

APPENDIX C- Responses to Comments

Public meeting comments 410 Queen St W: 22 March 2023	
* The below summary reflects paraphrasing of comments expressed and responses provided, rather than a verbatim script from the COUNCIL MEETING.	
Comments from Residents*	Response / Notes from the Applicant/Consultant or City Staff*
Resident 1: <ul style="list-style-type: none"> Concerns around noise study due to traffic and truck movement Concerns around shadow issue on solar panel on adjacent industrial building roof Concerns around compatibility of high density residential in close proximity to industrial employment lands at 133 Grove Avenue 	<ul style="list-style-type: none"> The developer stated that they will be working with adjacent industrial building owners to ensure that shadow from the proposed development do not affect the functioning of Solar Panels. At present shadow study do not show any significant impact on shadow until around 6pm we will be sharing the information and work with industrial owners on the potential shadow impact.
Resident 2: <ul style="list-style-type: none"> Concerns around height above 12 storeys and density Recommend having gateway function in the regional node south of the 401(Smart Centre MZO) Recommend using interim control By-law to put in place a proper secondary plan before more developers come forward to freeze the development. 	Noted
Resident 3: <ul style="list-style-type: none"> Concerns around traffic - why was Holiday Inn Drive not included in the traffic impact study? Concerned on Impacts on community facilities like nearby schools. How will the neighbourhood have access to adequate community facilities? 	Noted
Comments from Council*	Response / Notes from the Applicant/Consultant*
Councillor Devine: <ul style="list-style-type: none"> Traffic impact and recommend staff to do a thorough review of traffic. Addition of around 8000 people anticipated adding to traffic. Concerns around adequate community facilities Density is found to be excessive. Will share parking work? Will there be parkland dedication? Concerns with 30 storeys 	<ul style="list-style-type: none"> The developer stated that they will be looking at preparing a combined traffic study based on combination of development. No parkland dedication presently conveyed to the city. The developer stated that they will look into residential part and rework on the rendering.

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<p>Councilor Wolf:</p> <ul style="list-style-type: none"> Concerned if affordable housing will be included in development and possible waiving of development charges. 	<ul style="list-style-type: none"> The Developer mentioned that they did have discussion on affordable housing to fit within the project and will be looking if that can be accommodated in the project.
<ul style="list-style-type: none"> How will the amenity area be planned in buildings or any other common area for residents? 	<ul style="list-style-type: none"> The developer stated that all of those including external amenity, party rooms, gym and common space will be available in each of the building with podium and roof top amenity
<p>Councilor Reid:</p> <ul style="list-style-type: none"> Height concern where residential area would be in relation to the development. 	<ul style="list-style-type: none"> There is already existing grade change which will reduce the impact of height on residential areas. No residential use present immediately adjacent proposed development
<p>Councilor Ermeta:</p> <ul style="list-style-type: none"> In the Amenity area provided how much would be open to public 	<ul style="list-style-type: none"> Encourage people to ground floor commercial space through main and pedestrian street. The developer stated that they will work with staff to make those publicly available
<p>Councilor Hamilton:</p> <ul style="list-style-type: none"> Nature of units with walking distance what would be internal layout of these units. Walkability - how long it would take to walk to nearby commercial and recreation facilities 	<ul style="list-style-type: none"> It's an in-depth detail at the moment don't have info on sizes but there is opportunity to provide that appropriate unit mix On the walkability part the min walkable distance would be 400 to 800m within 5 min to commercial and food store plaza almost up to Winston boulevard and 15 min to core area
<p>Councilor Adshade:</p> <ul style="list-style-type: none"> Parking consideration of the proposed development 	<ul style="list-style-type: none"> Proposing shared parking but will be taking that back and giving some consideration to that. Since it within transit within walking distance lot of opportunity for alternate modes of transport
<p>Councilor Mann:</p> <ul style="list-style-type: none"> Parking at 0.85 per unit is considered low needs to be increased 1 per unit 	<p>Noted</p>
<p>Mayor</p> <ul style="list-style-type: none"> What would be the active transportation plan and amenities like bicycle parking, storage units for commercial and residential, electric vehicle 	<ul style="list-style-type: none"> Storage for residential and commercial with secured bike parking storage in each building al supported Multi use trail is planned in capital budget across the site

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plug in, and proximity to multi use trail?

- Will there be any Place making detail considered in the proposed development?

Question to staff:

- Community nodes and regeneration land - will this comply with height and density?
- Parkland dedication with there be any cash in lieu taken?
- Housing supply around attainable housing would this proposal help to relieve the demand for housing needs.?
- How might the proposed development affect the light rail and future transit planned Go train ?
- Supply and development issues housing needs, how will housing and employment be managed?

but will be clarifying to look into opportunities to develop, presently no sidewalk but will be developing that.

- Electric plug-in will be made available will be part of design consideration.
- We will be sharing info on place making detail for shape of corner, Goble and queen corner and will be looking forward for suggestions.

Rachel Green:

- Regeneration area have different permission than node example regeneration area permit to 8 storey, 2 FSI and node to 12 storeys with 2 FSI and around employment lands use change.
- OP allows Parkland dedication taken through condo application.
- Lot of projects planned in areas will be addressed through future recommendation reports.

Lisa Prime:

- Have been in conversation with region the Metrolink transport project is long term plan.
- Will continue to work on this keeping in mind the transit-oriented development.
- Lot of complexity around growth and working on new official plan, issue of work force housing is an issue around communities. It is an important priority that will be focused and important to sites like this and will ensure to have housing close to employment.

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City of Cambridge, Economic Development - Trevor McWilliams		
1	Planning has noted that the applicant has submitted development applications to permit the redevelopment of the subject lands to establish five (5) mixed use blocks with residential, commercial and office uses, as well as an internal road network and underground parking. Ten (10) buildings are proposed and building heights range from 12 to 30 storeys, all with podiums containing commercial uses. An approximate residential unit count of 2000 units is proposed.	No action required
2	The entire development proposes approximately 2 million square feet of gross floor area, resulting in an approximate density of 4.0 FSI. Planning has further noted that an Official Plan Amendment, a Zoning By-law Amendment, and a Removal of 'H' Holding Provision will be required.	No action required
Official Plan and Zoning		
3	The subject lands are designated Neighbourhood Commercial and Regeneration Area, and are within the Queen Street, Goebel Ave and Holiday Inn Drive Community Node. The Community Node area is intended to development into a medium to high density mixed use centre with a range of housing types. The subject lands are zoned Commercial (H) CS4 S.4.1.217. As such, an Official Plan Amendment and Zoning By-law amendment will be required to permit the proposed height and density, as noted above. Please note that the subject property is NOT located within the Hespeler Village designated core area.	No action required
Comments		
4	As noted in the earlier pre-consultation comments, Economic Development Staff has no objection to the applicant's proposal, as it is in keeping with the strategy to have more people living and working within close proximity to the community core areas. In addition, the Community Node area is intended to eventually develop into a medium to high density mixed use are with a range of housing types.	No action required
5	The following policies within the City of Cambridge Official Plan pertain to the proposed development: <ul style="list-style-type: none"> • Policy 2.6.1.6 regarding intensification which is planned and designed to: support vibrant neighbourhoods through the inclusion of a diverse and compatible mix of land uses, including residential and employment uses; incorporate high quality public open spaces; support walking, cycling and transit; support the cultural heritage of the area; generally achieve higher densities than surrounding areas; and ensure the appropriate transition of the built form to adjacent areas. 	No action required

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6	Policy 2.7.1.2 notes that economic development and competitiveness will be promoted through a range of uses through the designation of lands to meet long term needs. Economic Development Staff are of the opinion that the proposed application will satisfy the intention of the Official Plan by providing for a mix of uses, namely commercial and residential, in this area. In addition, the proposed development will provide much needed housing units to the existing Cambridge housing stock. Economic Development is of the opinion that the applicant's proposal satisfies a majority of these policies.	No action required
	Community Node	
7	Policy 8.7.2.C (Queen St, Goebel Avenue and Holiday Inn Community Node) of the Official Plan further states:	No action required
1	The Queen Street, Goebel Avenue and Holiday Inn Drive Community Node (Figure 4) is a gateway site that is intended to develop into a medium to high density mixed use centre.	No action required
2	A range of housing types including apartment, townhouse and live-work units are permitted.	No action required
3	Development of this node shall include a food store.	No action required
4	Large surface parking areas and single storey, single purpose buildings are discouraged.	No action required
5	The following urban design principles apply to the Queen Street, Goebel Avenue and Holiday Inn Drive Community Node:	No action required
a	site development to provide a strong gateway presence; and	No action required
b	scale of buildings to ensure an appropriate transition to the surrounding community.	No action required
6	The following urban design principles will be considered in the Queen Street, Goebel Avenue and Holiday Inn Drive Community Node	No action required
a	buildings to be situated on the site to frame the streets;	No action required
b	mix of housing types to be provided;	No action required
c	ground related uses required to enliven the street; and	No action required
d	visual massing elements to be included to generate a focal point.	No action required

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	<p>The applicant is proposing an Official Plan amendment for the site. However, most of the above current requirements would be fulfilled with the present pre-consultation request. In addition, some of the policies noted above (i.e. the requirement for a food store) are somewhat dated given the existence of the large Zehr's just a few blocks away. Economic Development continues to be supportive of this development proposal.</p> <p>Regional, City of Cambridge, and Education Development Charges are applicable to this site. Given the proximity of the structure to the Speed River, the Grand River Conservation Authority should be circulated for comments and requirements.</p> <p>Scale, height, parking, building facades and other additional details in design will be reviewed by Planning Staff during Site Plan Control to ensure a compatible design. As this is a gateway to the Hespeler Village, an advanced form of urban design will be required.</p>	No action required
City of Cambridge, Environmental - Kathy Padgett		
	A Record of Site Condition (RSC) acknowledged by the Ministry of the Environment, Conservation and Parks (MECP) is required for the proposed residential use. When prepared, please provide the MECP acknowledgement letter to confirm the Record of Site Condition was not audited	RSC required - to be addressed via holding provision.
City of Cambridge, Engineering - Adam Ripper		
	As requested, Development Engineering Staff has completed a review of the following reports in support of the Proposed Official Plan and Zoning By-law Amendment application:	No action required
	Functional Servicing and Stormwater Management Report by MTE dated November 24, 2021	No action required
	Functional Site Grading and Servicing Plans by MTE dated November 24, 2021	No action required
	Preliminary Geotechnical Feasibility Report by GEI Consultants dated September 20, 2021	No action required
	Based on our review of the application, Staff has provided the following comments which are to be addressed prior to recommendation of approval of the OPA/ZBA application	Revised FSR included with resubmission.
	A 60% impervious level with a 98 impervious CN has been utilized to model the pre-development flow rates.	Revised FSR included with resubmission.
	The impervious portion of the site appears to be comprised of abandoned gravel parking lot with shrubbery and weeds growing through the old parking areas. Given that this area has been modeled as though it is asphalt, Staff is concerned that pre-development flow rates have been overestimated.	Revised FSR included with resubmission.
	The City owned storm sewer has been redirected north to the 750mm Sheppard Avenue storm sewer. This previously connected to 900mm storm sewer on Gobel Avenue.	Revised FSR included with resubmission.
	While Staff acknowledges that drainage from the proposed site has been removed from this storm sewer it does appear as though additional drainage is being directed to the Sheppard Avenue and Queen Street storm sewers as a result	Revised FSR included with resubmission.

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	If this then the SWM Report would need to confirm that there is capacity in the existing Sheppard Ave and Queen Street storm sewers to receive the additional flows	Revised FSR included with resubmission.
	Also, assessment of predevelopment flows for the entire site was considered for allowable flows. Is the split of minor flows from the Development site to the Gobel Avenue and Queen Street storm sewers consistent with pre-development flows to each outlet?	Revised FSR included with resubmission.
	The following comments have been provided for the Applicant's information and can be addressed through the subsequent detailed design	Revised FSR included with resubmission.
	Individual water services have been proposed for the 5 blocks as they are intended to be severed into separate parcels.	Revised FSR included with resubmission.
	Staff notes that the water service for Block 4 was missed on the preliminary servicing plans.	Revised FSR included with resubmission.
	Staff notes that the water service for Block 4 was missed on the preliminary servicing plans.	Revised FSR included with resubmission.
	Separate individual sanitary services should also be provided for the 5 Blocks	Revised FSR included with resubmission.
	Private drainage/servicing easements will be required for the shared storm sewer system and overland flow routes.	Revised FSR included with resubmission.
	The existing City storm sewer and drainage easement will need to be modified to match the reconfigured storms sewer and overland flow route.	Revised FSR included with resubmission.
	Summary The above comments will need to be addressed prior to OPA/ZBA approval. If you have any questions, or require further details, please do not hesitate to contact me.	

City of Cambridge, Transportation Engineering - Jason Leach

	Conveyance of property within the daylight triangle to the City will be required. The daylight triangle area is measured as per the diagram below. Queen St W and Goebel Ave are collector roads. Groh Ave is a local street.	Acknowledged
	Align the primary access on Groh Ave with the commercial plaza access on the south side of the street. Show all streets and accesses on the opposite side of the street.	Consideration given to adjacent access points, and updated plan is provided with resubmission.
	The City has processed this application through its Parking Reduction Worksheet. The results indicate an acceptable parking reduction of 7% for this application. Therefore, Transportation Engineering will not support a parking reduction of more than 7% of the Zoning Bylaw requirement. The City cannot guarantee the availability of existing or future municipal parking to accommodate the parking needs of this site.	Updated zoning by-law is included with resubmission. The requested reduction in residential parking has been increased from 0.85 spaces / unit including visitor parking to 1 space / unit including visitor parking.

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	Through this Official Plan and Zoning Bylaw Amendment it will need to be demonstrated that the proposed concept plan can accommodate the required parking for the development. Provide a parking matrix indicating the required parking per the City's Zoning Bylaw and the proposed parking provided. Separate parking requirements based on land use as well separate resident and visitor parking.	Updated zoning by-law is included with resubmission. The requested reduction in residential parking has been increased from 0.85 spaces / unit including visitor parking to 1 space / unit including visitor parking.
	Provide long-term and short-term bicycle parking spaces at the following rates: o Long-term (secure): 0.3 spaces per dwelling unit o Short-term (visitor): 0.05 spaces per dwelling unit, maximum of 12 minimum of 2.	Bicycle parking will be provided at this rate and will be detailed at the site plan control stage.
	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.	
	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.	
	Provide bicycle parking for commercial uses at the following rates: o 5% of required motor vehicle parking spaces for the first 5,000 square metres of net floor area and 1.5% of the required motor vehicle parking spaces thereafter.	
	Provide bicycle parking for office uses at the following rates: o 5% of required motor vehicle parking spaces for the first 15,000 square metres of net floor area and 1.5% of the required motor vehicle parking spaces thereafter.	
City of Cambridge Fire Department - Eric Robinson		
	Comments to be provided under a separate cover.	
Energy+ Inc. - Helen Robinson		
1	Energy+ Inc. has no objection to the proposal to redevelop the land with commercial and residential uses. The Owner/Applicant will be required to enter into an Agreement with Energy+ Inc. to establish the terms and conditions to Service the proposed development. Detailed comments/conditions will be provided at the Site Plan / Subdivision Control Process. Please allow a minimum of six (6) months for determination of servicing needs.	No action required
2	The Owner/Applicant will be responsible for all costs associated with the relocation and/or upgrade of the existing electrical plant, if required as a result of this proposal	No action required
3	The Owner/Applicant will be required to grant easements to the satisfaction of Energy+ Inc., if required as a result of this proposal at 100% cost.	No action required

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	<p>Refer to Energy+ Inc. Residential Spec book at www.energyplus.ca 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.</p> <p>All planting near Energy+ owned overhead power lines and padmount equipment must be installed in accordance with http://www.esasafe.com/assets/image/Tree-Planting.pdf Must maintain required clearances (ESA & Energy+) from existing overhead electrical plant.</p> <p>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.</p> <p>As per Energy+ Inc., Current Conditions to Service, latest edition, only one service per property is permitted.</p>	No action required
Grand River Conservation Authority - John Brum		
	<p>Development of 5 mixed use blocks with residential, commercial and office uses on an internal road network with underground parking is proposed. Ten mixed use buildings are proposed ranging from 12 to 30 storeys creating approximately 2000 high density dwellings. This development is situated in Hespeler north of the 401 and south of the river in a Regeneration Area and the Queen Street Goebel Avenue and Holiday Inn Drive Community Node in the Cambridge Official Plan. It remains our understanding that a secondary plan study would be required to be undertaken prior to development within Regeneration Areas and Nodes.</p>	No action required
	<p>The WRDSB offers the following additional comments. Student Accommodation</p>	No action required
	<p>At this time, the subject lands are within the boundaries of the following WRDSB schools:</p> <ul style="list-style-type: none"> • Centennial Public School (Junior Kindergarten to Grade 6); • Hespeler Public School (Grade 7 to Grade 8); and • Jacob Hespeler Secondary School (Grade 9 to Grade 12). <p>Please be advised that student accommodation pressures currently exist at Hespeler Public School. Additionally, Centennial Public School's boundary currently encompasses the area south of the 401 including the MZO SmartCentre lands. Centennial Public School's accommodation needs from growth continue to be monitored as further intensification projects are proposed for these areas within its boundary.</p>	No action required

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	<p>The WRDSB's 2020-2030 Long-Term Accommodation Plan projects long-term over-utilization at Hespeler PS. Interim student accommodation measures, including portable classrooms, are presently on-site and may be required until an alternative accommodation solution is in place. Additionally, the WRDSB may conduct a boundary study or designate this property as a "Development Area" and assign it to Holding Schools before occupancy or sales.</p> <p>Planning staff regularly review pupil yield rates and are particularly curious about the potential future increase in yields from high density development. Any information that the City or developer can make available in terms of the attraction of the proposed development to families of young children will aid us in forecasting the accommodation needs resulting from this application</p>	No action required
	<p>Student Transportation The WRDSB supports active transportation, and we ask that pedestrians be considered in the review of all development applications to ensure the enhancement of safety and connectivity. We ask that the review of plans include the optimization of pedestrian access to public transit, and municipal sidewalks so students may access school bus pick-up points. Student Transportation Services of Waterloo Region (STSWR)'s school buses will not travel privately owned or maintained rights-of-way to pick-up/drop-off students. Transported students will be required to meet the bus at a congregated bus pick-up point. STSWR may have additional comments about student pick-up point(s) placement on municipal rights-of-way.</p>	No action required
	<p>WRDSB Draft Conditions Concerning any future declaration or agreement, the WRDSB requests the following inclusions in the conditions of Draft Approval:</p>	No action required
1	That the Owner/Developer shall include the following wording in the condominium declaration to advise all purchasers of residential units and/or renters of same:	No action required - to be included in draft condominium declaration in the future.
a	Despite the best efforts of the Waterloo Region District School Board (WRDSB), accommodation in nearby facilities may not be available for all anticipated students. You are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside the area, and further, that students may, in future, be transferred to another school."	

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b	For information on which schools are currently serving this area, contact the WRDSB Planning Department at 519-570-0003 ext. 4419, or email planning@wrdsb.ca Information provided by any other source cannot be guaranteed to reflect current school assignment information	
c	“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-way's 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 .”	
2	That the Owner/Developer enters into an agreement with the City of Cambridge to be registered on the title to the Property that provides: a. “All agreements of purchase and sale or leases for the sale or lease of a completed home or a home to be completed on the Property must contain the wording set out below to advise all purchasers of residential units and/or renters of same.”	
i	“Despite the best efforts of the Waterloo Region District School Board (WRDSB), accommodation in nearby facilities may not be available for all anticipated students. You are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside the area, and further, that students may, in future, be transferred to another school.”	
ii	For information on which schools are currently serving this area, contact the WRDSB Planning Department at 519-570-0003 ext. 4419, or email planning@wrdsb.ca . Information provided by any other source cannot be guaranteed to reflect current school assignment information	
iii	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-way's 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 .”	
3	That in cases where Agreements of Purchase and Sale have already been executed, the Owner/Developer sends a letter to all purchasers which include the above statements [conditions 2 a. i., ii., and iii.].	No action required - to be included in Agreement of Purchase and Sale.
4	That the Owner/Developer supply, erect and maintain a sign (at the Owner/Developer’s expense and according to the WRDSB's specifications), near or affixed to the development sign, advising prospective residents about schools in the area and that prior to final approval, the Owner/Developer shall submit a photo of the sign for review and approval of the WRDSB	No action required, signage to be installed as required.
5	Prior to final approval, the WRDSB advises in writing to the Approval Authority how the above condition(s) has/have been satisfied.	

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	<p>Please be advised that any development on the subject lands is subject to the provisions of the WRDSB's Education Development Charges By-law, 2021 or any successor thereof and may require the payment of Education Development Charges for these developments prior to issuance of a building permit.</p> <p>The WRDSB requests to be circulated on any subsequent submissions on the subject lands and reserves the right to comment further on this application.</p>	
Waterloo Catholic District School Board - WCDSB Planners		
	That any Education Development Charges shall be collected prior to the issuance of a building permit(s).	Acknowledged.
	<p>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:</p> <p>"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-way's 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"</p>	No action required - site plan control item
Ministry of Transportation - Allan Hodgins		
	Comments to be provided under a separate cover.	
Development Planning Section - Rachel Greene		
	The Queen Street, Goebel Avenue, and Holiday Inn Drive Community Node is a gateway site that is intended to develop into a medium-high density, mixed use centre. A range of housing including apartments are permitted. Large surface parking areas and single storey, single purpose buildings are discouraged. The maximum building height permitted within Community Nodes is 12 storeys with an FSI between 0.5-2.0. The applicant is proposed a maximum of 30 storeys with an FSI of 4.0.	No action required
	Staff are supportive of the redevelopment of this vacant brownfield site and the subject lands provide an opportunity to create a gateway to Hespeler and establish a mix of residential, commercial and office uses.	No action required
	The site has convenient access to amenities including grocery stores and other service commercial uses as well as schools within a 5 minute walk.	No action required
	Concerns raised by staff, residents and members of Council must be addressed prior to an approval being considered for the development of the lands. Please provide a response matrix to address these comments.	No action required
	While the subject property is located within a Community Node and Regeneration Area where intensification is encouraged, infill development is required to be compatible with surrounding land uses.	No action required

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	While being compatible does not mean being the same as surrounding land uses, it must be in harmony with existing development	
	Staff are concerned about the proposed heights and setbacks adjacent to surrounding industrial uses.	Proposed heights have been revised on the updated concept plan.
	The introduction of a sensitive land use should not impact the ability of the neighbouring industrial operations to continue.	Updated noise study is provided with the resubmission.
	Neighbouring industrial facility at 133 Groh Ave is subject to shadow impacts to their existing solar panels. Please demonstrate that shadow impacts will not impact adjacent property.	Revised shadow study is provided with the resubmission
	The adjacent site is considered a Class II industrial facility and D-6 guidelines recommend a 70 m setback where an approximate 30m setback is currently proposed to Block 3	Updated noise study is provided with the resubmission.
	While located within a Regeneration Area expected to transition, Page 3 of 16 existing industrial uses are permitted to continue and comments received from the adjacent property owner indicate there is no plans for relocation of their facility.	Acknowledged.
	The Noise Study is reviewed by the Region and further comments may be provided on this item upon receipt of Regional comments.	Updated noise study is provided with the resubmission to respond to Regional comments.
	The maximum proposed height of 30 storeys proposed at the corner of Goebel Ave and Groh Ave which is considerably taller than the surrounding area	Proposed heights have been revised on the updated concept plan.
	A height reduction should be considered to ensure the proposed development has an appropriate transition to lower density uses within the vicinity.	Proposed heights have been revised on the updated concept plan.
	The integration of multiple types of built forms is encouraged to contribute to the mix and range of housing available in the City.	Acknowledged.
	Does the applicant have a breakdown of the unit types being provided? The applicant is encouraged to provide a mix of units including one, two- and three-bedroom units to serve a variety of residents' needs. • Has tenure of the development been determined?	A full range and mix of unit sizes, including 1,2 and 3 bedroom units will be provided and detailed through the site plan process. Tenure has not yet been finalized.
	Council and staff are supportive of the provision of affordable units. Please provide any details on the provision of affordable housing being considered as part of the development if available.	Affordable housing units are not proposed.
	As per Council's request, please provide additional renderings from street view to assist with visualizing the proposed heights from a pedestrian scale within the development. Council requested to have views from the residential neighbourhood, high school and park including views from Rooshill Ave, Shepherd Ave, both sides of Queen Street and Weaver St.	An updated design package, and urban design brief are provided with the submission.

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	A deficit of outdoor recreational area currently exists with this development and in the surrounding area	A significant amount of indoor and outdoor amenity are proposed in accordance with the zoning by-law amendment request.
	Given the number of anticipated residents additional outdoor amenity area should be provided. If rooftop amenity area is proposed please demonstrate/label this on the plans	A significant amount of indoor and outdoor amenity are proposed in accordance with the zoning by-law amendment request.
	The corner of Goebel Ave and Groh Ave represents an opportunity to provide a gateway and possible urban public square. Staff will coordinate a future meeting to discuss this opportunity further.	An updated design package, and urban design brief are provided with the submission.
	Transportation Engineering has evaluated the site and based on existing transit availability and TDM measures and a reduction of 7% can be supported. The number of units and commercial/office square footage should align with this recommendation.	Updated zoning by-law is included with resubmission. The requested reduction in residential parking has been increased from 0.85 spaces / unit including visitor parking to 1 space / unit including visitor parking.
	Please provide a table breaking down the proposed uses and their parking requirements and what is being proposed.	To be detailed at time of site plan application.
	Confirm whether at grade commercial will only be accessible from internal street network. If this is the case, how will public facing facades be treated?	To be detailed at time of site plan application.
	Ensure sides of podiums which contain parking are screened and cladded appropriately and will not result in large blank walls especially along public facing street frontages	To be detailed at time of site plan application.
	Please ensure zoning matrix with all site development specifications is updated with any proposed changes.	Updated zoning by-law is included with resubmission.
	peer review fee of \$6,200 is required for the pedestrian wind assessment and urban design guidelines. Any monies not used will be returned at the end of the planning process	Peer review fee to be provided under separate cover.
	Further planning comments may be provided upon receipt of Regional comments.	
Region of Waterloo, Community Planning Melissa Mohr		
	The subject lands are located in the "Urban Area" of the Region of Waterloo and designated "Built-Up Area" on Schedule 3a of the Regional Official Plan (ROP). Permitted uses of the Urban Area and Built-Up Area in the ROP include residential uses among others	Acknowledged.

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	The ROP supports a Planned Community Structure based on a system of Nodes, Corridors and other areas that are linked via an integrated transportation system (ROP objective 2.1 and 2.2). Components of the Planned Community Structure include the Urban Area, Nodes, Corridors and other development areas including Urban Growth Centres (UGC's), Major Transit Station Areas (MTSA's) and Urban Designated Greenfield Areas.	Acknowledged.
	Mostly all of the Region's future growth will occur within the Urban Area and Township Urban Area designations, with a substantial portion of this growth directed to the existing Built-Up Area of the Region through reurbanization. Regional staff acknowledge that the subject lands are located within a Community Node and Regeneration Area and that the development is located adjacent to an existing bus route that connects with the future ION stops; however, the level of density proposed through this application is anticipated and supported within the Region's recently adopted MTSA areas (adopted through ROPA 6). The adopted MTSA's are a Strategic Growth Area where the highest levels of growth and development will be located with multiple options for alternative modes of higher order transportation (e.g. ION LRT, iXpress Bus Routes, separated cycling facilities, etc.).	Acknowledged.
	Infrastructure Concerns: Regional staff have concerns with the amount of traffic this development would add to the intersection of Hespeler Road and Queen Street West. In addition, Regional staff have concerns regarding the impact of this development and future development proposals on the servicing capacity of the Hespeler Waste Water Treatment Facility.	Acknowledged. The overall unit count has been reduced, and an updated Functional Servicing Report and Transportation Impact Study have been provided with this resubmission.
	The scale of this development was not contemplated for Hespeler as there are more appropriate locations for this level of density. Regional staff request that the applicant and City consider the density proposed through this application and the impact its has to the existing and planned infrastructure within Hespeler. Furthermore, the Region asks that the City of Cambridge consider infrastructure concerns within the Hespeler Area and recommend further discussions with Regional staff. Please note that further information regarding these matters can be found below.	Acknowledged. The overall unit count has been reduced, and an updated Functional Servicing Report and Transportation Impact Study have been provided with this resubmission.

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	<p>Environmental Threats Inventory (TID)/Record of Site Condition: The subject property is being identified as having a potential for environmental contamination due to former uses on the subject lands. In accordance with the Region of Waterloo's Implementation Guideline for the Review of Development Applications On or Adjacent to Known and Potentially Contaminated Sites, a NEW Record of Site Condition (RSC) will be required for this property that complies with O.Reg 153/04 shall be required. The RSC and an acknowledgement letter from the Ministry of the Environment, Conservation and Parks shall be required for the entirety of the subject lands prior to final approval of the Zoning By-law Amendment. Alternatively, the Region shall require the use of a Holding provision prohibiting the proposed development until the submission of the RSC and the Ministry's Acknowledgement have been filed and received on the entirety of the lands to the satisfaction of the Regional Municipality of Waterloo</p>	<p>RSC required and work is underway.</p>
	<p>Corridor Planning: Official Plan and Zoning By-law Amendment Stage: Environmental Noise: Regional staff have reviewed the report entitled "Road Traffic and Stationary Noise Impact Study, 410 Queen Street West, Cambridge, Ontario", dated October 1, 2021, prepared by JJ Acoustic Engineering Limited and have the following comments relating to transportation noise. The report indicates that the noise sources are road traffic from Queen Street West, Goebel Avenue, Groh Avenue, Shepard Avenue and rail traffic on the Canadian National Railway (CNR) and the acoustical impacts are above acceptable levels. The report recommends that mitigation, including a central air conditioning system, noise warning clauses and special building components are required to ensure indoor noise levels do not exceed the acceptable levels of NPC-300 and NPC-216. The location, installation and sound ratings of the air conditioning devices must comply with NPC-300.</p>	<p>Updated noise study is provided with the resubmission.</p>
	<p>In addition, the report indicates that all balconies are less than 4m in depth and not considered Outdoor Living Areas (OLA's), but it does identify four (4) potential OLA locations and notes that all of these OLA's do not have line of sight to the surrounding roadway and would be below the noise level limit.</p>	

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	<p>Furthermore, the report notes the windows in four (4) buildings, (shown as Buildings 1, 2, 6 and 10) will require upgraded exterior glazing. Window construction meeting Ontario Building Code (OBC) will provide sufficient sound insulation for all remaining windows.</p> <p>The report recommends the following minimum window glazing requirements:</p> <ul style="list-style-type: none"><input type="checkbox"/> Building #1 – minimum STC 32 is required for all exterior glazing on the north and west facades<input type="checkbox"/> Building #2 – minimum STC 32 is required for all exterior glazing on the west façade<input type="checkbox"/> Building #6 – minimum STC 32 is required for all exterior glazing on the north façade<input type="checkbox"/> Building#10 – minimum STC 31 is required for all exterior glazing on the north and west facades	<p>Updated noise study is provided with the resubmission.</p>
	<p>Since the noise sources (Canadian National Railway, Queen Street West, Goebel Avenue, Groh Avenue and Shepherd Avenue) are a railway and roadways under the jurisdiction of the City of Cambridge, Regional staff require the Owner/Developer to enter into a Registered Development Agreement with the City of Cambridge as a condition of approval at a future Consent, Subdivision or Condominium stage</p>	<p>Acknowledged. Development agreement can be provided for at the time of a condominium application.</p>

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	<p>Finally, the report recommends the following noise warning clauses be in the development agreement with the City of Cambridge and be included in the Condominium Declaration and agreements of Offers of Purchase and Sale, Lease/Rental Agreements: Buildings 1-10 "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound level are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks." "Warning: Purchasers are advised that Canadian National Railway Company (CNR), or their assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject thereof. There may be alterations to or expansion of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way. Please be advised that prior to the issuance of any building permits, the City of Cambridge's Building Inspector will certify that the noise attenuation measures are incorporated in the building plans and upon completion of construction, the City of Cambridge's Building Inspector will certify that the dwelling units have been constructed accordingly.</p>	<p>Acknowledged. Details to be provided for in the condominium declaration in the future.</p>
	<p>Stationary Noise: Staff have received the Environmental Noise study entitled "Road Traffic and Stationary Noise Impact Study, 410 Queen Street West, Cambridge, Ontario", dated October 1, 2021, prepared by JJ Acoustic Engineering Limited and are reviewing the stationary noise aspects of the report and have the following for review: The general criteria for stationary noise sources are defined by NPC 300. The criteria defined in Table C-5 and C-6 of NPC-300 entitled "Exclusion Limit Values of One-Hour Equivalent Sound Level (Leq, dBA) Outdoor Points of Reception" and "Exclusion Limit Values of One-Hour Equivalent Sound Level (Leq, dBA) Plane of Window of Noise Sensitive Spaces" are used to evaluate the noise impact at the proposed development. * table included on orginial Regional comments sheet</p>	<p>Updated noise study is provided with the resubmission.</p>

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	<p>Modelling Methodology The stationary noise impact was evaluated using the CADNA A acoustic modelling software that is based on the ISO 9613-2 standard. The data for all potential stationary noise sources was summarized in Attachment D of the Environmental Noise Study for the site-specific Noise Limit Justification and the study determined that the area has elevated traffic noise levels from surrounding roadways. The method uses the current AADT values and assumes the worst-case 1-hour traffic amount for the daytime is approximately 8% of the current AADT. Furthermore, the nighttime value can be calculated by using 2% of the current AADT. Using these values for the current AADT as well as the % of medium and heavy trucks, JJAЕ was able to provide the quantity of cars, medium trucks and heavy trucks to complete our calculation.</p>	<p>Updated noise study is provided with the resubmission.</p>
	<p>Regional staff do not agree with the above method for establishing elevated noise limit as the elevated noise level shall be established as per method provided in NPC-300. Furthermore, several buildings/facing are partially shielded from transportation noise. Regional staff opine that Class 1 Area noise exclusion limit indicated above should be applicable for the impact assessment of these buildings</p>	
	<p>The elevated noise limit must be established through following methods as per NPC-300. 1. Using lowest hourly traffic volume during the week for daytime and nighttime period through modelling/prediction; or, 2. Using lowest hourly measured noise level for daytime and nighttime through unattended background noise measurement for a specified period as per NPC-300</p>	<p>Updated noise study is provided with the resubmission.</p>
	<p>Noise Impact Summary – From Site to Neighboring Building The noise from the Site to the neighboring buildings could not be accounted for because the site has not undergone mechanical design yet. An addendum to this report should be completed once a mechanical design is done to account for noise from the Site to the neighboring building. Please note that a greater noise impact is anticipated to the receptors within the development once design of the mechanical equipment for the development have been finalized (rooftop mechanical units and underground parking exhaust system).</p>	<p>Updated noise study is provided with the resubmission.</p>

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	<p>Noise Impact Summary – From Environment to Site There are several buildings near the site. JJAЕ has identified several potential stationary noise sources including:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Medium HVAC Units <input type="checkbox"/> Small HVAC Units <input type="checkbox"/> Representative Chiller <input type="checkbox"/> Representative MUA <input type="checkbox"/> 4 Fan HVAC <input type="checkbox"/> CTC (Bay Doors dumping Material into Container) <p>Chiller Units are inherently tonal in nature, therefore Regional staff require confirmation whether the tonality of these units have been included in the noise assessment as well as the presence of any impulsive noise sources around proposed development.</p>	<p>Updated noise study is provided with the resubmission.</p>
	<p>Based on the above, Regional staff are not in agreement with the analysis and recommendations provided with respect to Stationary Noise impact for the proposed development. Please revise and resubmit the Noise Study accordingly.</p>	
	<p>Access Permit/TIS/Access Regulation Regional staff have reviewed the report entitled “410 Queen Street West, Cambridge, Transportation Impact Study”, dated December 2021, prepared by Paradigm Transportation Solutions Limited and require the following to be addressed through a resubmission of the application</p>	<p>Updated Transportation Impact Study provided with the resubmission.</p>
	<p>Regional staff have concerns with the amount of traffic this development would add to the intersection of Hespeler Road and Queen Street West as well as the Regional Road System as the intersection currently has many movements with significant delays. Regional staff recommend reducing the level of density proposed in order to reduce the number of automobile trips on the network</p>	<p>Updated Transportation Impact Study provided with the resubmission.</p>

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	<p>Region of Waterloo International Airport: The proposed development is located within six (6) kilometers of the Region of Waterloo International Airport. The use of construction cranes may require the applicant to obtain approval from NAV Canada through their land use application process. Please contact Mr. Kevin Campbell, Project Manager at the Region of Waterloo International Airport (519-648-2256 x 8511) for assistance in acquiring the required federal and municipal clearances. In addition, if any proposed buildings/structures exceed 100 feet Above Ground Level, then the applicant must advise NAV Canada</p>	<p>Acknowledged. If required, will be addressed at the time of site plan application.</p>
	<p>Regional Water Services: Please be advised that this site is in proximity to the Hespeler Wastewater Treatment Plant and the 2000 residential units proposed through this development would lead to an additional 6100 people within the Hespeler Wastewater Treatment Plant (WWTP) servicing area. Please be advised that the available capacity at the plant as of December 2020 is approximately 10,000 people. Therefore, while the Hespeler WWTP has capacity for this application in isolation, the Region must review this development along with other development applications located in the Hespeler WWTP Service Area in a holistic manner. The combination of these development proposals may use the available capacity at the WWTP, leading to a restriction of development in service area in the near future. Based on this concern, Regional staff recommend the City and Region have further discussions relating how this application has proposal has implications for future development potential within this servicing area</p>	<p>Acknowledged. The overall unit count has been reduced and an updated Functional Servicing Report has been provided with this resubmission.</p>
	<p>Fees: The Region of Waterloo acknowledges receipt of the Official Plan Amendment and Zoning By-law Amendment application fees of \$6,900.00 (Deposited February 3, 2022).</p>	<p>No action required.</p>
	<p>General Comments: Based on the above, the Region requires the following technical issues to be addressed to the satisfaction of the Region prior to final comments being provided to the City of Cambridge: Document Number: 4192664 Version: 1 1. Address TIS related concerns; 2. Resubmission of noise study to address Regional concerns; and, 3. Address servicing capacity concerns due to density proposed on site.</p>	<p>Revised Transportation Impact Study, Functional Servicing Report and Noise Study are provided with the resubmission.</p>

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	Rachel Greene Response - Email October	
	Development Engineering: Based on the resubmission, Engineering does not have any remaining outstanding issues for OR01/21 which couldn't be deferred to detailed design review/Site Plan Approval.	
	Transportation Engineering: Transportation staff has reviewed the proposed revisions to staff's Parking Reduction Worksheet. Following review, an additional 1% reduction can be supported if residential parking is unbundled from units. This brings the Transportation supported reduction to 8%. The other proposed reductions are not categories that are used due to enforceability or not relevant to the development. • TIS comments remain outstanding	Revised Transportation Impact Study is provided with the resubmission.
	Parks comments remain outstanding. • I have followed up providing the revised concept and will provide those comments when available. Its my understanding their ultimate goal would be to have some form of physical parkland dedication based on the number of units in the development – the OP requirements would result in quite a large land area so it may be some combination of parkland/cash-in-lieu at time of condo. Is there proposed to be underground parking beneath the central square area?	Underground parking is proposed for the majority of the site.
	I have a few questions based on the revised concept but will need some additional time to review: • What is the setback from the revised podium 3 and has the setback to the 12 storey residential towers changed? Have any further discussions with the neighbour occurred relating to the solar panels and shadowing from the development and whether the shadowing post 4pm will have a significant impact on their operations?	Revised concept plan provided with resubmission. Setbacks are appropriate as determined in the various technical reports provided.
	Please provide more information on proposed podium heights as this is not included on the most recent plan. As previously discussed podium heights/first 6 storeys important to creating pedestrian oriented environment in this development as council is expressed concerns about the heights being proposed at the public meeting.	Details to be provided at the time of site plan application.
	Are there phasing plans in place?	Phasing is likely and detailed phasing to be provided at the time of site plan application.