allow for less motorised 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.

## Slide 17 - Draft Road Network Schedule

During the meeting I raised my concerns about the access point from Fairway Road into the Plan area. On reflection, I would like to say that I feel that the proposed plan to remove direct access onto Riverbank Drive from Fairway Road is a good one.

Having access from Fairway 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.

I am glad to see that there is no other proposed access onto Riverbank Drive in the Plan which should assist in keeping the 'scenic route' intact.

One area of concern for the access from the main collector onto Fairway 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.

In the southwest corner of the slide, a proposed roundabout is shown where the westerly collector meets Middleblock Road. As the intention all along has been to minimise the addition of traffic on Riverbank Drive, I think that this roundabout is a good idea to encourage traffic from the residential development to continue down the collector rather than take a right onto Middleblock and then down Riverbank Drive.

I am interested to see the proposal for where the main collector road (in the centre of the slide) meets Middleblock Road as it is not shown to be a roundabout.

The addition of a roundabout at Fountain Street is also a good one in my opinion to ensure a good flow of traffic.

#### **Slide 18 - Draft Collector Road Concept**

I welcome the inclusion of a bicycle lane and planted boulevard as part of this concept. I also feel it is important to have a sidewalk and bicycle lane on both sides of the road.

#### **Slide 19 - Draft Local Road Concept**

Likewise, I welcome the inclusion of sidewalks and planted boulevards on both sides of the local road layout concept. It would be nice to see cycle lanes throughout the development, including on the local roads to encourage active transportation.

I would like to thank everyone that has been involved in the project so far as I know a lot of work has happened behind the scenes. I look forward to receiving further information as it becomes available and being able to provide feedback on an ongoing basis.

Kind regards,

Gráinne Aitken

[Redacted signature block]

**From:** [REDACTED]  
**To:** [Kathy Padgett](#)  
**Subject:** [External] FEEDBACK: East Side Lands – Stage 2- North Cambridge Secondary Plan- Riverbank Drive  
**Date:** Friday, December 10, 2021 4:30:44 PM

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Hello Kathy,

FEEDBACK-East Side Lands – Stage 2- North Cambridge Secondary Plan- Riverbank Drive

Thank you for the information presented at the Public Open House on November 25, 2021. It was most helpful and is off to a good start.

A few questions/comments below:

**Slide 10:**

**"Identifies future land uses, natural heritage / greenlands areas and potential road network"**

- "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/Riverbank Drive intersection? what is the overall traffic picture going to look like?
- 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?
- will residents be able to comment on future traffic/road planning?

**Slide 12:**

**"Protect and support natural heritage features"**

- 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 (residential and industry/employment lands) 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"?

**"Promote place-making through neighbourhood parks and the mixed-use node."**

- will the proposed neighbourhood parks entail just open greenspace?

### **"Create a community of diverse built form and residential housing types/mix"**

- will this be a master planned neighbourhood?
- what is the proposed ratio, single family vs townhomes, etc.
- will there be a preference for one type over the other?
- will apartment buildings be part of the mix?
- will social (affordable) housing be part of the mix?
- will there be designated rental properties in the mix?
- are any developers currently earmarked or slated 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 like, e.g Westwood Village, Grand River Woods.

### **"Create a local mixed-use centre / focus that is integrated into the community and provides for local retail/commercial opportunities"**

- There is a substantial area identified as "mixed use" -- what is 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? small convenience stores, salons, cafes etc.?
- will these be services for the neighbourhood, or engaged in bringing in more traffic to the surrounding area? thus impacting traffic overall.
- will cannabis shops be allowed?
- will liquor stores be allowed?
- how much space is allocated for parking?
- what type of lighting is proposed? as this will affect Riverbank Drive residents and the overall rural nature of Riverbank Drive.
- **\*\*more area is needed for greenspace, it would be beneficial to add a very wide non-interrupted greenland network/buffer alongside Riverbank Drive and this area.**

### **Water Quality:**

With regard to the entire development plans in the area:

- has there been a groundwater study for the area? is it available to the public?
- what monitoring plans are in place so that there are no negative impacts for Riverbank Drive residents well water?
- how many groundwater monitoring stations have been installed in the area around Riverbank Drive?
- are there overarching environmental impact assessments slated for the area?

**- \*\*given that some development/road building has already taken place behind some sections of Riverbank Drive (Intermarket Road) are residents able to comment on how this may**

potentially negatively impact them?

Thank you for the opportunity to provide comment and I look forward to the next round of information from the City of Cambridge regarding the development plans.

Kind regards,

Marina Knez

A solid black rectangular box used to redact the signature of Marina Knez.

**From:** [REDACTED]  
**To:** [Kathy Padgett](#)  
**Subject:** [External] Response to east side lands Public Open House Nov 25th 2021  
**Date:** Friday, December 10, 2021 4:33:41 PM  
**Attachments:** [image001.png](#)

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## East Side Lands – Stage 2 Master Environmental Servicing Plan (MESP) Secondary Plan Study Re-initiation. Public Open House.

### Response from Gordon Aitken [REDACTED]

-

Further to the public open house of November 25<sup>th</sup>, I wish to make known my thoughts on the plan as submitted.

Firstly, I would like to thank the City Of Cambridge Planning Department and WSP for the execution of a very informative and well organized meeting. With the exception of a few points, which I will raise below, I feel that some previous concerns of the residents of Riverbank Drive were addressed in a way that showed much consideration for the need to keep heavy traffic away from Riverbank Drive and preserve its heritage status. Thank you for this.

I would like to make plain my thoughts on 4 points which I feel requires further consideration.

#### **The intersection of the main collector road, Riverbank Drive and Fairway Road**

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.

The plan shows vehicles entering the new development from Fairway 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.

#### **The proposed roundabout on Middleblock Rd and its impact on Riverbank Drive Traffic.**

I am concerned that the proposed new roundabout on Middleblock RD at the new collector has



a spur that takes traffic down onto Riverbank Drive.

Although the intersection of Middleblock Rd 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.

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.

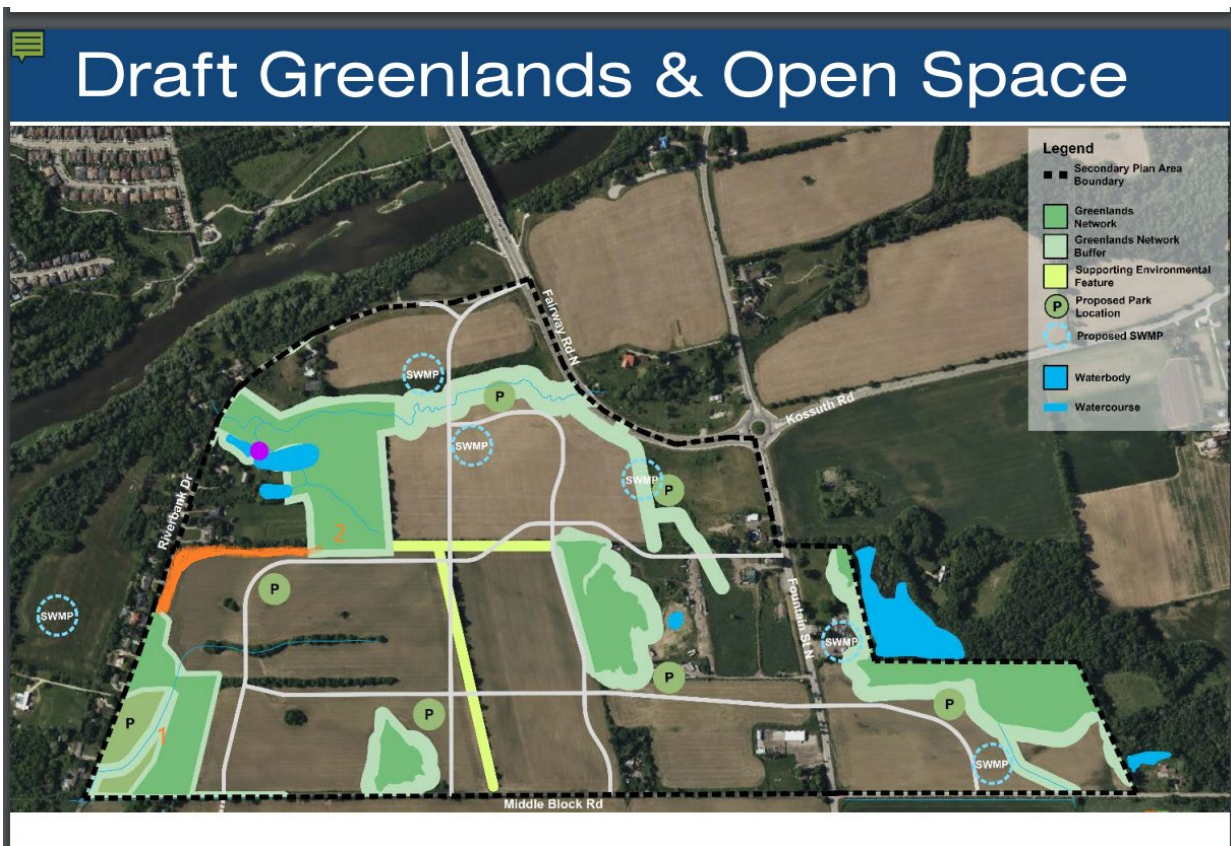
It appears to me that the access to Riverbank Drive here is traditional rather than planned and that if there had been no access before, this plan would not consider a spur between the roundabout and Riverbank Drive.

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. This is something that was strictly policed and one of the guiding principals for the development of the industrial component of the east side lands.

I therefor ask that there is a consideration that the road spur between the roundabout on Middleblock and Riverbank Drive removed or closed 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 Rd and King Street East already has calming measures in place. Larger volumes of traffic here would be a major problem to the residents.

### **Draft Greenlands and Open Spaces**

I would appear that existing homes between Riverbank Drive and the area to be developed are all but separated by natural area, apart from the homes between 940 and 990. This effectively closes a natural wildlife corridor between the green space that I have marked as 1 in orange on the map attached and which runs along Riverbank Drive and the natural area marked as 2 in Orange on the map. This area which I have marked in Orange is an established trail used by Deer and other wildlife. I ask that you consider extending the green space so that all of Riverbank at this point is a contiguous wildlife corridor.



**Need for information on the lands west of Riverbank Drive to make full evaluation.**

Finally, I feel that making a full evaluation on the proposal is difficult without full information on the storm water management system suggested to be located west of Riverbank Drive as part of an appeal settlement.

Thank you for reading my comments. Please add me to any mailing list that allows me to follow the progress of this process

Gordon Aitken

[REDACTED]

[REDACTED]



**VIA EMAIL**

December 10, 2021

City of Cambridge  
Community Development Department, 3rd Floor  
50 Dickson Street, PO Box 669  
Cambridge, ON  
N1R 5W8

Attention: Ms. Kathy Pagett, Senior Planner

Dear Kathy:

**Re: East Side Lands – Stage 2 MESP & North Cambridge Secondary Plan  
Preliminary Comments on Behalf of Tommy Zaja**

We are the planning consultants for Mr. Tommy Zaja in the matter of the East Side Lands – Stage 2, Master Environmental Servicing Plan (“**MESP**”) and North Cambridge Secondary Plan. [REDACTED]

The subject lands contain a detached single-family dwelling on individual on-site services at the southerly end of the property, otherwise they are vacant and undeveloped and consist of open fields and treed areas. [REDACTED]

[REDACTED] It is our understanding that municipal water service and municipal sanitary service are available in proximity to the subject lands.

The subject lands are located within the “East Side Lands” and City of Cambridge “Municipal Boundary”, and just outside the “Urban Area Boundary” and the south westerly limits of North Cambridge Secondary Plan Area. Under the City of Cambridge Official Plan, the subject lands are split designated with the easterly 4 ha. that front Riverbank Drive being designated “Prime Agriculture”, and the westerly 11 ha. being designated “Natural Open Space System”. The subject lands are split zoned under the

City of Cambridge Zoning By-Law No. 150-85, with the easterly 4 ha. that front Riverbank Drive being zoned "Agriculture A1.S.4.1.161", and the westerly 11 ha. being zoned "Open Space OS1.s.4.1.161".

We are pleased to provide preliminary comments on behalf of Mr. Zaja as outlined below:

- It is our submission that the extent of the Secondary Plan Study Area boundary be reconsidered slightly to include our client's lands, especially in light of the publication of a recent report from the Smart Prosperity Institute entitled *Baby Needs a New Home: Projecting Ontario's Growing Number of Families and Their Housing Needs*, which projects a need for one million additional homes in Ontario over the next ten years. The current secondary plan process is the appropriate land use planning tool to consider such requests from private landowners.
- It is acknowledged that the westerly portion (11 ha.) of the subject lands, which is designated and zoned for open space purposes, and potentially constrained by natural heritage and hazard features, has reduced development potential. However, it is our professional opinion that the easterly portion (4 ha.) of the subject lands fronting Riverbank Drive is a good candidate for future low-density residential development. This portion of the subject lands 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.
- It is our understanding that as part of the *2017 East Side Lands – Stage 2 MESP & North Cambridge Secondary Plan Study* the subject lands were included within the *Project Study Area*, and within the *Subwatershed Study for Randall and Breslau Drains*, and that the easterly 4 ha. portion of the subject lands were identified as "Developable Lands".
- The lands could appropriately provide a compatible, contiguous extension to the existing single-family rural residential lots fronting Riverbank Drive that are located immediately to the north, without any significant undue impacts to surrounding land uses or to the notion of Riverbank Drive as a Scenic Route. Including these lands within the Study Area would help achieve Provincial growth targets and would be in the public interest.
- It is our opinion that including our client's lands within the Secondary Plan Study Area and considering them for future residential growth is worthy of further evaluation, and would not place any additional unreasonable burden on the City. Not doing including them within the Study Area would, in our opinion, represent a missed opportunity for the City of Cambridge.

We appreciate your consideration of our comments. We will continue to participate in the Secondary Plan process. We may provide additional comments as required in the future and would welcome the opportunity to meet with Staff at the appropriate time to discuss our comments.

Please also accept this letter as our request for notice or any decision made in respect to this matter. Should you have any questions, or require further information, please do not hesitate to call.

Yours very truly,

**ZELINKA PRIAMO LTD.**

A handwritten signature in blue ink, consisting of a stylized 'D' followed by a horizontal line.

Dave Hannam, MCIP, RPP  
Senior Associate

Cc. The Client (Via Email)

File: P-3310

December 13, 2021

City of Cambridge  
50 Dickson Street  
PO Box 669  
Cambridge, ON  
N1R 5W8

**Attention: Kathy Padgett – Senior Planner & Project Manager**

**Re: Comments on the Draft North Cambridge Secondary Plan Schedules  
As It Relates to Madison Riverbank Holdings Limited, Madison Middle Block  
Limited, Madison Fountain South Limited, and Madison Fountain North Limited**

[REDACTED]

---

Ms. Padgett,

We are the planning consultants acting on behalf of our client, Madison Riverbank Holdings Limited, Madison Middle Block Limited, Madison Fountain South Limited, and Madison Fountain North Limited, [REDACTED]

With respect to the proposed Draft Secondary Plan Schedules presented at the November 25, 2021 Public Open House, together with our client's transportation consultant, Stantec, we offer the following preliminary comments organized by topic:

**TRANSPORTATION MATTERS:**

A. Proposed Road Hierarchy:

The road hierarchy 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 propose these roads will be downgraded to minor collector road 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.

B. Road Network Connectivity:

The north-south spine road proposed to be a major collector does not provide a major connection in the area as it is ending as a T-intersection at Middle Block Road. Any non-local traffic will require 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 based on the scale of the serviced area.

C. Multiple Intersections along Fountains Street North:

The proposed road network required 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 proposed spine major collector for traffic infiltration.

D. Roundabout:

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.

E. Road widths:

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.

## ENVIRONMENTAL MATTERS:

### F. Supporting Environmental Feature

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 Environment Impact Study (EIS) is required to further assess its significance and development constraint and further suggested vegetation clearing for this feature be done outside of the breeding bird season. Furthermore, Figures 6-1.2, 6-3 and 6-4 of the Study do not identify any recommended ecological setbacks or development constraint limits for the hedgerows. Given this assessment from the background study, we believe it is not necessary to identify this feature on the Secondary Plan schedules as the assessment of the feature will be required as part of the EIS in support of future development applications.

### G. Agricultural drainage feature

This agricultural drainage feature is identified as Reach Grand 3 under the SWS and is shown at southwest corner of the draft Secondary Plan area through a proposed Park. This feature should be removed from the schedules as the SWM Report prepared by WSP in support of the Minutes of Settlement had this piped under the proposed Park and diverted to the future Storm Water Management Facility. 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 the feature be removed during development with no further management recommendations as it does not apply to this feature. Given this assessment from the background study, we believe it is not necessary to identify this feature on the Secondary Plan schedules as the discussion and fulsome assessment of the feature and the proposed piping will be required as part of the EIS in support of future development applications.

## LAND USE:

### H. Third Park on the Subject Lands

It appears the proposed park location south of the woodlot (see mark up) is located in an area that is within 400m of two other proposed parks. Within the Madison lands, the two proposed parks would be located within 400m of all future residential areas. Given the overlap of coverage, we believe the location of the park in question should be placed further north to better serve the lands north of the Madison lands.

### I. Land Use Permissions

While we are generally encouraged by the proposed land use categories proposed on the draft Secondary Plan Schedules, we will provide additional comments as the policy details become available. We recommend that policy be included that provides flexibility to the



location and determination of the extent of land uses without further amendment to the Secondary Plan, as commonly practiced.

J. School Sites

We understand 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 the 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.

We look forward to meeting with staff to discuss these comments so that they may be addressed and incorporated into the final implementing Secondary Plan.

Yours truly,

**KLM PLANNING PARTNERS INC.**

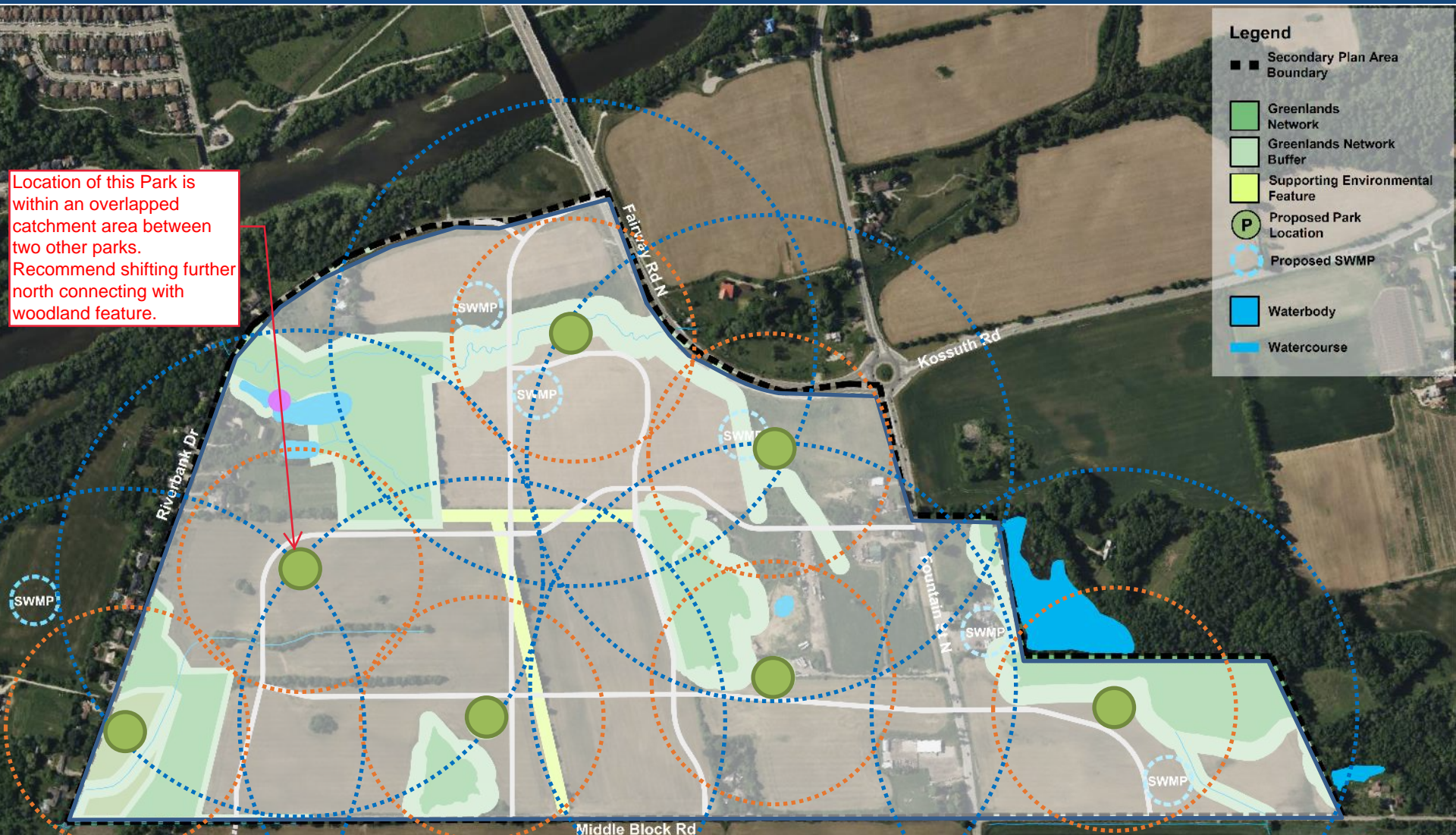


Billy Tung, BES, MCIP, RPP  
Partner

Encl.

cc: Madison Riverbank Holdings Limited  
Madison Middle Block Limited  
Madison Fountain South Limited  
Madison Fountain North Limited  
Kevin Brousseau - Stantec

# Park Catchment Areas (200m & 400m)



**From:** [REDACTED]  
**To:** [Kathy Padgett](#)  
**Cc:** [REDACTED]  
**Date:** [External] RE: [EXT] North Cambridge Secondary Plan - presentation  
Thursday, December 16, 2021 3:19:08 PM

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Hi Kathy

Hope all is well.

Thank you for forwarding the Open House presentation material regarding the North Cambridge Secondary Plan.

The Township has no significant issues with the work completed to date which identified the:

- draft vision,
- guiding principal and objective,
- draft land use schedule
- Greenland and open space areas, and
- draft road networks and cross-sections.

I do have the following questions as it relates to future development within Woolwich.

1. Has your consulting team identified the trunk servicing (water and sanitary) corridor and is it expected to terminate at Kossuth Road and Fountain Street through the development of this secondary plan area. If so, what would be projected timing of services reaching the Woolwich/Cambridge border.
2. In accordance with the MESP, the proposed design of the trunk services is to be sized to accommodate future growth within the East Side Area of Woolwich. Please confirm if that is your understanding.
3. 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 (1) 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?

If you have any questions on the above, please do not hesitate to contact me. Thanks again for allowing this feedback.

Be safe and enjoy the holidays.

Sincerely,

John Scarfone, M.C.I.P., R.P.P.  
Development Services  
Township of Woolwich  
519-669-6037 - direct