











































































































































Name	Date	Comment	Response
			that will follow this Master Environmental Servicing Plan.
Patti Bell	May 11 2011 & July 12 2013	<ul style="list-style-type: none"> <li>• Can extended buffers zone between provincially and locally significant wetlands and construction be assured?</li> <li>• Can detailed study results be made public before draft management and community plan so public can have input?</li> <li>• Source Water Protection Map at PIC #1 does not reflect the study area cutting through protected wetlands.</li> <li>• Concerned with development having negative impacts on surrounding wetlands.</li> <li>• Barrie’s Lake provides a vital sanctuary to migratory birds and is a permanent habitat for a wide variety of species.</li> <li>• Stormwater from the subdivision could easily destroy wetland interfering with wildlife paths and ultimately killing off the wildlife.</li> <li>• What rights do you possess that allow you to direct stormwater to be discharged onto private property and when will the matter appear before Council?</li> </ul>	<ul style="list-style-type: none"> <li>• Buffers and environmental linkages are shown on Figure 15 and described in section 4.1.2.1. These recommendations are verified or refined through future development conditions, with buffers identified as protected open space areas with a number of mitigation and protection measures. Typically, these protection measures are specified through conditions of plan approval. They can include, for example, preparation of a buffer management/landscape planting plan.</li> <li>• Detailed study of the wetlands within and adjacent to the study area has been undertaken as part of the MESP. The recommended natural environment strategy (including buffers, development setbacks, linkages and ecological restoration areas) and the recommended stormwater management strategy are intended to protect the features and functions of Barrie’s Lake and the wetlands within and adjacent to the study area – attributes which were recognized early in the process. The natural heritage system is described in section 4.1.2 of the MESP and</li> </ul>

Name	Date	Comment	Response
		<ul style="list-style-type: none"> <li>• What are the maximum setbacks for a buffer zone and landscaping requirements?</li> <li>• Road option that directs Cambridge West traffic flow to Roseville Road will interfere with the already endangered turtle population.</li> </ul>	<p>in more detail in the Natural Environment Study. The stormwater management strategy is described in section 4.4 of the MESP and in more detail in the Municipal Servicing Study.</p> <ul style="list-style-type: none"> <li>• The stormwater management strategy related to the wetlands is based on maintaining the volume of surface runoff contributing to these features from within the DSA, and ensuring this runoff is treated according to Ministry of the Environment standards for stormwater. The stormwater management strategy has been developed in consultation with the City of Cambridge, Region of Waterloo and Grand River Conservation Authority and is consistent with their policies and requirements for stormwater management.</li> <li>• The recommended re-alignment of Blenheim Road (see Figure 19) provides opportunity to improve the ecological linkages and wildlife crossing between Barrie's Lake and the wetlands on the north side of Blenheim Road. Improvements are described in section 4.1.2.2.</li> </ul>

Name	Date	Comment	Response
David Plommer	May 11 2011	<ul style="list-style-type: none"> <li>• What species might be affected by increased traffic and housing near environmentally sensitive areas?</li> <li>• What is the impact of increased traffic?</li> <li>• What impact will the increased population have on local schools?</li> <li>• Will development increase taxes in North Dumfries?</li> <li>• Could some of the gravel pits in our area be redeveloped into livable developments</li> <li>• When will the public be informed of the potential environmental impact?</li> </ul>	<ul style="list-style-type: none"> <li>• A detailed environmental study was undertaken as part of the MESP. The details on the number and types of species and the resulting recommended management plans are contained within the Natural Environment Study. The recommendations of the Natural Environment Study are the basis for the natural heritage system shown on Figure 14 and described in section 4.1.2.</li> <li>• The transportation analysis in section 4.2 indicates there is sufficient capacity to accommodate the forecast traffic generated by the study area.</li> <li>• The Waterloo Region District School Board has indicated that a new elementary school will be required.</li> <li>• The lands within the Development Study Area are within the City of Cambridge. There are no gravel pits within the study area. It is expected that any impacts related to taxation would be related to the lands within the City of Cambridge and not lands that are located outside the study area in the Township of North Dumfries.</li> </ul>

Name	Date	Comment	Response
Paul Cabral	May 11 2011	<ul style="list-style-type: none"> <li>• Concern with traffic and ability to accommodate increased traffic downtown</li> <li>• Concern with sensitive wetlands and wildlife</li> </ul>	<ul style="list-style-type: none"> <li>• The transportation analysis in section 4.2 indicates there is sufficient capacity to accommodate the forecast traffic generated by the study area.</li> <li>• A detailed environmental study was undertaken as part of the MESP. The details on the number and types of species and the resulting recommended management plans are contained within the Natural Environment Study. The recommendations of the Natural Environment Study are the basis for the natural heritage system shown on Figure 14 and described in section 4.1.2.</li> </ul>
Unsigned	May 11 2011	<ul style="list-style-type: none"> <li>• Noted there is a healthy population of deer, wild turkey and fox in Devil's Creek wetland and there is only a narrow corridor to the Grand River and 2 busy roads with no exit near Cedar, the wetland would become isolated and there should be a corridor with only 1 or 2 crossings linking the Devil's Creek to the <i>rare</i> properties</li> <li>• Concerns regarding turtle mortality on Blenheim Road near Barrie Lake</li> </ul>	<ul style="list-style-type: none"> <li>• The MESP recommends ecological corridors connecting the central wetland to the Devil's Creek ESPA to the east and to the wetland complex to the west – see Figure 6.</li> <li>• The recommended re-alignment of Blenheim Road (see Figure 19) provides opportunity to improve the ecological linkages and wildlife crossing between Barrie's Lake and the wetlands on the north side of Blenheim Road.</li> </ul>

Name	Date	Comment	Response
		<ul style="list-style-type: none"> <li>• Would like to see a hiking trail from Blenheim Road to Bismark to make a loop with the exiting trail.</li> <li>• Blenheim Road is supposed to be traffic calmed area, development will increase noise</li> </ul>	<p>Improvements for turtle and other wildlife crossing are described in section 4.1.2.2.</p> <ul style="list-style-type: none"> <li>• The location of trails and parks will be determined through subsequent planning phases that follow the MESP</li> <li>• Blenheim Road is designed to accommodate up to 15,000 vehicles per day. The transportation analysis in section 4.2.3 indicates there is sufficient capacity to accommodate the forecast traffic generated by the study area</li> </ul>
D.C Mortley-Wood	May 14 2011	<ul style="list-style-type: none"> <li>• Concern with increased traffic and the impact on the safety of the railway crossing at Blenheim Road.</li> <li>• Concern with lack of sidewalks along Blenheim Road from Parkwood Drive west.</li> <li>• Concern with residue from Blenheim Road washing into Barrie Lake</li> </ul>	<ul style="list-style-type: none"> <li>• The recommended re-alignment of Blenheim Road will help to improve traffic safety at the railway crossing.</li> <li>• Blenheim Road east of Devil’s Creek is outside the scope of this study. However, the reconstruction of the portion of Blenheim Road within the study area would likely include sidewalks.</li> <li>• Rain water and other runoff from the roads within the Development Study Area will be directed to stormwater management facilities where water will be treated before discharge to any adjacent waterbodies. A description of the</li> </ul>

Name	Date	Comment	Response
			stormwater management strategy is contained in section 4.4
Jennifer Neill	May 27 2011	<ul style="list-style-type: none"> <li>Requested the date when construction would begin</li> </ul>	<ul style="list-style-type: none"> <li>It is expected that development would occur in 2015 at the earliest.</li> </ul>
Michael Brayshaw	May 31 2011	<ul style="list-style-type: none"> <li>There should be a greenspace connection for deer on the east side of the railway tracks</li> <li>Need more money from the Province for hospital expansion and development should be restricted until this occurs</li> <li>Concern with the impact of additional housing on sewage treatment plant</li> <li>Roads need repair and development should be restricted until there is more money from the Province.</li> </ul>	<ul style="list-style-type: none"> <li>A detailed environmental study was undertaken as part of the MESP. The recommended environmental buffers, wildlife corridors and ecological linkages will allow for movement of wildlife within and around the study area.</li> <li>A sanitary servicing analysis was undertaken and concludes there is sufficient capacity within the Galt Wastewater Treatment Plant to accommodate the forecast sewage from the study area. Details are provided in section 4.3.</li> </ul>
Kevin Swayze	April 4 2013	<ul style="list-style-type: none"> <li>When will subdivision level planning begin</li> </ul>	<ul style="list-style-type: none"> <li>It is expected that subdivision level planning will begin in 2014</li> </ul>
Carol Brayshaw	May 31 2011	<ul style="list-style-type: none"> <li>Although there will be protected habitat areas, concerns wildlife may flee or die off</li> <li>Would prefer no work near Barrie Lake, Orr Lake and the <i>rare</i> site</li> </ul>	<ul style="list-style-type: none"> <li>A detailed environmental study was undertaken as part of the MESP. The details on the number and types of species and the resulting recommended management plans are contained within the Natural Environment Study. The</li> </ul>

Name	Date	Comment	Response
			<p>recommendations of the Natural Environment Study are the basis for the natural heritage system shown on Figure 14 and described in section 4.1.2.</p> <ul style="list-style-type: none"> <li>• Orr Lake and the lands owned by <i>rare</i> are outside of the Development Study Area. A portion of Barrie's Lake is within the City of Cambridge and within the Development Study Area. The buffers and development setbacks from Barrie's Lake are 50 metres and are shown on Figure 15. No development would be permitted within the recommended buffer areas.</li> </ul>
Paul J Monteiro	Sept. 1, 2011	<ul style="list-style-type: none"> <li>• Interested in protecting the countryside line and surrounding wetlands</li> </ul>	<ul style="list-style-type: none"> <li>• A detailed environmental study was undertaken as part of the MESP. A recommended natural heritage system that includes buffers, development setbacks, ecological enhancements and other measures to protect the surrounding wetlands is shown on Figure 14 and described in section 4.1.2.</li> </ul>
Comments from PIC #2	June 18 2013	<ul style="list-style-type: none"> <li>• What type of density and development is expected?</li> <li>• Concerns about stormwater management and impacts on wetlands and Barrie's Lake</li> </ul>	<ul style="list-style-type: none"> <li>• The applicable planning policy requires that lands develop at a minimum density of 55 people and jobs per hectare. It is expected that the lands will be developed primarily to residential uses.</li> </ul>

Name	Date	Comment	Response
		<ul style="list-style-type: none"> <li>• Concerns with increased traffic on Blenheim Road</li> <li>• Why is this land needed for development?</li> <li>• Why are you considering a new road through the wetlands?</li> <li>• Has the impact of development on wildlife been assessed?</li> </ul>	<ul style="list-style-type: none"> <li>• The stormwater management strategy related to the wetlands is based on maintaining the volume of surface runoff contributing to these features from within the DSA, and ensuring this runoff is treated according to Ministry of the Environment standards for stormwater. The stormwater management strategy has been developed in consultation with the City of Cambridge, Region of Waterloo and Grand River Conservation Authority and is consistent with their policies and requirements for stormwater management.</li> <li>• Expected traffic volumes are described in section 4.2.3 and in the Transportation Network Analysis Report. The transportation analysis indicates there is sufficient capacity to accommodate the forecast traffic generated by the study area.</li> <li>• The Cambridge West lands are within the designated urban area boundary and have been designated for residential development in the Cambridge Official Plan for many years. These lands are part of the Region’s urban land supply that will be required to accommodate the forecast population growth to 2031.</li> </ul>

Name	Date	Comment	Response
			<ul style="list-style-type: none"> <li>• A range of potential options for road connections to the surrounding road network were considered. The three options described in section 4.2 were carried forward for detailed evaluation. Option 2 (which does not require a new road crossing between the wetlands) is the recommended option.</li> <li>• A detailed environmental study was undertaken as part of the MESP. The recommended environmental buffers, wildlife corridors and ecological linkages will allow for movement of wildlife within and around the study area.</li> </ul>
Martin Wiens	June 18 2013	<ul style="list-style-type: none"> <li>• Requesting information regarding people/jobs per hectare</li> </ul>	<ul style="list-style-type: none"> <li>• The applicable planning policy requires that lands develop at a minimum density of 55 people and jobs per hectare. More detail is provided in section 2.8.</li> </ul>
Andrew Klahsen	June 24 2013	<ul style="list-style-type: none"> <li>• Concern with increased traffic on Blenheim Road</li> <li>• Proposed options for Roseville/Blenheim Roads are all east of Brown and Barrie's lake. This portion of Roseville Road along the lake is an important environmentally sensitive area, including migration of turtles and geese crossing the road. There</li> </ul>	<ul style="list-style-type: none"> <li>• Expected traffic volumes are described in section 4.2.3 and in the Transportation Network Analysis Report. The transportation analysis indicates there is sufficient capacity to accommodate the forecast traffic generated by the study area.</li> </ul>

Name	Date	Comment	Response
		<p>is concern with increased traffic volumes and impact on migrating wildlife.</p>	<ul style="list-style-type: none"> <li>The recommended re-alignment of Blenheim Road (see Figure 19) provides opportunity to improve the ecological linkages and wildlife crossing between Barrie's Lake and the wetlands on the north side of Blenheim Road. Improvements for turtle and other wildlife crossing are described in section 4.1.2.2.</li> </ul>
Kelly and Gordon Lemon	June 24 2013	<ul style="list-style-type: none"> <li>Concerned with traffic on Blenheim Road and the impact of increased traffic on Downtown and on past traffic calming efforts.</li> <li>Prefers Blenheim Road Alternative 1</li> </ul>	<ul style="list-style-type: none"> <li>Expected traffic volumes are described in section 4.2.3 and in detail in the Transportation Network Analysis Report. The transportation analysis indicates there is sufficient capacity to accommodate the forecast traffic generated by the study area. Past traffic calming measures on Blenheim Road are intended to address the speed of traffic on Blenheim Road, not capacity.</li> <li>The evaluation of the alignment options for Blenheim Road are contained in section 4.2.5.</li> </ul>
Sue Stublely	June 25 2013, June 30 2013 & July 12 2013	<ul style="list-style-type: none"> <li>When will decision be made on the preferred development option</li> <li>Object to discharge of stormwater into provincially significant wetlands and Barrie's Lake. What right does the City of</li> </ul>	<ul style="list-style-type: none"> <li>The MESP will be presented to Council in November 2013.</li> <li>The stormwater management strategy as it relates to wetlands and Barrie's Lake is described in section 4.4.3. The stormwater</li> </ul>

Name	Date	Comment	Response
		<p>Cambridge have to discharge stormwater to our private property in North Dumfries?</p> <ul style="list-style-type: none"> <li>• Object to the possibility of wetlands north of Roseville Road being used for discharge of stormwater and the adverse effect that would have on those wetlands, Barrie’s lake and wildlife</li> <li>• GRCA’s comment “some drainage is proposed to be directed to Barrie’s Lake to mimic existing conditions in order to maintain the wetlands”. Why is it necessary to mimic existing conditions?</li> <li>• Concern that stormwater from highly populated areas such as subdivision have harmful substances such as sediment, heavy metals, household and commercial cleaning agents and wetlands are unable to neutralize harmful substances.</li> <li>• Prefer Blenheim Road Option 2 and do not support Option 3.</li> <li>• What will the speed limit be?</li> <li>• Traffic should be directed away from wetlands and wildlife.</li> <li>• Concern with water being taken during construction.</li> </ul>	<p>management strategy related to the wetlands is based on maintaining the volume of surface runoff contributing to these features from within the DSA, and ensuring this runoff is treated according to Ministry of the Environment standards for stormwater. The stormwater management strategy has been developed in consultation with the City of Cambridge, Region of Waterloo and Grand River Conservation Authority and is consistent with their policies and requirements for stormwater management.</p> <ul style="list-style-type: none"> <li>• Stormwater that is directed to Barrie’s Lake will come from overland flow from the adjacent environmental buffer areas and from the rear yards and roofs of properties adjacent to the environmental buffer area. Additional runoff is needed to match (or mimic) the current surface water inputs to Barrie’s Lake. This will be achieved by directing the roof runoff from 30-45 houses to Barrie’s Lake. This runoff will first go through a vegetated bio-swale to improve quality and minimize the potential for erosion. The stormwater runoff from the Development Study Area represents approximately 4% of the total net runoff</li> </ul>

Name	Date	Comment	Response
		<ul style="list-style-type: none"> <li>• What type of inspection will occur with respect to groundwater protection efforts?</li> <li>• Why were the lands south of the railway line no longer part of Cambridge West MESP and what is the process for commenting on the development of these lands?</li> <li>• Why are wetlands not included on the Cambridge West Community MESP Public Notice Map?</li> <li>• What are the setbacks/buffer zone from Barrie's Lake</li> </ul>	<p>volume that flows to Barrie's Lake from its entire catchment area.</p> <ul style="list-style-type: none"> <li>• Runoff from agricultural fields typically contains sediment dislodged during cultivation, and nutrients (such as phosphorus), fertilizer and pesticide residues are often found in agricultural runoff. Such substances may be present in runoff from backyards and rooftops, but likely in lower concentrations and the proposed swale and vegetated buffer will provide some quality treatment of these flows.</li> <li>• The portion of Barrie's Lake that will receive run-off from the developed lands is within the City of Cambridge and is owned by landowners within the City of Cambridge. Landowners whose lands drain to an adjacent waterbody have the right to continue to have their lands drain to those waterbodies if those lands are developed. How that runoff is managed is governed by policies and regulations of the Province, the GRCA and the City of Cambridge. All of these agencies have been involved in the development of the stormwater management strategy.</li> </ul>

Name	Date	Comment	Response
			<ul style="list-style-type: none"> <li>• Blenheim Road alignment Option 2 is recommended by this MESP (see section 4.2.5). The speed limit on Blenheim Road is currently 50 km/hr. It is not expected that it would change.</li> <li>• The recommended re-alignment of Blenheim Road (see Figure 19) provides opportunity to improve the ecological linkages and wildlife crossing between Barrie's Lake and the wetlands on the north side of Blenheim Road. Improvements for turtle and other wildlife crossing are described in section 4.1.2.2.</li> <li>• Stormwater discharged to wetlands north of Blenheim Road will first be directed to a stormwater management facility designed to Ministry of Environment standards for quality control.</li> <li>• A comprehensive monitoring plan is proposed (see section 5.4) which will include groundwater and surface water monitoring.</li> <li>• The lands south of the railway were removed from the Development Study Area because they are not functionally linked to rest of the Development Study Area from a transportation, sanitary sewer,</li> </ul>

Name	Date	Comment	Response
			<p>stormwater management or natural environment perspective. These lands will develop through the Draft Plan of Subdivision process which is a public process with required public meetings and opportunities for comment.</p> <ul style="list-style-type: none"> <li>• Wetlands were included on the public notice map for PIC #3 that was held in Oct. 2013</li> <li>• The buffers and development setbacks from Barrie's Lake are recommended to be 50 metres and are shown on Figure 15 and discussed in section 4.1.2.1.</li> </ul>
Brian Campbell	June 26 2013	<ul style="list-style-type: none"> <li>• How many homes are estimated to be developed?</li> <li>• Concern with the amount of traffic generated by the development and that more wildlife will be killed on Blenheim Road due to higher traffic.</li> <li>• Subdivision should be built nearer schools, stores etc.</li> </ul>	<ul style="list-style-type: none"> <li>• The applicable planning policy requires that lands develop at a minimum density of 55 people and jobs per hectare. It is expected that there will be 1200-1300 homes.</li> <li>• Expected traffic volumes are described in section 4.2.3 and in detail in the Transportation Network Analysis Report. The transportation analysis indicates there is sufficient capacity to accommodate the forecast traffic generated by the study area.</li> <li>• The recommended re-alignment of Blenheim Road (see Figure 19) provides</li> </ul>

Name	Date	Comment	Response
			<p>opportunity to improve the ecological linkages and wildlife crossing between Barrie's Lake and the wetlands on the north side of Blenheim Road.</p> <p>Improvements for turtle and other wildlife crossing are described in section 4.1.2.2.</p>
Julie Reid and Anne Paton	June 26 2013 & June 28 2013	<ul style="list-style-type: none"> <li>• Concern that the notice for the Public Information Centre does not show wetlands on the location map.</li> <li>• Concern that stormwater especially runoff from homes contain hazardous material and would destroy the wetlands and Barrie's Lake.</li> <li>• Concerned that Roseville Road will be altered.</li> <li>• Has the GRCA granted permission for this development close to Barrie's Lake?</li> <li>• Public should be advised Barrie's Lake is privately owned and designated significant.</li> <li>• Recreational activities on Barrie's Lake by hundreds of people will be just as devastating as allowing contaminated stormwater.</li> </ul>	<ul style="list-style-type: none"> <li>• The public notice for PIC #1 and #2 showed the creeks and Barrie's Lake on the location map. The notice for PIC #3 showed the creeks, Barrie's Lake and the adjacent wetlands on the location map.</li> <li>• The stormwater management strategy related to the wetlands is based on maintaining the volume of surface runoff contributing to these features from within the DSA, and ensuring this runoff is treated according to Ministry of the Environment standards for stormwater. The stormwater management strategy has been developed in consultation with the City of Cambridge, Region of Waterloo and Grand River Conservation Authority and is consistent with their policies and requirements for stormwater management.</li> <li>• Stormwater that is directed to Barrie's Lake will come from overland flow from the adjacent environmental buffer areas and</li> </ul>

Name	Date	Comment	Response
			<p>from the rear yards and roofs of properties adjacent to the environmental buffer area. Additional runoff is needed to match (or mimic) the current surface water inputs to Barrie’s Lake. This will be achieved by directing the roof runoff from 30-45 houses to Barrie’s Lake. This runoff will first go through a vegetated bio-swale to improve quality and minimize the potential for erosion. The stormwater runoff from the Development Study Area represents approximately 4% of the total net runoff volume that flows to Barrie’s Lake from its entire catchment area.</p> <ul style="list-style-type: none"> <li>• Runoff from agricultural fields typically contains sediment dislodged during cultivation, and nutrients (such as phosphorus), fertilizer and pesticide residues are often found in agricultural runoff. Such substances may be present in runoff from backyards and rooftops, but likely in lower concentrations, and the proposed swale and vegetated buffer will provide some quality treatment of these flows.</li> <li>• The recommended road pattern does not recommend any changes to Roseville Road.</li> </ul>

Name	Date	Comment	Response
			<ul style="list-style-type: none"> <li>• The GRCA has been involved in the study and has reviewed and provided comments on the technical work and the MESP document throughout the process. No GRCA permits have been issued at this time. Several steps in the planning process need to occur before a permit application is required.</li> <li>• Throughout this study the information provided has indicated that Barrie's Lake is a designated Provincially Significant Wetland and a designated Environmentally Sensitive Policy Area (ESPA). It has also been indicated that Barrie's Lake is partially located within the Development Study Area in the City of Cambridge and partially outside of the Development Study Area in the Township of North Dumfries.</li> <li>• The MESP is not recommending recreational uses or activity for Barrie's Lake.</li> </ul>
Elaine Smit van Tol	June 29 2013	<ul style="list-style-type: none"> <li>• Concern with the impact of traffic on existing community, namely Blenheim Road and Blair Road and bottlenecks at Fountain Street/Shantz Hill.</li> </ul>	<ul style="list-style-type: none"> <li>• The transportation analysis in section 4.2.3 indicates there is sufficient capacity to accommodate the forecast traffic generated by the study area.</li> <li>• The land use planning for the area, including ensuring compatibility between</li> </ul>

Name	Date	Comment	Response
		<ul style="list-style-type: none"> <li>Request that the quality of life in the existing residential communities be maintained.</li> </ul>	<p>new development and the existing surrounding neighbourhoods, will occur through subsequent planning processes.</p>
Jim and Janet Beretta	July 1 2013	<ul style="list-style-type: none"> <li>Need to save and preserve wetlands. Stormwater should not be discharged into Barrie's Lake.</li> </ul>	<ul style="list-style-type: none"> <li>The stormwater management strategy related to the wetlands is based on maintaining the volume of surface runoff contributing to these features from within the DSA and ensuring this runoff is treated according to Ministry of the Environment standards for stormwater. The stormwater management strategy has been developed in consultation with the City of Cambridge, Region of Waterloo and Grand River Conservation Authority and is consistent with their policies and requirements for stormwater management.</li> </ul>
Ken Wolno and Colette Richard	July 2 2013	<ul style="list-style-type: none"> <li>Only natural run off should be discharged in to Barrie's Lake.</li> </ul>	<ul style="list-style-type: none"> <li>The stormwater management strategy related to the wetlands is based on maintaining the volume of surface runoff contributing to these features from within the DSA, and ensuring this runoff is treated according to Ministry of the Environment standards for stormwater. The stormwater management strategy has been developed in consultation with the City of Cambridge, Region of Waterloo and Grand River Conservation Authority and is consistent</li> </ul>

Name	Date	Comment	Response
			with their policies and requirements for stormwater management.
Kim Hagey	July 6 2013	<ul style="list-style-type: none"> <li>Against storm discharge into Barrie's Lake wetlands.</li> </ul>	<ul style="list-style-type: none"> <li>The stormwater management strategy related to the wetlands is based on maintaining the volume of surface runoff contributing to these features from within the DSA</li> </ul>
David Weber	July 6 2013	<ul style="list-style-type: none"> <li>Why do you think it is OK to dump this water in this area (Barrie's Lake)?</li> </ul>	<ul style="list-style-type: none"> <li>The stormwater management strategy related to the wetlands is based on maintaining the volume of surface runoff contributing to these features from within the DSA</li> </ul>
Debbie Vitez	July 8 2013	<ul style="list-style-type: none"> <li>Against storm discharge into Barrie's Lake wetlands.</li> </ul>	<ul style="list-style-type: none"> <li>The stormwater management strategy related to the wetlands is based on maintaining the volume of surface runoff contributing to these features from within the DSA, and ensuring this runoff is treated according to Ministry of the Environment standards for stormwater. The stormwater management strategy has been developed in consultation with the City of Cambridge, Region of Waterloo and Grand River Conservation Authority and is consistent with their policies and requirements for stormwater management.</li> </ul>

Name	Date	Comment	Response
Barbara Beke	July 9 2013	<ul style="list-style-type: none"> <li>Disagree with discharge of stormwater into Barrie's Lake</li> </ul>	<ul style="list-style-type: none"> <li>The stormwater management strategy related to the wetlands is based on maintaining the volume of surface runoff contributing to these features from within the DSA, and ensuring this runoff is treated according to Ministry of the Environment standards for stormwater. The stormwater management strategy has been developed in consultation with the City of Cambridge, Region of Waterloo and Grand River Conservation Authority and is consistent with their policies and requirements for stormwater management.</li> </ul>
Lisa Grivalsky	July 12 2013	<ul style="list-style-type: none"> <li>Concern with stormwater runoff from the subdivision into Barrie's Lake.</li> </ul>	<ul style="list-style-type: none"> <li>The stormwater management strategy related to the wetlands is based on maintaining the volume of surface runoff contributing to these features from within the DSA, and ensuring this runoff is treated according to Ministry of the Environment standards for stormwater. The stormwater management strategy has been developed in consultation with the City of Cambridge, Region of Waterloo and Grand River Conservation Authority and is consistent with their policies and requirements for stormwater management.</li> </ul>

Name	Date	Comment	Response
Jan Liggett	July 12 2013	<ul style="list-style-type: none"> <li>• Concern with stormwater runoff into Barrie's Lake</li> <li>• Does not support the re-alignment of Roseville Road through the wetlands (Option 3).</li> </ul>	<ul style="list-style-type: none"> <li>• The stormwater management strategy related to the wetlands is based on maintaining the volume of surface runoff contributing to these features from within the DSA and ensuring this runoff is treated according to Ministry of the Environment standards for stormwater. The stormwater management strategy has been developed in consultation with the City of Cambridge, Region of Waterloo and Grand River Conservation Authority and is consistent with their policies and requirements for stormwater management.</li> <li>• Blenheim Road alignment Option 2 is recommended by this MESP (see section 4.2.5).</li> </ul>
Ronald W Smith	July 16 2013	<ul style="list-style-type: none"> <li>• Concerns regarding the impact of development on his well water</li> <li>• Concern with the impact of increased traffic.</li> </ul>	<ul style="list-style-type: none"> <li>• A hydrogeological study has been completed as part of the MESP (see section 2.3). There is no expected impact on area wells due to the natural hydraulic barrier (aquitard) between the upper level aquifer and the deeper bedrock aquifer.</li> <li>• There is sufficient capacity on the Blenheim Road and the other area roads to accommodate the forecast traffic related to the development of the lands. Forecast</li> </ul>

Name	Date	Comment	Response
			<p>traffic and road capacity are described in section 4.2.</p>
<p>Comments from PIC #3</p>	<p>Oct. 8 2013</p>	<ul style="list-style-type: none"> <li>• Concern with the increase in traffic on Blenheim Road</li> <li>• Concern with the impact of stormwater on Barrie's Lake</li> <li>• Do the landowners have the legal right to direct stormwater to Barrie's Lake?</li> </ul>	<ul style="list-style-type: none"> <li>• There is sufficient capacity on the Blenheim Road and the other area roads to accommodate the forecast traffic related to the development of the lands. Forecast traffic and road capacity are described in section 4.2.</li> <li>• The stormwater management strategy related to the wetlands is based on maintaining the volume of surface runoff contributing to these features from within the DSA, and ensuring this runoff is treated according to Ministry of the Environment standards for stormwater. The stormwater management strategy has been developed in consultation with the City of Cambridge, Region of Waterloo and Grand River Conservation Authority and is consistent with their policies and requirements for stormwater management.</li> <li>• The portion of Barrie's Lake that will receive run-off from the developed lands is within the City of Cambridge and is owned by landowners within the City of Cambridge. Landowners whose lands drain to an adjacent waterbody have the right to</li> </ul>

Name	Date	Comment	Response
			<p>continue to have their lands drain to those waterbodies once those lands are developed. How that runoff is managed is governed by policies and regulations of the Province, the GRCA and the City of Cambridge. All of these agencies have been involved in the development of the stormwater management strategy.</p>
Lin Stevens	Oct. 22 2013	<ul style="list-style-type: none"> <li>• Concerned with stormwater drainage into the wetlands and Barrie’s Lake.</li> <li>• Concerned the GRCA have given an O.K to the stormwater strategy.</li> <li>• Whether runoff to the lake is safe and/or legal</li> <li>• Concerned that issues of climate change have not been considered</li> <li>• Concerns with traffic volume and speed</li> </ul>	<ul style="list-style-type: none"> <li>• The stormwater management strategy related to the wetlands is based on maintaining the volume of surface runoff contributing to these features from within the DSA, and ensuring this runoff is treated according to Ministry of the Environment standards for stormwater. The stormwater management strategy has been developed in consultation with the City of Cambridge, Region of Waterloo and Grand River Conservation Authority and is consistent with their policies and requirements for stormwater management.</li> <li>• No runoff is being directed to Barrie’s Lake.</li> <li>• The impacts of climate change are considered in the design of infrastructure including stormwater management ponds which control peak storm water flows.</li> </ul>

Name	Date	Comment	Response
			<ul style="list-style-type: none"> <li>The transportation analysis in section 4.2.3 indicates there is sufficient capacity to accommodate the forecast traffic generated by the study area. The speed limit on Blenheim Road is currently 50 km/hr. It is not expected that it would change. Future Traffic Impact Studies that may be required as part of the more detailed planning processes that will follow the MESP may determine that other measures, such as traffic calming, are needed.</li> </ul>