

MAY 10, 2024

RIVER MILL PHASE 3C - 1065 SPEEDSVILLE, CAMBRIDGE - ZONING BY-LAW AMENDMENT

FILE: R01/23



<i>City of Cambridge, Development Planning - Rachel Greene</i>		
<b>Comment</b>	<b>Consultant</b>	<b>Response</b>
Planning staff are pleased to see a development with a high level of urban design at one of the major gateways to the River Mill community that contributes to an active streetscape along Equestrian Way and where surface parking is not visible from the public realm.		This comment has been acknowledged. No further action is required at this time.
The proposed apartment building provides additional housing choice to the River Mill community which will be in proximity to the mixed used node proposed in Phase 4.		This comment has been acknowledged. No further action is required at this time.
Section 5.2.1.4 of the PJR cites the proposal will contribute to the City's rental housing stock. Can you please confirm whether the tenure is proposed to be rental?	<b>LANDWISE / OWNER</b>	This development is proposed to be purpose-built rental stacked townhouses. The Owners are exploring the potential for an affordability component.
While staff would like to see a mixed-use component on this site, the preferred concept provided proposes to remove commercial uses from the subject lands. The recommended amount of commercial floor area in the study provided by Tate Economic Research Inc. should be provided through the phase 4 development application to make up for any loss of commercial floor area on the subject lands and should account for the increased density on this site.	<b>LANDWISE</b>	While there is no commercial proposed within this development block, there is commercial being constructed to the east, north-east and north of this site. The proposed commercial will exceed the minimum amount required under zoning while address the recommendations of the retail study.
Due to the proposed reduction in private amenity area, it may be beneficial to include a provision for minimum shared amenity area. The parent by-law requires 20 sq.m per unit which would require 9,300 sq.m based on 465 units. Please confirm how much total shared amenity space is being provided (indoor and/or outdoor) to supplement the private amenity space being provided.	<b>LANDWISE</b>	The proposal has been revised to include 220 units instead of 465 and will have common outdoor amenity area throughout the site.
The zoning by-law references the geodetic elevations as illustrated in 'Schedule B'. Can you please provide the updated geodetic elevations for this Schedule?	<b>LANDWISE</b>	In accordance with the noise study, the geodetic maximum height has been set in the draft by-law to 340 metres above sea level, however, it has also been further limited to 4-storeys.
Please ensure any changes in a new submission are reflected in the zoning matrix in the design set and draft proposed OPA/ZBA by-laws.	<b>LANDWISE</b>	The Zoning by-law has been revised accordingly.
Please note transportation comments with respect to the proposed parking reduction.	<b>LANDWISE / Paradigm</b>	The Site now meets parking requirements within the parent zoning by-law. The reduction section has been removed from the draft by-law.
Please address comments received from Council and the public at the public meeting. Below is an overview of the comments received.	<b>LANDWISE</b>	Please see below for responses.

Response/Status Legend  
 Comment Addressed  
 Comment To Be Addressed

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<b>Comment</b>	<b>Consultant</b>	<b>Response</b>
<i>Comments from Council:</i>		
Concerns with proposed density of 200 units per hectare	<b>LANDWISE</b>	The design has been revised to only propose 100 units per hectare of stacked townhouse dwellings.
Concerns with parking reduction at this density with lack of transit options	<b>LANDWISE</b>	The Site now meets parking requirements within the parent zoning by-law. The reduction section has been removed from the draft by-law.
Is accessible parking on top of minimum parking being provided?	<b>LANDWISE</b>	Accessible parking is included within the minimum parking provided, which now meets requirements.
Is affordable housing being provided or a contribution to the affordable housing reserve fund?	<b>LANDWISE</b>	This development is proposed to be purpose-built rental stacked townhouses. The Owners are exploring the potential for an affordability component. Should affordable housing not be possible in this location, a contribution will be made to the fund.
General Safety concerns on Speedsville Road	<b>LANDWISE</b>	Concerns have been heard and taken into account where possible and under our ability, such as increased setbacks to Speedsville Road.
Will there be upgrades/sidewalks/transit provided on Speedsville Road? (Also following up with transportation staff on this)	<b>LANDWISE</b>	There are presently no plans for an urbanized cross section on Speedsville Road, however, that may change if the municipality or regional municipality initiate an EA process.
Lack of onsite green space - what type of landscaping and/or buffering is being provided along Speedsville Road frontage?	<b>LANDWISE</b>	Green space is being provided through-out the new site design with increased setbacks to Speedsville Road.
Is EV parking being proposed?	<b>LANDWISE</b>	EV parking will be explored at the detailed design stage through the future Site Plan Approval application process.
What materials are proposed to be used on the façade of the building?	<b>LANDWISE</b>	Materials have not been decided on at this point in time and will be fully addressed at the detailed design stage through the future Site Plan Approval application process.

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<i>City of Cambridge, Development Planning - Rachel Greene</i>		
Comment	Consultant	Response
<i>Comments from public:</i>		
Improvements needed to cycling infrastructure in the area	LANDWISE	There are presently no plans for an urbanized cross section on Speedsville Road, however, that may change if the municipality or regional municipality initiate an EA process.
Safety concerns on Speedsville Road	LANDWISE	Concerns have been heard and taken into account where possible and under our ability, such as increased setbacks to Speedsville Road.

<i>Region of Waterloo - Community Planning</i>		
Comment	Consultant	Response
<b>REGIONAL COMMENTS</b> Regional staff has reviewed the application for consistency with the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe (Growth Plan) as well as conformity with the Regional Official Plan (ROP) and offer the following comments:		This comment has been acknowledged. No further action is required at this time.
<i>Community Planning</i>		
<u>Provincial Policy Statement and Growth Plan</u> The Provincial Policy Statement, 2020 (PPS) promotes building strong, healthy communities by encouraging the development of liveable and resilient neighbourhoods that protect the environment, public health and safety of Ontarians. Settlement areas are intended to accommodate the majority of growth within the province and provide a range of development opportunities to efficiently use under utilized sites. In addition, the Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides growth targets for each municipality to achieve regarding residents and jobs per hectare. The subject site was originally reviewed as part of Phase 3 of the River Mill Subdivision (30T-12104) where a combination of residential, commercial and employment uses were proposed. The proposed amendment will result in a greater residential density within the subdivision, which will contribute to the Growth Plan target of 50 residents and jobs combined per hectare. The proposed application is consistent with the intent of the PPS and the Growth Plan.		This comment has been acknowledged. No further action is required at this time.

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<i>Region of Waterloo - Community Planning</i>		
<b>Comment</b>	<b>Consultant</b>	<b>Response</b>
<p><u>Regional Official Plan</u> As noted above, the subject lands are designated 'Urban Designated Greenfield Area' in the ROP, which requires that these areas are planned to meet or exceed a minimum density of 55 residents and jobs per hectare. The Planning Justification Report entitled, "Part of 1065 Speedsville Road Cambridge, Ontario (Block 2, Draft Plan of Subdivision 30T-12104) River Mill (Phase 3)" prepared by T. Johns Consulting Group and dated January 2023 notes that the proposed amendment will help achieve the minimum requirement of 55 residents and jobs per hectare. The proposed zoning by-law amendment would permit 465 dwelling units, where 174 dwelling units in a mixed- used development were previously considered through the draft approval process.</p>		This comment has been acknowledged. No further action is required at this time.
<p>ROP policy 2.D.17 notes that the Region and area municipalities will ensure that designated greenfield areas will "establish a network of continuous sidewalks, community trails and bicycle paths that provide direct, safe, comfortable and convenient linkages with the neighbourhood and externally to other neighbourhoods including linkages to transit stops, employment areas, school sites, food destinations and community facilities".</p>		This comment has been acknowledged. No further action is required at this time.
<p>The amendment proposes to remove commercial uses from the subject lands. Through the review of the ongoing applications for the Phase 4 lands, the owner/developer is expected to ensure that the minimum amount of commercial space indicated by Tate Economic Research Inc. be reflected in development permissions for those lands.</p>	<b>LANDWISE</b>	Commercial uses are being proposed to meet or exceed the intended amount for the Mixed-Use area.
<p>The application would benefit from more consideration of ROP policies 2.D.1 g) and h), which are intended to ensure that residents have access to locally grown and other healthy foods in the neighbourhood as well as promoting building designs and orientations that incorporate energy conservation and the use of alternative energy systems. Staff note that the Planning Justification Report indicates that the proposed development will incorporate energy- conscious building materials and design through a future site plan application.</p>	<b>LANDWISE</b>	Materials and construction methods have not been decided on at this point in time and will be fully addressed at the detailed design stage through the future Site Plan Approval application process.
<p>When considered in the larger context of the River Mill Subdivision and surrounding area, the proposed amendment generally achieves the policy goals of ROP section 2.D.17 b), c), d), e) and f).</p>		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.

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<i>Region of Waterloo - Community Planning</i>		
<b>Comment</b>	<b>Consultant</b>	<b>Response</b>
<p><u>Regional Official Plan Amendment 6 (ROPA 6)</u>                      On August 18th, 2022, the Regional Municipality of Waterloo adopted ROP Amendment number 6 (ROPA 6), which will come into force and effect upon approval by the Minister of Municipal Affairs and Housing.</p>		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.
<p>Key objectives contained within the amendment include a new approach to accommodate the forecasted growth within 15-minute neighbourhoods, which are compact, well-connected places where the every day needs of residents for goods, services and employment can be met. A well-designed 15-minute neighbourhood will contain a mix of land uses that provide for a variety of incomes and household sizes. The development densities will support a range of services and high quality public spaces. These policies also apply to designated greenfield areas to ensure that new neighbourhoods enable people reduce dependence on vehicle trips and are places that prioritize walking, cycling and transit.</p>		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.
<p>Population and employment forecasts anticipate 214,900 people and 120,700 jobs within the City of Cambridge by 2051 and greenfield area developments are required to exceed a minimum density target of 59 residents and jobs per hectare of land as calculated using policy 2.G.1.3.</p>		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.
<p>Additionally, a minimum target of 30 percent of new ownership and rental housing is to be affordable and accommodate a variety of housing options to address the needs of range of income and household incomes, sizes and ages. All developments proposing residential uses utilizing 1 hectare or more of developable land are required to accommodate a minimum of 30% of the new residential units in forms other than single detached dwelling, semi-detached dwelling and single unit townhouse units. The Region will promote the inclusion of additional built forms including duplexes, triplexes, four-plexes, multiple dwellings and apartments.</p>		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.
<i>Housing</i>		
<p>The following Regional policies and initiatives support the development and maintenance of affordable housing:</p>		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.
<ul style="list-style-type: none"> <li>• Regional Strategic Plan                             <ul style="list-style-type: none"> <li>○ Objective 4.2 requires the Region to make affordable housing more available to individuals and families.</li> </ul> </li> </ul>		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.

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<i>Region of Waterloo - Community Planning</i>						
<b>Comment</b>	<b>Consultant</b>	<b>Response</b>				
<ul style="list-style-type: none"> <li>• 10-Year Housing and Homelessness Plan                             <ul style="list-style-type: none"> <li>○ contains an affordable housing target which is that 30% of all new residential development between 2019 and 2041 in Waterloo Region is to be affordable to low and moderate income households.</li> </ul> </li> </ul>		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.				
<ul style="list-style-type: none"> <li>• Building Better Futures Framework                             <ul style="list-style-type: none"> <li>○ shows how the Region plans to create 2,500 units of housing affordable to people with low to moderate incomes by 2025.</li> </ul> </li> </ul>		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.				
<ul style="list-style-type: none"> <li>• Region of Waterloo Official Plan                             <ul style="list-style-type: none"> <li>○ Section 3.A (Range and Mix of Housing) contains land use policies that ensure the provision of a full and diverse range and mix of permanent housing that is safe, affordable, of adequate size, and meets the accessibility requirements of all residents.</li> </ul> </li> </ul>		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.				
The Region supports the provision of a full range of housing options, including affordable housing. Should this application move forward, staff recommend that the applicant consider providing a number of affordable (as defined in the Regional Official Plan) housing units on the site. Rent levels and house prices that are considered affordable according to the Regional Official Plan are provided below in the section on affordability.		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.				
In order for affordable housing to fulfill its purpose of being affordable to those who require rents or purchase prices lower than the regular market provides, a mechanism should be in place to ensure the units remain affordable and establish income levels of the households who can rent or own the homes.		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.				
Staff further recommend meeting with Housing Services to discuss the proposal in more detail and to explore opportunities for partnerships or programs and mechanisms to support a defined level of affordability.	<b>LANDWISE</b>	<b>This development is proposed to be purpose-built rental stacked townhouses. The Owners are exploring the potential for an affordability component.</b>				
<i>Affordability</i>						
For the purposes of evaluating the affordability of an ownership unit, based on the definition in the Regional Official Plan, the purchase price is compared <table border="1" data-bbox="201 1203 751 1369"> <tbody> <tr> <td>Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for <u>low and moderate income</u> households</td> <td>\$385,500</td> </tr> <tr> <td>Housing for which the purchase price is at least 10 percent below the average regional market area</td> <td>\$576,347</td> </tr> </tbody> </table> to the least expensive of: *Based on the most recent information available from the PPS Housing Tables (2021).	Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for <u>low and moderate income</u> households	\$385,500	Housing for which the purchase price is at least 10 percent below the average regional market area	\$576,347		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.
Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for <u>low and moderate income</u> households	\$385,500					
Housing for which the purchase price is at least 10 percent below the average regional market area	\$576,347					

Response/Status Legend

Comment Addressed

Comment To Be Addressed





<i>Region of Waterloo - Community Planning</i>						
<b>Comment</b>	<b>Consultant</b>	<b>Response</b>				
In order for an owned unit to be deemed affordable, the maximum affordable house price is \$385,500.		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.				
For the purposes of evaluating the affordability of a rental unit, based on the definition of affordable housing in the Regional Official Plan, the average rent is compared to the least expensive of: <table border="1" style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 60%;">A unit for which the rent does not exceed 30 per cent of the gross annual household income for <u>low and moderate income</u> renter households</td> <td style="text-align: center;">\$1,470</td> </tr> <tr> <td>A unit for which the rent is at or below the average market rent (AMR) in the regional market area</td> <td style="text-align: center;">Bachelor: \$950 1-Bedroom: \$1,134 2-Bedroom: \$1,356 3-Bedroom: \$1,538 4+ Bedroom: \$3,997</td> </tr> </table> <small>*Based on the most recent information available from the PPS Housing Tables (2021)</small>	A unit for which the rent does not exceed 30 per cent of the gross annual household income for <u>low and moderate income</u> renter households	\$1,470	A unit for which the rent is at or below the average market rent (AMR) in the regional market area	Bachelor: \$950 1-Bedroom: \$1,134 2-Bedroom: \$1,356 3-Bedroom: \$1,538 4+ Bedroom: \$3,997		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.
A unit for which the rent does not exceed 30 per cent of the gross annual household income for <u>low and moderate income</u> renter households	\$1,470					
A unit for which the rent is at or below the average market rent (AMR) in the regional market area	Bachelor: \$950 1-Bedroom: \$1,134 2-Bedroom: \$1,356 3-Bedroom: \$1,538 4+ Bedroom: \$3,997					
In order for a rental unit to be deemed affordable, the average rent for the proposed units which have fewer than 3 bedrooms must be at or below the average market rent in the regional market area as shown above. For proposed units with three or more bedrooms, the average rent for the units must be below \$1,470.		This comment has been acknowledged and taken into consideration through discussions with the landowner and within the Planning Justification Report.				
<i>General Comments</i>						
Any issuance of a building permit for future development on this property will be subject to provisions of Regional Development Charge By-law 19-037 or any successor thereof.		This comment has been acknowledged. No further action is required at this time.				
In conclusion, the Region has <b>no objections</b> to the proposed zoning by-law amendment when considered in the overall context of the River Mill Subdivision and the potential to ensure commercial uses are developed through future phases to support a complete community.		This comment has been acknowledged. No further action is required at this time.				

MAY 10, 2024

RIVER MILL PHASE 3C - 1065 SPEEDSVILLE, CAMBRIDGE - ZONING BY-LAW AMENDMENT

FILE: R01/23



<i>City of Cambridge, Transportation Engineering - Sian Younan</i>		
<b>Comment</b>	<b>Consultant</b>	<b>Response</b>
<b>Action Items</b>		
Ensure the site accesses on Equestrian Way are analyzed within the Traffic Impact Study.	Paradigm	Access location has been set based on the least impactful and safest location possible with no access to Speedsville Road.
The City has processed this application through its Parking Reduction Worksheet. The results indicate an acceptable parking reduction of 3% for this application. Therefore, Transportation Engineering will not support a parking reduction of more than 3% of the Zoning Bylaw requirement.	LANDWISE	The Site now meets parking requirements within the parent zoning by-law. The reduction section has been removed from the draft by-law.
Please ensure the site accesses comply with the City's commercial access guidelines.	LANDWISE	This comment has been acknowledged. This will be addressed at Site Plan Application stage.
Show all street lights, utility poles and any other above-ground utility infrastructure adjacent to an access. All above ground utility infrastructure must be at least 1.5m from the nearest point of any access.	LANDWISE	This comment has been acknowledged. This will be addressed at Site Plan Application stage.
Provide a Fire Route diagram in PDF format. An example diagram has been attached. The diagram needs to include the following elements: <ul style="list-style-type: none"> <li>• North arrow</li> <li>• Property line</li> <li>• Adjacent municipal roads and sidewalks</li> <li>• Building outline</li> <li>• Parking and internal road layout</li> <li>• Fire Route (bolded or hatched for clarity)</li> <li>• Fire Route sign locations</li> <li>• Municipal address</li> <li>• No dimensioning is required on this diagram</li> </ul>	LANDWISE	This comment has been acknowledged. This will be addressed at Site Plan Application stage.
Provide a truck turning drawing showing how the internal road network will accommodate truck movements throughout the site including but not limited to: shipping and receiving (per appropriate design vehicle), waste collection and fire route access. The truck turning drawing shall be at a scale of 1:250 or 1:500.	LANDWISE	This comment has been acknowledged. This will be addressed at Site Plan Application stage.
Provide a lighting plan showing photometrics. Lighting levels must be shown up to the property line. No more than 0.5 foot candles from on- site lighting are permitted at the property line adjacent to the road allowance.	LANDWISE	This comment has been acknowledged. This will be addressed at Site Plan Application stage.

Response/Status Legend  
 Comment Addressed  
 Comment To Be Addressed





<i>City of Cambridge, Transportation Engineering - Sian Younan</i>		
<b>Comment</b>	<b>Consultant</b>	<b>Response</b>
<i>Comments</i>		
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 <a href="http://www.cambridge.ca">www.cambridge.ca</a> .	<b>LANDWISE</b>	This comment has been acknowledged. This will be addressed at Site Plan Application stage.

<i>City of Cambridge, Fire Department - Ralph Schmidt</i>		
<b>Comment</b>	<b>Consultant</b>	<b>Response</b>
FDC signage to be installed at the front of the building indicating the connection on the building	<b>LANDWISE</b>	This comment has been acknowledged. This will be addressed at Building Permit stage.
fire route signs to be installed ad required.	<b>LANDWISE</b>	This comment has been acknowledged. This will be addressed at Building Permit stage.
indicate the new city owned or private fire hydrants on the drawings. Private hydrants to be painted red and have flow rings installed	<b>LANDWISE</b>	This comment has been acknowledged. This will be addressed at Site Plan Application stage.
a Fire Safety Plan to be completed before occupancy	<b>LANDWISE</b>	This comment has been acknowledged. This will be addressed at Building Permit stage.

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<b>Energy+ Inc. (Grand Bridge Energy) - Helen Robinson</b>		
<b>Comment</b>	<b>Consultant</b>	<b>Response</b>
<i>Action Items:</i>		
GBE has no objection to proposal by the Applicant/Owner for a zoning by-law amendment to permit an increase in density and height in a mixed use development. The Applicant/Owner will be required to enter into a Service Agreement with GBE, to establish the terms and conditions to service the development at 100% cost. Please allow a minimum of six (6) months for determination of servicing needs. The Owner/Applicant will be responsible for 100% cost of upgrade and/or relocation of existing hydro plant that may be required as a result of this Application. The Applicant/Owner will be responsible to grant easements to the satisfaction of GBE if required as a result of this application. If the development is currently at site plan/subdivision stage all requested variances must be depicted on the drawings being reviewed prior to approval.		This comment has been acknowledged. No further action is required at this time.
<b>Comments:</b> Our comments for the proposed draft plan will include:		This comment has been acknowledged. No further action is required at this time.
1) The Owner/Applicant will be required to enter into an agreement with GBE to establish the conditions and costs to provide electrical service to this development at 100% Owner/Applicant cost.		This comment has been acknowledged. No further action is required at this time.
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.		This comment has been acknowledged. No further action is required at this time.
3) The Owner/Applicant will be required to grant easements to the satisfaction of GBE, if required as a result of this proposal at 100% cost.		This comment has been acknowledged. No further action is required at this time.
Refer to GBE Residential Spec book at (GBE) <a href="http://www.grandbridgeenergy.com">www.grandbridgeenergy.com</a> Hydro poles/guy wires and anchors/padmount transformers/switching units/service pits/street light poles to be 1.5m from driveway entrances/curbs.		This comment has been acknowledged. No further action is required at this time.
Relocation at 100% owners' expense.		This comment has been acknowledged. No further action is required at this time.
All planting near GBE owned overhead power lines and padmount equipment must be installed in accordance with <a href="http://www.esasafe.com/assets/image/Tree-Planting.pdf">http://www.esasafe.com/assets/image/Tree-Planting.pdf</a>		This comment has been acknowledged. No further action is required at this time.
Must maintain required clearances (ESA & GBE) from existing overhead electrical plant.		This comment has been acknowledged. No further action is required at this time.
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.		This comment has been acknowledged. No further action is required at this time.
As per GBE, Current Conditions to Service, latest edition, only one service per property is permitted.		This comment has been acknowledged. No further action is required at this time.

Response/Status Legend

Comment Addressed

Comment To Be Addressed



<i>Waterloo Catholic District School Board</i>		
<b>Comment</b>	<b>Consultant</b>	<b>Response</b>
That any Education Development Charges shall be collected prior to the issuance of a building permit(s).		This comment has been acknowledged. No further action is required at this time.
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: <i>"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."</i>	<b>LAWYER / OWNER</b>	This comment has been acknowledged. <i>Agreement wording requirements will be incorporated at Draft Plan of Condominium stage.</i>