

Comment	Response
<u>Jacqueline Hannemann - Development Planning Section - City of Cambridge</u>	
Private and common amenity areas need to be confirmed and addressed on site and must conform to Zoning By-law specifications.	Private and Common Amenity Area Calculations provided on Drawing SP1
Please also provide more information on the roof top patio and the safety and screening proposed in these areas. There are some concerns with the rooftop patio in terms of screening and privacy for the neighbours.	Rooftop Patio details including safety railing/visual screens added to Roof Plan drawing and shown on Building Renderings
Special consideration should also be given to screening and buffering of the development with fencing and plant material at the ground level.	Existing Board Fence to remain and planting details shown on landscaping plan
Please confirm if accessible units are being proposed within the development.	Yes, 15% of Units will be accessible
Affordable housing is an important consideration in new development and especially of a development this size. Policy 8.4.1.2 requires that new residential development include a minimum number of affordable housing units based on the targets established by the Region's Community Action Plan on housing. Details on how affordable Housing is being addressed should be provided, including a contribution to the City's Affordable Housing Contribution Fund.	Our client is reviewing the ability to provide affordable units within the project and if not feasible, will make a contribution to the affordable housing fund

<p>High level list of items raised during Sept 13, 2022 Public Meeting:</p> <ul style="list-style-type: none"> Concern for increased traffic and speeding along Dundas Street North. 	<p>A Transportation Impact and Parking Study was prepared for the proposed development. It concludes that study area intersections currently operate within acceptable levels of service, and that with the proposed development, are forecasted to remain within acceptable levels of service</p>
<ul style="list-style-type: none"> Noise related to construction of the development. 	<p>Typical Construction Noise Reduction Strategies will be employed</p>
<ul style="list-style-type: none"> Parking and traffic caused by construction vehicles. 	<p>Owner investigating possibility of using underutilized parking area directly adjacent to site for construction parking</p>
<ul style="list-style-type: none"> Overflow parking for visitors. Concerns for overflow parking on the streets. 	<p>A Transportation Impact and Parking Study was prepared for the proposed development and concludes that the proposed transportation demand measures (e.g., bicycle parking, unbundled parking, and providing transit information to new tenants) will meet or exceed the needs of the site. Additional tandem has been provided since the first submission which will further reduce the pressure of overflow parking</p>
<ul style="list-style-type: none"> Easton and Jarvis Streets are not always ploughed in the winter. The new development may create more concerns for snow ploughing especially if visitor vehicles are parking on the road. 	<p>Noted.</p>

<ul style="list-style-type: none"> Privacy for the yards of houses adjacent to the proposed development. Fencing and vegetation buffering should be carefully contemplated. 	<p>Privacy Screens added to rooftop amenity space. Vegetation provided in landscape buffer.</p>
<ul style="list-style-type: none"> Developer should consider adding affordable units to the development. 	<p>Our client is reviewing the ability to provide affordable units within the project and if not feasible, will make a contribution to the affordable housing fund.</p>
<ul style="list-style-type: none"> Terracing of the building should be considered. 	<p>We explored the ability to step back the building height but unfortunately the building design (which is already a very narrow footprint) does not allow for this. The building height remains under the maximum height permission.</p>
<ul style="list-style-type: none"> Concerns for lack of amenity/park/green space for families and children. 	<p>Rooftop Amenity space provides ample space for outdoor entertainment.</p>
<p><u>Jacqueline Hannemann - Parks, Recreation & Culture - City of Cambridge</u></p>	
<p>Parkland dedication would be required at the condominium stage (if a condominium is being proposed on the property).</p>	<p>Noted</p>
<p><u>Kathryn McDonald - Buildings - City of Cambridge</u></p>	
<p>A record of site condition is required prior to issuance of a building permit.</p>	<p>Noted</p>
<p><u>Kathy Padgett, Senior Planner - Environmental - City of Cambridge</u></p>	

<p>A Record of Site Condition (RSC) acknowledged by the Ministry of the Environment, Conservation and Parks (MECP) is required as a mandatory filing for the change in use from a non-sensitive commercial use to a sensitive residential use. When prepared, please provide the MECP acknowledgement letter to confirm the Record of Site Condition was not audited.</p>	<p>Noted</p>
<p><u>Kristen Grittani - Forestry - City of Cambridge</u></p>	
<ul style="list-style-type: none"> The tree management plan was submitted and preliminary reviewed. 	<p>Noted</p>
<ul style="list-style-type: none"> One of the city trees they noted was removed just after this was submitted and that compensation was not noted but it will be required. 	<p>Noted</p>
<ul style="list-style-type: none"> Further review and approval of the TMP will be completed during the site plan process and payment will be required prior to site plan approval. 	<p>Noted</p>
<p><u>Adam Ripper - Development Engineering - City of Cambridge</u></p>	
<p>Development Engineering Action Items (to be addressed prior to OPA/ZBA approval) Submission Requirements :</p> <ul style="list-style-type: none"> Provide a preliminary grading plan. 	<p>Grading plan provided with initial Submission (Drawing SP4)</p>
<p>Development Engineering Comments (for information purposes)</p>	
<ul style="list-style-type: none"> Based on the preliminary site pan drawing it appears that there are portions of the at grade parking lot which are not covered by the building. If drainage from these uncovered parking areas are conveyed to the internal storm drains then quality control will be necessary. 	<p>Noted</p>

<ul style="list-style-type: none"> All proposed site works adjacent to Regional Roads require Regional Municipality of Waterloo (RMOW) approval(s). The Applicant is required to obtain Municipal Consent from the Region for any works within the Region's right-of-way. 	Noted
<ul style="list-style-type: none"> Dundas St adjacent to the subject site is slated for reconstruction by the Region in 2023-24. Ideally any servicing for this development should be coordinated with the Region's construction. 	Noted
<ul style="list-style-type: none"> No alteration of grading is permitted on site until the applicant enters into a site plan or subdivision servicing agreement with the City. Grading of site is subject to Grading Control By-Law No. 160-09. 	Noted
<ul style="list-style-type: none"> Under NO circumstance is a connection to the municipal water system to be made without the consent and presence of City of Cambridge Public Works staff. Please note that, per Regulatory requirements, only certified water operators may isolate watermains or reconnect isolated watermains. 	Noted
<p align="center"><u>Jason Leach - Transportation Engineering - City of Cambridge</u></p>	
<p>Transportation Engineering Action Items: A TIS review fee of \$300 is required for City staff review of the TIS. Review and comments on the TIS will be completed following receipt of this fee.</p>	Fee was paid following initial submission
<p>Bicycle parking is mentioned in the Urban Design Brief but is not shown on the site plan. The following comments should be shown on any future site plans:</p>	3 Short-Term Bicycle parking spaces provided at grade near the Front Entrance.

<p>Provide long-term and short-term bicycle parking spaces at the following rates:</p> <ul style="list-style-type: none"> ▪ Long-term (secure): 0.3 spaces per dwelling unit ▪ Short-term (visitor): 0.05 spaces per dwelling unit, maximum of 12 minimum of 2. <p>Where parking reductions are available, bicycle parking requirements will be calculated using the original parking requirements before reductions are applied.</p>	<p>33 long-term spaces are provided – 10 at-grade and 23 below-grade as shown on drawings.</p>
<p>Transportation Engineering Comments: Transportation will support the proposed parking reduction under the condition that parking is unbundled from the units and such condition is included in a Site Plan Agreement should this development proceed to the site plan application stage.</p>	<p>Noted, parking will be unbundled from units.</p>
<p>Driveway accesses must comply with the City's commercial access requirements. Residential developments with more than 6 units are classified as commercial accesses. Contact Transportation Engineering to obtain a copy of the latest commercial access standards.</p>	<p>Noted</p>
<p>An access permit through Transportation Engineering will be required prior to the removal of, alteration to or construction of any new accesses. The application for an access permit can be found on the City's website at www.cambridge.ca.</p>	<p>Noted</p>
<p>Long-term bicycle parking spaces shall be provided within a) the building or structure; or b) a covered enclosure with secure entrance; or c) bicycle lockers. Required spaces may not be located within: offices, commercial or industrial work areas, dwelling units or balconies.</p>	<p>All long-term bicycle parking spaces are in secured locations.</p>

<p>The location must be easily accessible and where a bicyclist does not have to use stairs or an elevator to reach it.</p>	<p>10 spaces provided at-grade in secured storage adjacent to tandem parking spaces which are accessed from the exterior. 23 spaces provided below-grade to be accessed by the drive ramp.</p>
<p>Provide dimensions of long-term bicycle parking on Site Plan as well as number of bicycle parking spaces being provided (long and short term).</p>	<p>Details added to plans.</p>
<p>Horizontal parking space minimums:</p> <ul style="list-style-type: none"> ▪ Minimum length of 1.8 m ▪ Minimum width of 0.6 m; and ▪ Minimum vertical clearance from the ground of 1.9 m 	<p>Details/dimensions added to plans.</p>
<p>Short-term bicycle spaces should be provided for, at each main public entrance. Bike racks are to be placed in accordance with the City's Bike Parking Guide. The guide can be found on the City website at www.cambridge.ca/cycling.</p>	<p>3 Short-term bicycle spaces provided adjacent to main entrance</p>
<p>Short-term bicycle parking spaces shall be located either within 15 meters of the intended public entrances of the building or facility, or no farther than the nearest motor vehicle parking space to the intended entrance, whichever is closer.</p>	<p>Short-Term bicycle spaces within 15 m of main entrance</p>
<p>Bicycle Parking spaces shall be situated to maximize visibility so as to discourage theft and vandalism.</p>	<p>Short-Term bicycle spaces visible from street, adjacent to main entrance, and adequately lit.</p>

<p>Provide continuous connected sidewalks through the site. Sidewalk minimum widths are as follows:</p> <ul style="list-style-type: none"> Standard sidewalk 1.5m Curb face sidewalk 1.8m Sidewalk adjacent to perpendicular parking 2.1m 	Dimensions added to plans
<p>Additional detailed comments will be provided through the formal Site Plan application should one be received.</p>	Noted
<u>Eric Yates - Fire Department - City of Cambridge</u>	
<p>Action Items (required for site plan approval): Site Plan Required.</p>	Provided SP1
<p>Comments (for applicant's consideration):</p> <ul style="list-style-type: none"> Show Fire Department connection on Site Plan Drawings. 	Details added to SP1
<ul style="list-style-type: none"> Ensure Fire Hydrant and Fire Department Connection distance complies with Ontario Building Code. 	Details added to SP1
<ul style="list-style-type: none"> Indicate/label Fire route and signage. 	Details added to SP1
<ul style="list-style-type: none"> A placard above the Fire Department connection if wood frame construction (FDC – Wood Frame Construction). Coordinate with Cambridge Fire Department, Fire Prevention Division. 	Not Wood-Frame Construction
<ul style="list-style-type: none"> A Fire Safety Plan shall be approved and implemented prior to Occupancy. Submittal to Cambridge Fire Department, Fire Prevention Division. 	Noted

<ul style="list-style-type: none"> Ensure Fire Alarm, Sprinkler & Standpipe systems comply with the Ontario Building Code. 	OBC Matrix added to SP1
<u>Helen Robinson - Energy+</u>	
If relocation or upgrade of existing hydro plant is required as a result of this Application, the Applicant, will be responsible for 100% cost.	Noted
As per GrandBridge Energy, Current Conditions to Service, latest edition, only one service per property is permitted. ESA and GBE minimum clearances to existing and proposed hydro plant must be met.	Noted
If easements are required as a result of this Application, the Applicant will be responsible for 100% cost.	Noted
Hydro poles/guy wires and anchors/padmout transformers/switching units/service pits/street light poles to be 1.5m from driveway entrances/curbs. Relocation at 100% owners' expense. All planting near GBE owned overhead power lines and padmount equipment must be installed in accordance with http://www.esasafe.com/assets/image/Tree-Planting.pdf	Noted
Must maintain required clearances (ESA & GBE) from existing overhead electrical plant.	Noted
Owner/Applicant may be required to provide ESA clearance calculations to existing overhead electrical distribution equipment. Calculations must be signed off by a P.Eng.	Will provide if required.
<u>Waterloo Catholic District School Board</u>	
<ul style="list-style-type: none"> That any Education Development Charges shall be collected prior to the issuance of a building permit(s). 	Noted

<ul style="list-style-type: none"> ▪ That the developer and the Waterloo Catholic District School Board reach an agreement regarding the supply and erection of a sign (at the developer's expense and according to the Board's specifications) affixed to the development sign advising prospective residents about schools in the area. 	Noted
<ul style="list-style-type: none"> ▪ That the developer shall include the following wording in the site plan agreement to advise all purchasers of residential units and/or renters of same: "In order to limit risks, public school buses contracted by Student Transportation Services of Waterloo Region (STSWR), or its assigns or successors, will not travel on privately owned or maintained right-of-ways to pick up and drop off students, and so bussed students will be required to meet the bus at a congregated bus pick-up point." 	Noted
<ul style="list-style-type: none"> ▪ That the developer co-ordinate and reach an agreement with the Waterloo Catholic District School Board and Student Transportation Services of Waterloo Region regarding the provision and maintenance of infrastructure for school bus pick-up and drop-off locations. This could involve the widen the sidewalk as it may be narrow for students in the winter or the installation of a waiting pad 	Noted

Matthew Blevins - Planner, Reurbanization - City of Cambridge

<p>The property is located in close proximity to the future Delta Ion station stop and is within the Protected Major Transit Station Area (PMTSA) as defined in the Regional Official Plan. The property is also located within a regeneration area and would qualify for incentives set out in the affordable housing Community Improvement Plan (CIP) if affordable housing units were proposed.</p>	<p>Noted</p>
<p>Staff would encourage the applicant to include affordable units within the development and would strongly recommend looking at construction techniques that allow for future additions to the building to add additional height to assist in meeting the density target of 160 persons and jobs per hectare for PMTSAs.</p>	<p>While increased height in exchange for affordable units would be supportable there were residents that expressed concerns over the proposed six storey height, so we ultimately decided not to add any additional height.</p> <p>Our client is reviewing the ability to provide affordable units within the project and if not feasible, will make a contribution to the affordable housing fund.</p>