

## Appendix H

### Response to Public Comments Received

Oral and written submissions were both made which are summarized and discussed below:

Comment	Response
Concerns with proposed height impacts and proximity of proposed parking structure to existing residential dwellings along Fountain Street.	<p>All buildings have been reduced from 15-18 storeys to 14-16 storeys in height reducing shadow impacts to adjacent properties.</p> <p>Building A has been rotated 90° to reduce impacts to existing single detached residential uses on Fountain Street and Kressview Springs.</p> <p>Height reductions and reorientation of buildings improves views from Fountain Street North to the Speed River and Riverside Park.</p> <p>The applicant has proposed increased setbacks between the one-storey parking structure (at rear of Building B) and existing residential dwellings along Fountain Street.</p>
Traffic and safety concerns regarding King Street access.	<p>The Traffic Impact Study submitted as part of the application has been reviewed by the Region of Waterloo.</p> <p>Regional staff have advised they will support a full-movement access to Fountain Street with the existing access at King Street being modified to a left-in/right-in access. These accesses will be further reviewed through site plan and will require a permit from the Region.</p>
Concerns regarding impact on existing slope and concerns regarding existing groundwater levels.	<p>A Slope Stability Assessment was submitted as part of the application. The assessment concluded the proposed development will</p>

	<p>improve grading and slope issues between Fountain Street and the existing driveway and will act as a retaining feature. No development is proposed on the east side of the driveway due to the steep slope. The proposed development is not anticipated to result in significant slope stability issues after construction.</p> <p>A Preliminary Geotechnical Study was also submitted with the application identifying recommendations for future foundation construction. If approved, this will be reviewed in further detail at building permit.</p>
Concerns regarding potential impact on adjacent heritage properties.	<p>A Heritage Impact Assessment and addendum was submitted in support of the proposed development. The Staff report to MHAC recommended acceptance of the HIA.</p> <p>Staff recommended the inclusion of a commemorative plaque on site as well as a Zone of Influence Study as part of site plan review to address vibration concerns for adjacent heritage properties.</p> <p>MHAC did not accept the findings of the HIA; however, staff recommend Council accept the recommendations in the staff report included as Appendix I.</p>
Concerns with tree preservation, protecting the natural environment and wildlife.	<p>The Subject Lands have been vacant since the former Kress Hotel was demolished in the 1980s. The subject lands are located in a Core Area in the City and there are no natural heritage features located within the developable area. As such, an Environmental Impact Statement was not required as part of the application. The lands</p>

	<p>east of the driveway will be zoned OS1 – Open Space and will not be developed.</p> <p>A Vegetation Management Plan has been submitted and will be further reviewed through site plan. New developments are required to provide compensation plantings for removals.</p>
Concerns from Kressview Springs Residents regarding shared access to King Street and visitor parking lot.	<p>An existing agreement exists with Kressview Springs Condominium which requires the provision of visitor parking and maintenance of shared access driveway to King Street.</p> <p>The proposed development provides for surface visitor parking to be used by Kressview Springs and the driveway access to King Street is being maintained.</p> <p>Kressview Springs residents will also benefit from the new access to Fountain Street as an existing easement agreement exists on title.</p>
Concerns regarding parking reduction.	<p>The development is located within a proposed Major Transit Station Area which are typically located within 600-800m of a rapid transit station. These areas are to be the focus of accommodating intensification and designed to meet the transit-oriented development provisions.</p> <p>In order to encourage compact development in the core area, the City may exempt a development from providing all or a portion of private off-street parking where it is not required.</p> <p>City Transportation staff have no objection to the proposed parking rate and Regional staff also recommended a reduction in the surface parking on site.</p> <p>As such, in staff's opinion the proposed</p>

	parking rate is appropriate given the location of the site and the proposed TDMs.
Consideration for enhanced pedestrian connections.	<p>Proposed development includes a pedestrian promenade between Building B and C as well as enhanced pedestrian connections along the “front” of the proposed development (along the driveway access from King Street).</p> <p>Pedestrian connections provided to existing off-site pedestrian facilities on King Street and Fountain Street; details of pedestrian connections to be reviewed through site plan.</p>

**From:** [REDACTED]  
**To:** [Rachel Greene](#)  
**Subject:** [External] Construction at 255 King Street Cambridge  
**Date:** Friday, August 27, 2021 10:27:10 AM

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Good day:

I own the property at 223 Fountain Street North and would like to bring my concerns forward on this proposed project. From the diagrams put forward, the exit traffic would be coming out beside my property and onto Fountain Street North. With the abundance of traffic from the industrial work area and the delivery trucks plus residences in the surrounding area, I don't see how this one Regional Road can accommodate the increase in the number of vehicles. But my main concern is the gully beside my house. When the last development for the condominiums was completed my husband Amedeo convinced the contractor there wasn't enough room for an exit beside our house and to stop digging as our house would shift. If someone would check they would note the fencing is falling into the gully with only a few trees holding that up. I fear one of these days my house will be next. I would like it guaranteed that a retaining wall would be built along this section before a roadway is even considered. Further, I'm terrible at public speaking and would appreciate your doing this for me. Thanks P.S. can/will you supply me with the contractors name and contact information. Again thanks

**From:** [REDACTED]  
**To:** [Rachel Greene](#)  
**Subject:** [External] 255 KING ST WEST PROJECT  
**Date:** Thursday, September 16, 2021 9:12:54 AM

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My further thoughts on this development are as follows: Each spring a doe has and raises her fawn in the area behind the houses on Fountain Street Street north and fox travel on my property and back when it catches rats squirrels and such as they have a nest in our area also in that same area the buildings are to be situated. I know it's not much but they have been here for years. At times I can have four deer in my backyard. It would be a shame if they were disturbed from the location.

**From:** [REDACTED]  
**Subject:** [External] 255 King St W - Zoning change request  
**Date:** Monday, September 27, 2021 4:40:07 PM

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Rachel,

I understand you are the planner involved with the 255 King St W zoning change request.  
I am writing on behalf of my mother who lives at 171 Abraham St.

After reviewing the material she was mailed, and looking at the 15 page PDF I found online it almost appears as though the drawings are deliberately trying to hide the road access to the property involved with the developer's plans. Are we to understand all vehicular access to this property will be through the current single driveway used by the Kressview condominium at 237 King St W?

There is a mention in the PDF document that considerations in review of the application will include Transportation implications. Has that, or will that include a full traffic study of the road access to the property? If this study has already been done and where can I obtain a copy?

The road access to the driveway for 237 King St W is already a problem, especially anytime around shift changes at the Toyota plant when that area of King St W and Fountain St N are already choked with traffic, making it extremely difficult for residents to exit from their neighbourhood via Jacob St or Kitchener Road onto Fountain St N. We were hoping the issue of left turns out of the property would have been addressed by the redevelopment of Shantz Hill/King St/Fountain St that was recently completed by being able to ban left turns from the Kressview condominium property and simply have drivers use the planned roundabout at King St W/Fountain St N to change direction, but alas the roundabout was dropped from the road design. Even with that roundabout left turns from King St into the driveway for the property would have been a problem. With the traffic conditions around the time of the Toyota plant shift change already being extremely busy it would be almost impossible to turn left out of the 255/267 King St W driveway. I hope any traffic study would be sure to include a study during those hours.

Years ago when the Kressview condominium property was approved I believe we were told another access road would be built from the back of the property to alleviate traffic issues. The start of a road was actually built, for around 50m, and still sits uncompleted near the driveway entrance to the Schembri (formerly Sutherland-Schultz/Genesco) plant at 401 Fountain St N. Is that access road finally to be completed as part of this proposed new development for 255 King St W? Is an additional road access planned via the section of the property that abuts Fountain St N across from Jacob Street?

Here's a Google streetview link to the "road to nowhere" near the entrance to Schembri from Fountain St North:  
<https://www.google.com/maps/@43.403894,-80.3701445,3a,75y,102.32h,85.48t/data=!3m6!1e1!3m4!1s74APLbv4ObloKn3jaVkJkg!2e0!7!16384!8!8192>

PS - we're all also extremely curious as to how they plan to dig down 5 levels and build underground parking garages in a area where the underground sulphur springs/streams exist.

Thank you for your time and I look forward to receiving your answers.

**Neil Palmer**

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**From:** [REDACTED]  
**To:** [Rachel Greene](#)  
**Subject:** [External] Fountain Street  
**Date:** Thursday, October 28, 2021 6:40:04 PM

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I would hope the very least that's added on Fountain Street after the construction is complete would be DO NOT BLOCK INTERSECTION signs at Jacob Street, Kitchener Road and Marmel Court. If this isn't done, don't be surprised when the residents of those areas put up their own. It is already almost impossible to make a left turn onto those streets at certain times of the day.

Lynda Palmer  
Cambridge

Sent from my iPhone



**From:** [Rachel Latour](#)  
**To:** [Rachel Greene](#)  
**Subject:** FW: [External] OR07/21 - 255 King Street West  
**Date:** Wednesday, August 18, 2021 3:11:57 PM

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Hi Rachel,

Please see email below.

Thank you,

Rachel Latour  
Administrative Service Representative  
Planning Services  
Community Development  
T: 519-623-1340 ext. 4228  
[www.cambridge.ca](http://www.cambridge.ca)

City Hall • 50 Dickson St • Cambridge ON • N1R 5W8

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

From: [REDACTED]  
Sent: Wednesday, August 18, 2021 1:23 PM  
To: Planning <[Planning@cambridge.ca](mailto:Planning@cambridge.ca)>  
Subject: [External] OR07/21 - 255 King Street West

Owners at kressview condo beside where you are planning these two condos have major traffic issues getting out the driveway never mind putting up two new buildings to feed off this driveway. There is one little sign to say hidden driveway. Trying to get out of that drive is totally dangerous. No amber light flashing to say slow down watch nothing. I am over at my mums who lives there all times of the day. Did they do their traffic study at midnight as that's the only time you are not taking your life in your hands. People fly around that corner west bound on king street doing 80 kms if they see the light is green. There is three directions of traffic you have to watch just to pullout. I would like to know what they are going to do about this situation. The majority of people come out Turning left to go into Cambridge Preston which is a nightmare When is the meeting to discuss the implication for the residents in the Kressview building and surrounding area ? I would like to have someone call me to discuss Thank You Richard Murray 519-998-7924

[REDACTED]

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Origin: [https://www.cambridge.ca/en/build-invest-grow/Planning-Process.aspx?\\_mid\\_=2599](https://www.cambridge.ca/en/build-invest-grow/Planning-Process.aspx?_mid_=2599)  
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This email was sent to you by [REDACTED] through <https://www.cambridge.ca>.

Mayor McGarry, members of Council, thank you for allowing me the time to address you today. My name is Jane Newland, I live on Fountain Street South. I am speaking today on behalf of residents on Fountain Street South, also on Parkview Crescent and Preston Heights community housing co-operative. There are over 35 residences in our community group.

I bring our community concerns to you today regarding the proposed Official Plan and Zoning By-law Amendment to redevelop the property at 255 King St W. Our principal concerns are as follows:

1. The scale and density of the proposal and how this relates to the established, stable community of Fountain Street North;
2. The safety risk for traffic egress at the planned new driveway connection at Fountain Street and Jacob Street; and
3. Environmental concerns including water issues, slope stability, and wind.

To my first point: this is overzealous intensification to the extreme. 3 tower blocks - 18, 17 and 15 storeys, with 600 dwelling units, 690 parking spaces, far beyond the current zoning regulations. This application is particularly intrusive to the existing neighbourhood of Fountain Street N, specifically given the many designated and listed dwellings on Fountain St N and the 1875 Erb house on the corner of Jacob Street. I remind Council that Section 2.6.1.8 of the Official Plan states that I quote 'infill, intensification and redevelopment within existing neighbourhoods will be minor in nature and will be designed to respect existing character'. This is not the case here. And in fact, this development falls within the Preston core boundary which has a 5 storey height limit. These massive blocks will literally overshadow, engulf even having seen the drawings, existing dwellings in the area, far exceeding, as the many technical reports state, the height of existing buildings and homes in the area. If this development goes ahead in its proposed form, these eyesores will become the new landmarks of Preston, replacing the fast-disappearing heritage in this area of Cambridge.

To my 2<sup>nd</sup> point: the development speaks of creating a new driveway exiting onto Fountain Street opposite the quiet residential road of Jacob Street. The egress point is also just below the crest of the hill, this will lead to problems of visibility and preventable accidents. Any local resident who has driven up Fountain Street North at peak times or in poor visibility or in snow, understands how dangerous this hill already is, without adding additional vehicles turning onto it. A key strand of the City's Official Plan is to create Healthy and Liveable Communities that are 'safe, accessible, aesthetically pleasing, well-serviced and inclusive developments'. The Official Plan states that development should be transit oriented, creating 'the provision of a safe environment for pedestrians and encouragement of pedestrian activity.' Adding an additional junction in here to accommodate almost 700 vehicles from this development will exacerbate existing traffic flow and will pose risk to pedestrians and local residents who use the sidewalks around it. An additional issue concerns additional traffic using the established roadway to 237 King Street condominium...vehicles exiting this roadway already have difficulty seeing pedestrians and cyclists. This is a sidewalk used by many families heading to Riverside Park.

To my 3<sup>rd</sup> point: we consider there to be a number environmental concerns associated with this project including, water, bedrock issues and slope stability. As residents of Fountain Street South, we know and understand that water is an ongoing challenge on this street. Fountain Street was given its name for a reason, this name applies both to North and South Fountain Street alike. Indeed, this development is on the site of the former Kress hotel which like the recently demolished Preston Springs was renowned for its reformative springs. As a community we wonder if the presence of naturally occurring springs has been adequately addressed in the environmental reports. Removal of mature trees and greenspace to accommodate this development will clearly exacerbate water issues. In walking past the development this week, it is clear that there are water issues on site. What is more, the slope stability report clearly notes the risk this development poses to adjacent properties especially those listed on the heritage register. The report signals the problem of bedrock in preparing the underground parking and notes, I quote "During construction, it is anticipated that shoring the excavation side slope will be required to maintain the integrity and stability of the existing slope adjacent to the rear property lines of 153, 155 and 169 Fountain Street North." The owners of these residences clearly risk problems of substantial subsidence as a result of this development.

Given that these proposed buildings are substantially taller than their surroundings, wind is also a risk factor and indeed the Pedestrian Wind Assessment states that I quote "winds at the northwest and southwest corners of Building B could potentially exceed the safety criterion in the winter due to corner accelerations" further adding that I quote again "Wind speeds near exposed building corners at grade level and on the podium surface parking areas are expected to be uncomfortable in the winter." I ask Council if this is the type of new development we desire in our community – one that makes residents at best uncomfortable, and at worst puts them at risk.

In conclusion, I would like to reiterate that our community of Fountain Street South stands in solidarity with our neighbours on Fountain Street North with regard to this planning application. We consider the proposal to be yet another example of unsympathetic and overzealous intensification happening in Cambridge as a whole, the developments at River Road, the MZO at Blair, the proposed development on Fountain Street South all come to mind. The objectives of Section 2.2 of the Official Plan provide a foundation for growth management within the city. As a community, we respectfully ask that Council to give particular consideration to subsection 8.4.2.2 when evaluating these proposals, which speaks to residential compatibility, including factors such as building height, massing and scale, lot coverage and setbacks and 'building form that respects the facades of neighbouring housing'. If this development were to go ahead, the scale and density must be **significantly** reduced to respect the existing neighbourhood and listed and heritage dwellings surrounding it. As much green space as possible must be retained to mitigate environmental concerns and to help protect the existing, established community of Fountain Street North. And the construction of the new driveway onto Fountain Street North must be reconsidered so not to add to existing problems of heavy traffic flow at peak times. Thank you.

**Public Meeting OR07/21 – Tuesday September 28<sup>th</sup> – 10am**

Re: 255 King Street W – North Development Corp.

Submitted by: Mark Brown, 169 Fountain Street North

Dear Councilors,

My property abuts the proposed development along my north and east property lines; some 60 feet from a proposed 15 story north tower and 4 feet from a proposed concrete parking lot ramp.

I am not anti-development. I fully support responsible development, having spent over 40 years in the Site Development and Land Development industry in Waterloo Region. I commend the developer's agent for reaching out to the residents of Fountain Street in an effort to resolve as many issues as possible prior to this Public Meeting. I trust they are sincere in their intentions and look forward to continuing dialogue beyond this meeting.

I will present my overall concerns and then finish with what I consider to be my main objection --- **the location of the north tower and associated parking lot ramp.**

1. I understand the zoning on this property is fairly old, however, the proposed unit count is over 3 times the current zoning. These aggressive unit numbers seem to be driven by maximizing the parking structure such that it violates the current 16 foot setback to only 4 feet off my rear property corner.
2. I had concerns for several large trees near my rear lot line, however, with the massive underground parking lot structure (chopping off roots) and proposed grading (filling over roots) it is unlikely that an Arborist would recommend saving them. The developer's agent has committed to planting trees that would provide a visual barrier between the properties along Fountain Street and the massive concrete parking lot structure and it would be better if the current 16 foot setback were held to allow for this tree planting behind my rear lotline. Four feet doesn't leave much room for trees to provide a visual barrier.
3. Of course the traffic concerns in this area are already bad, now add another 700 cars and it will only get much worse. Could 'right in and right out' movements to and from the proposed development be seriously considered, if only from 3-6pm Monday to Friday. Not much is presented on the proposed access onto Fountain Street in this submission. I suspect there is deficient 'stopping sight distance' to support such an access from the proposed development and perhaps this should be strictly for emergency vehicles. Being a Regional Road, I ask that Region staff study the 'stopping sight distance' issue. At the very least speed reduction to 40kph could be posted from the 401 to King Street, southbound on Fountain Street and enforced.
4. **My main objection is the orientation of the north tower.** I believe it would be better suited in the same orientation as the middle tower, along the current and proposed access road. It would be farther from my rear lot line but also give better views of the Speed River and Riverside Park for more units. With the rotating of the north tower it should be possible to relocate the proposed parking lot ramp so I don't have cars driving along my rear yard to exit and enter the parking area.

As noted earlier, the proposed north tower is approximately 60 feet from my rear lot line. Using the common practice of “angular plane” design for proper fit and transition of tall buildings, next to historic residential zoning, the north tower should only be about 6 floors high. I would have no objection to the number of floors (15) if the north tower were rotated 90 degrees and placed along the access road.

As only one source, please refer to the following excerpts regarding responsible highrise planning and development...

#### **TALL BUILDING DESIGN GUIDELINES, Pages 22 to 24, CITY OF TORONTO**

Tall buildings should respect the scale of the local context and display an appropriate transition in height and intensity especially when adjacent to areas of differing land use, low-scale built form, and heritage properties. In general, appropriate fit and transition is achieved when tall buildings respect and integrate with the height, scale and character of neighbouring buildings, reinforce the broader city structure, provide horizontal separation and transition down to lower-scale buildings and open space, and maintain access to sunlight and sky view for surrounding streets, parks, public or private open space, and neighbouring properties.

Figures 3 and 4 below illustrate typical scenarios of tall building fit and transition.

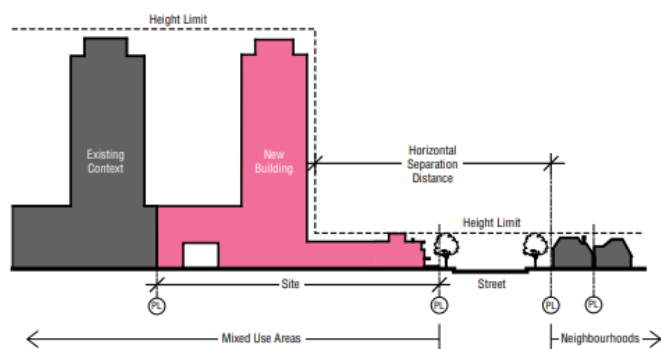


Figure 3: A conceptual illustration of horizontal separation distance and a change in base building height and form to support tall building transition down to a lower-scale area.

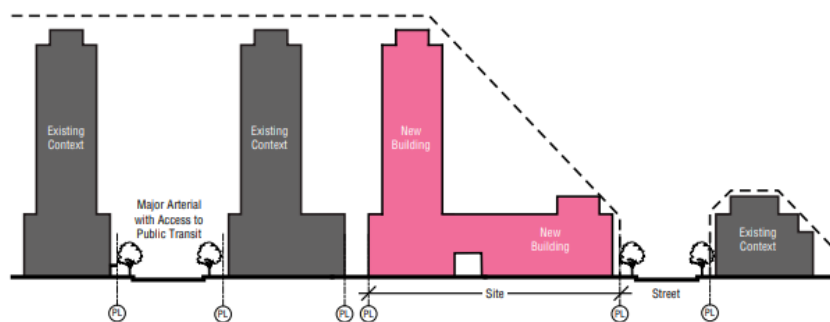


Figure 4: A conceptual illustration of an angular plane and direct relationship in base building height and form to support tall building transition down to a lower-scale area.

I recognize that the subject lands are in the “Downtown Core”, however, part of proper core planning is to ensure that suitable transition to surrounding land uses occurs. In closing, I ask that the developer and the City incorporate these practices in the final design.

Thank you, Mark



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August 31, 2022

Dear Mayor McGarry, Members of City Council & Members of Regional Council,

On Behalf of the Preston Towne Centre BIA we wanted to reach out regarding the proposed development of 255 King Street West, Cambridge.

First off, we appreciated that Mr. Weigel reached out to us regarding the proposal and was able to answer questions and concerns.

We would like to confirm in writing our support of this project. This site has been ripe for redevelopment for a number of years, this proposal brings considerable pedestrian traffic to our BIA which will help the continued revitalization of our Core.

Today more than ever these projects are vital to the sustainability of Core areas to enable less automobile depended transit solutions, to foster more walking-based communities to support local shops & services that our BIA can provide.

Step one is solidifying the route so that potential investors can make decisions to invest more in our community.

Again, thank you for listening. Now let's get this project shovel ready.

Sincerely,

Preston Towne Centre BIA

Tony Schmidt - Chairman