

## Frequently Asked Questions

### 0, 128, 134, 140, 228 Old Mill Rd – Broccolini Real Estate Group's request for a Minister's Zoning Order

City File SP17/21 – Last Updated May 6, 2021

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#### **Q. What is a Minister's Zoning Order?**

A. Generally, a Minister's Zoning Order allows the Minister of Municipal Affairs and Housing to make a ruling on how a piece of land is to be used.

The Minister is empowered under Section 47 of the Planning Act to do a number of things, including, exercise any of the powers given to Councils by Sections 34 (Zoning By-laws), 38 (Interim Control By-law), or 39 (Temporary Use Provisions) of the Planning Act, with respect to any land in Ontario. The Provincial Government has said that the use of MZO's is meant to help boost the economy, particularly during the pandemic as municipalities move towards recovery.

Based upon legislation in the Planning Act (Section 45(7)) or related regulations, Minister's Zoning Orders do not require public consultation prior to being finalized and are not subject to appeal to the Local Planning Appeal Tribunal, as per the Province.

Minister's Zoning Orders are initiated by, or on the behalf of, land owners, who also submit the request to the Ministry of Municipal Affairs and Housing as it is a Provincially led process. The municipality does not initiate Minister's Zoning Orders nor does it submit the request to the Minister. The request for the MZO on this property was supported by City Council on April 6, 2021. If approved, it will allow the development of the property as a single industrial user. The MZO request by the applicant has been forwarded to the Minister for approval.

#### **Q. Why was public consultation not provided for the Minister's Zoning Order?**

A. Section 47 of the Planning Act does not require public consultation as part of a Minister's Zoning Order. This is consistent with other Minister Zoning Orders, including one recently issued in Cambridge at the corner of Highway 401, Pinebush Rd and Hespeler Rd.

#### **Q. Who initiated the Minister's Zoning Order?**

A. The property owner representative – Broccolini Real Estate Group.

#### **Q. Is the Minister required to give notice or hold a hearing prior to making an Order?**

A. No. As per Section 47(5) of the Planning Act, the Minister is not required to give notice or to hold a hearing prior to making an Order. However, under Section 47(5) of the Planning Act, the Minister is required to give notice within 30 days of making an Order.

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#### **Q. Can a MZO be appealed?**

A. No. Currently, there is no provision in the Planning Act that allows for the appeal or the review of a Minister's decision to enact an Order.

However, the Minister, on his or her own initiative, or at the request of any person or public body, may amend the Order after it is approved/enacted (Section 47(8) of the Planning Act). If the Minister decides to amend an Order notice is required to be given.

#### **Q. Does a MZO need to conform to the Official Plan?**

A. No. Currently, there is no requirement in the Planning Act for a MZO to conform with a municipal official plan applying to the subject land. In this case, the MZO does conform to the City's Official Plan since the land is already designated for industrial purposes as outlined in the Plan.

#### **Q. How much time will the MZO save the applicant? Why was a Minister's Zoning Order requested rather than a Zoning By-law Amendment?**

A. The Minister's Zoning Order is requested by the applicant to expedite rezoning the 0, 128, 134, and 228 Old Mill Rd lands to industrial M1. The applicant has said that due to market/business demands that timing is essential for the tenant.

Broccolini Real Estate Group is interested in having an MZO enacted on their property so that they can begin construction in summer 2021 with occupancy by September 2022. This proposed timing would not be possible without a MZO.

These lands are already designated in the City's Official Plan for industrial development and have been since 1999. The rezoning application and required public consultation could take eight to twelve months and the resulting Council decision could have been subject to appeal to the Local Planning Appeal Tribunal (LPAT). The length of time to deal with an appeal to the LPAT would depend upon the types of issues provided for the appeal, scheduling of the appeal and related matters by the LPAT.

#### **Q. Does the MZO reduce the studies typically required?**

A. No. The applicant is still required to follow the same site planning process and submit the same studies (e.g. traffic study, noise and environmental impact assessment, etc.) to the City with or without an MZO in place. A site plan still needs to be approved for the property before a building permit can be issued.

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#### **Q. What was proposed for the development originally?**

A. This area has been planned for industrial development since the completion of the Blair Area Special Study (1997) and as included in the [Blair Village Heritage Conservation District Plan in the section about New Business Park Development](#).

The 1999 Official Plan for the City also designated this area as Industrial.

#### **Q. What is the Timeline for development application for this area?**

A. In 2011, the City of Cambridge and the Region of Waterloo received an application for a draft plan of subdivision and zoning by-law amendment for 140 Old Mill Road. The proposed development consisted of an industrial business park with 14 lots/blocks. A public meeting for this application was held on February 6, 2012 and the Heritage Impact Assessment was brought to the Municipal Heritage Advisory Committee on February 16, 2012.

After that, a recommendation report for the draft plan of a subdivision and zoning by-law amendment was brought to the Planning and Development Committee of Council on June 9, 2015. The report recommended that Council approve the zoning by-law amendment, transportation impact study, and advise the Region of Waterloo that the City recommends draft approval for the plan of subdivision. The recommendation report can be found [here](#), and the meeting minutes can be found [here](#). The 14 lot/block plan of subdivision was subsequently approved by the Region of Waterloo on August 20, 2015.

In 2015, Regional Council draft approved the 140 Old Mill Road Subdivision (Millgate) plan for an Industrial Business Park. Also, the zoning was changed to accommodate industrial uses (M1) and stormwater management ponds (OS1). The draft approved subdivision has a total lot area of 25.61 hectares (63.3 ac) and consists of 14 industrial lots with a total area of developable industrial land of 16.45 hectare (40.6 ac).

The remaining lot area was intended to be used for open space, stormwater management, future development, road widenings and roads.

#### **Q. What uses are currently permitted on this property?**

A. Since 2015, 140 Old Mill Rd has been zoned Industrial M1 and will remain so with the Minister's Zoning Order (MZO). There are also portions of the property at 140 Old Mill Rd that are zoned open space OS1 for a treed area and a stormwater area for the industrial plan of subdivision.

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0 Old Mill Rd is zoned for agricultural uses, and 128, 134, and 228 Old Mill Rd are zoned for rural residential uses.

If approved, the MZO will rezone 0, 128, 134, and 228 Old Mill Rd to industrial in order to accommodate the proposed development.



The M1 zone generally permits a number of industrial uses including manufacturing, processing and fabrication.

#### Q. What is proposed for the development currently? What uses will be permitted?

A. The Broccolini Real Estate Group's application for a Minister's Zoning Order proposes to develop the subject properties as one (1) lot rather than an industrial subdivision with 14 lots. It will also incorporate three (3) adjacent rural residential lots and one (1) agricultural lot which was not included in the previous approvals.

The Broccolini Real Estate Group is proposing:

- a Warehouse Distribution Centre/logistics operation/fulfillment centre with an overall gross floor area of 100,352 m<sup>2</sup> (1,080,180 ft<sup>2</sup>) comprised of:

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- a warehouse with a mezzanine (97,071 m<sup>2</sup>/1,044,862 ft<sup>2</sup>) and office (3,281 m<sup>2</sup>/35,318 ft<sup>2</sup>), with a maximum height of 15 m (49.21 ft).
- The proposal also includes approximately 110 loading docks, approximately 825 parking spaces and 300 transport trailer parking spaces.

A copy of their concept plan is included as Attachment 2. No loading docks will be located on either the north or east elevations facing the Blair community.

The facility would employ 700 people (>350 full time) during the regular season (between March and October) and 1,400 employees during the peak season (between November and February).

All of the uses set out in the M1 industrial zone would still be permitted on the property. At this time, the Broccolini Real Estate Group is proposing to limit this development to a Warehouse Distribution Centre/logistics operation/fulfillment centre with office.

#### **Q. What public consultation was completed as part of the Millgate Subdivision?**

A. A public meeting about the proposal was held in February 2012. In accordance with the Planning Act, official notification was provided in the Cambridge Times on January 13th, 2012. In addition, notice was provided to all assessed property owners within a 150 m (492 ft.) radius of the site, including in the City of Kitchener.

The recommendation report was presented to Council in June 2015. Anyone who had submitted a request in writing to the City and Region to be notified about the application was informed about the June 2015 report going to Council and the resulting decision from the Region of Waterloo about the draft plan of subdivision approval.

The recommendation report can be found [here](#), and the meeting minutes can be found [here](#).

#### **Q. What are Official Plans and what are the key policies of the Region of Waterloo and City of Cambridge Official Plans that apply to 0, 128, 134, 140 and 228 Old Mill Rd?**

A. Official Plans are legal documents, required by the Provincial Planning Act, that describe a municipal council's vision, goals, objectives and policies on how land should be used through text, mapping and other figures. They are long-term plans that generally cover a 20-year period. Official Plans are prepared with input from a range of stakeholders (e.g. government agencies, community groups and the public). The Official

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Plan affects all land in the city. Official Plans for upper-tier municipalities (e.g. Regional Municipality of Waterloo) deal with broad planning issues that affect more than one municipality. The Official Plans and Zoning By-laws of lower-tier municipalities (e.g. City of Cambridge) must conform to the upper-tier plan. All Official Plans must conform to the Provincial Growth Plan. Official Plans are “living” documents that do change as a region or municipality evolves, either through Official Plan Amendments (OPA) or through comprehensive updates. The Planning Act requires municipalities undertake a review of their Official Plan within 10 years of completing a comprehensive update of the Official Plan. For further information about Official Plans visit:

<http://www.mah.gov.on.ca/Page1759.aspx>

Section 2.13.3 of the City's Official Plan includes the following policies related to Lands designated as Employment Corridor within the Blair Business Park:

- a) A scoped Environmental Impact Statement to assess potential impacts on and to define environmental buffers contiguous to the natural heritage system associated with Blair Creek and Fountain Street and particularly, managing the water budget, stormwater management and any modifications to the Fountain Street Swale;
- b) A Stormwater Management Analysis and Implementation Plan to address the findings of the Blair, Bechtel and Bauman Subwatershed Plan including the impervious Cover Limits (ICLs) to provide at-source stormwater management to address water quality and quantity, while minimizing end-of-pipe solutions. This analysis should examine the maximization of infiltration, including dry wells, infiltration galleries, and perforated pipe alternatives;
- c) A Traffic Impact Analysis identifying how the development of these lands will impact the local and Regional road network. This impact analysis must address the issue of traffic impacts to the Blair Village Area, whereby no significant increases in the volume of traffic on Blair Road will be permitted as a result of the development. The traffic impact analysis is approved by Council;
- d) A detailed site plan analysis specifying the coverage of the lands, whereby the total will not exceed 35% coverage for the lands bounded by Highway 401, Morningside Drive and Fountain Street; and will not exceed 25% lot coverage for the lands bounded by Highway 401, Old Mill Road, Dickie Settlement Road and Fountain Street. Coverage shall include all hard surface areas, including but not limited to roads, sidewalks, walkways, parking area, driveways, and buildings. The maximum Impervious Cover Limits may be increased through innovative and

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proved (quantity and quality) techniques to the satisfaction of the City and the GRCA; and

- e) Buffers shall be incorporated into developments for future business park land uses where possible, particularly for those lands located on the west side of Morningside Drive, the north side of Fountain Street, the north side of Old Mill Road, and the west side of Dickie Settlement Road north of Old Mill Road. These buffers are to provide a visual and sound screen between the future business park land uses, particularly respecting the residences on Morningside Drive, Highgrove Court and Old Mill Road. It is anticipated that these buffers will constitute a combination of berms and landscaping and not be in the form of walls or barriers to ensure a natural buffer between potentially incompatible land uses.

#### **Q. What is a Zoning By-law? How are 0, 128, 134, 140 and 228 Old Mill Rd currently zoned?**

A. A Zoning By-law is an important tool to help control the use of land in the community. It is regulatory document that implements the policies of an Official Plan by outlining specific development requirements and standards for all properties in the city. Zoning By-laws give a land use classification to each property, a specific list of permitted uses and parking requirements and provide minimum and maximum building sizes to regulate built form and massing (e.g. lot size, lot coverage, building height, density, setbacks from the property lines, etc.).

A landowner may submit an application to amend the Zoning By-law. The Cambridge City-wide Zoning By-law (150-85, as amended) currently zones the subject property as C1RM1 s.4.178 in By-law 150-85 which permits both commercial and residential. The applicant is proposing to amend the City's Zoning By-law to permit a two storey addition on an existing four storey building. For further information about the Cambridge Zoning By-law No. 150-85 visit: <http://www.cambridge.ca/en/build-invest-grow/Zoning.aspx>

#### **Q. What changes are being requested as part of the Minister's Zoning Order?**

A. If the MZO is approved, all of the M1 industrial uses will still be permitted. A **Warehouse Distribution Centre/logistics operation/fulfillment centre and office use** would be subject to the following regulations, whereby Dickie Settlement Road is the Front Yard, and Fountain Street and Old Mill Road are Exterior Side Yards::

1. Minimum Lot Frontage: 50 metres

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2. Minimum Lot Area: 5,000 square metres
3. Minimum Front Yard: 12 metres
4. Minimum Exterior Side Yard: 12 metres
5. Minimum Yard abutting Highway 401: 14 metres
6. Maximum Building Height: 15 metres
7. Minimum Planting Strip for Exterior Lot Lines Abutting a Municipal Road Allowance: 3 metres, except the Minimum Planting Strip along Old Mill Road: 1 metre
8. Minimum Parking Areas: an area equivalent to 10% of the lot area shall be provided as a parking lot and shall be provided in addition to any parking spaces or parking lot used or reserved for the purpose of commercial motor vehicles (i.e. trucks, tractors and/or trailers)
9. Minimum Loading Areas: 1 loading space for each 2,000 square metres of gross floor area or part thereof

The current M1 industrial zone does not include a height restriction. The proposed 15 metre height in the draft MZO is intended to set a height limit for the Warehouse Distribution Centre/logistics operation/fulfillment centre. If uses other than a Warehouse Distribution Centre/logistics operation/fulfillment centre were to occur on the property, buildings taller than 15 metres could be built.

The land is draft approved for 14 lots/blocks that would permit at least 14 buildings to be built in this business park if the MZO is not approved/enacted. More than 1 building could be permitted on a lot/block if the setbacks, parking and loading requirements were met.

#### **Q. What is site plan control / approval and how does it apply to 0, 128, 134, 140 and 228 Old Mill Rd?**

A. Site Plan Control is a specialized authority granted under the Planning Act that allows municipalities to review and approve the technical and design details of individual development proposals in a comprehensive and coordinated manner. The proposed development will require site plan approval prior to a building permit being issued.

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For further information on the City of Cambridge's Site Plan approval, please visit: <https://www.cambridge.ca/en/build-invest-grow/resources/Site-Plan-ApprovalBrochure-2016.pdf>

The supporting studies that would have been submitted with a formal zoning by-law amendment application still need to be provided and reviewed with a site plan application. The draft site plan application and supporting studies will be posted on the City of Cambridge's Current Development Applications page for information purposes once it is received. Once the information is posted, any questions about the supporting studies can be submitted to Matthew Blevins at [blevinsm@cambridge.ca](mailto:blevinsm@cambridge.ca).

Site plan approval is delegated from Council to the Chief Planner. Since this process is delegated to staff there is no public consultation for the site plan approval process. Once all of the supporting studies are considered acceptable to the City and external agencies, the developer has entered into a site plan agreement and provided the required financial securities to the City, the site plan can be approved and the site plan will be registered on the title of the property. After the site plan has been approved, a building permit can be issued for the development. Only the applicant can make an appeal to the Local Planning Appeal Tribunal if the municipality fails to approve the plans, or if the owner is not satisfied with the terms and/or conditions of the site plan agreement.

Broccolini will be required to submit a site plan application and supporting studies prior to receiving approval of the site plan and a building permit being issued.

In this case since the property is within the Blair Heritage Conservation District the Heritage Impact Assessment and proposed road design will need to be reviewed by the City's Municipal Heritage Advisory Committee (MHAC) and then approved by Council. Also, the City's Official Plan requires that the Transportation Impact Study be approved by Council. Community members can delegate to Council about the Heritage Impact Assessment, road design and Transportation Impact Study when those matters come to Council. City staff will coordinate those items so that they are considered at the same Council meeting.

To receive notification about when the Heritage Impact Assessment and Transportation Impact Study will be considered by Council please contact [duncanm@cambridge.ca](mailto:duncanm@cambridge.ca)

**Q. What are the next steps for the review of this application?**

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A. The proposed development will require a site plan application to be approved by the City prior to a building permit being issued for the development. The applicant is required to include a number of supporting studies with the site plan application.

Once the information is posted, any questions about the supporting studies can be submitted to Matthew Blevins at [blevinsm@cambridge.ca](mailto:blevinsm@cambridge.ca).

#### **Q. Which supporting studies does the applicant have to submit to the City for this proposed development?**

A. The following supporting studies and reports will be submitted with the site plan application. All studies are required to be prepared by qualified professionals. These studies are reviewed by City staff and where applicable external agencies such as the Region of Waterloo, Grand River Conservation Authority, Ministry of Transportation.

- Scoped Environmental Impact Study
- Transportation Impact Study
- Urban Design Brief
- Scoped Heritage Impact Assessment
- Stormwater Management Analysis and Implementation Plan
- Noise Study

These studies will be posted on the City of Cambridge's Current Development Applications page <https://www.cambridge.ca/en/build-invest-grow/current-development-applications.aspx> for information purposes once a site plan application and supporting studies are submitted to the City by the applicant. Once the information is posted, any questions about the supporting studies can be submitted to Matthew Blevins at [blevinsm@cambridge.ca](mailto:blevinsm@cambridge.ca).

A general description of these studies is provided below:

#### **Scoped Environmental Impact Study**

A Scoped Environmental Impact Study is required in order to assess potential impacts on and to define environmental buffers contiguous to the natural heritage system associated with Blair Creek at Fountain Street.

A Provincially significant wetland was identified at the north-west corner of 140 Old Mill Rd during the previous approvals. A Scoped Environmental Impact Study will be completed in order to confirm the extent of the Provincially significant wetland on 0 Old Mill Rd, which was not included as part of the previous approvals.

### **Transportation Impact Study**

The Transportation Impact Study will be completed in accordance with the City's and Region's requirements and prepared in consultation with the Region of Waterloo and the City of Cambridge. The study will include a number of recommendations in regards to site access, roundabouts and traffic calming. Impacts on Blair Village and the stretch of Old Mill Road between Blair Road and Dickie Settlement Road will be assessed as part of the study.

Once completed, the Transportation Impact Study will be reviewed by staff at the Ministry of Transportation, Region of Waterloo and City of Cambridge. If the study is deemed acceptable, City Staff will bring a report to Council recommending that they approve the study in accordance with Section 2.12.3 c) of the City of Cambridge Official Plan (2018).

Delegations regarding the Transportation Impact Study can be made to Council when that matter is being considered by Council. To receive notification about when the Transportation Impact Study will be considered by Council please contact [duncanm@cambridge.ca](mailto:duncanm@cambridge.ca)

### **Urban Design Brief**

An Urban Design Brief will be provided with the site plan application to review massing, building materials, streetscaping, amenity areas, landscaping and buffers. Staff will review the brief in accordance with the City of Cambridge Official Plan and Blair Village Heritage Conservation District Plan.

### **Scoped Heritage Impact Assessment**

The Blair Village Heritage Conservation District (HCD) was designated under Part V of the Ontario Heritage Act in 2001. At that time the properties west of the old village core north of Old Mill Road from Dickie Settlement Road to Highway 401 were designated in the City's 1999 Official Plan for a future industrial park. The HCD Plan acknowledges the designated future use of these lands. However, it was decided at the time that these development lands would still be included in the HCD as a secondary boundary area. By including these lands, it would ensure that appropriate landscaping, buffering and screening details to help minimize any visual, sound, lighting and other negative impacts on the historic and rural character of Blair Village.

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City staff have requested a number of studies for the proposed development of the site, including the submission of a Heritage Impact Assessment (HIA) which will be reviewed by staff, the Municipal Heritage Advisory Committee and City Council. Contents of the HIA will include the recommendation of mitigating strategies to minimize the impact of the development on the HCD.

Delegations regarding the Heritage Impact Assessment can be made to Council at a later date. To receive notification about when the Heritage Impact Assessment will be considered by Council please contact [duncanm@cambridge.ca](mailto:duncanm@cambridge.ca)

### **Stormwater Management Analysis and Implementation Plan**

A Stormwater Management Analysis and Implementation Plan will be submitted with the site plan application to address the findings of the [Blair, Bechtel and Bauman Subwatershed Plan](#) including the Impervious Cover Limits (ICLs) to provide at-source stormwater management to address water quality and quantity, while minimizing end-of-pipe solutions. The analysis will examine the maximization of infiltration, including dry wells, infiltration galleries, and perforate pipe alternatives.

### **Noise Study and Light Pollution**

An Acoustical Study for Truck and Stationary Noise will be submitted in accordance with the Provinces D6 Guidelines. The study will include mitigation measures that may need to be incorporated on the development lands at the expense of the developer.

A lighting study (called photometric plan) will be included with the site plan submission for review. Staff will make recommendations during the review to minimize light spill and light pollution (i.e. location, tilting, colour of lighting and light fixtures).

### **Q. How are environmental impacts (wildlife, proximity to old-growth forests) caused by the proposed development going to be addressed?**

A. When the applicant submits a site plan for the proposed building, a scoped environmental impact study will need to be included. The study will be reviewed by the City, Region and Grand River Conservation Authority (GRCA). A permit will be required GRCA as part of the approval of the site plan and a building permit being issued for the

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warehouse. The GRCA permit is required because some of this property is regulated by that Authority due to the environmental features on the land.

A tree management plan was prepared as part of the plan of subdivision which received draft approval in 2015 which assessed tree cover on this property.

#### **Q. Where will transport trucks be permitted to travel if this development is approved?**

A. Unless making a local delivery, truck traffic from the site would be limited to travelling west on Fountain Street to the 401, or into Kitchener via Homer Watson Boulevard or New Dundee Road, or south along Dickie Settlement Road.

Fountain Street east of the site and Blair Road are not connected truck routes so heavy trucks would not be permitted to use these roads as a through route to access Galt or Preston.

Heavy Trucks can only use restricted streets when it is the sole route of access to their destination and they must travel the shortest route from a truck route to that destination.

There should be no particular increase in truck traffic on Blair Road or on the Old Mill Road east of Dickie Settlement Road due to the proposed development.

A map of the Region's heavy truck network can be found in their Transportation Master Plan [Goods Movement Report](#) on page 11.

#### **Q. How will access to the site work?**

A. The Transportation Impact Study and proposed road design details along with the site plan that will be submitted will provide specific details about this.

#### **Q. How can industrial development be permitted in proximity to the houses in Blair?**

A. The 2015 City staff recommendation report about the Industrial Business Park can be found [here](#). It explains the analysis that was completed using the Province's distance separation guidelines for sensitive land uses. The report also explains ways of mitigating noise through a required noise study.

#### **Q. Blair is a Heritage Conservation District. How will you ensure the proposed development is in line with the Heritage Conservation District Plan? Where can I**

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### **find more information regarding the Blair Village Heritage Conservation District Plan?**

A. The plan is posted on the City's website at: <https://www.cambridge.ca/en/learn-about/resources/Blair-Village-HCDP.pdf>

This 1999 Plan was prepared based upon this area being developed as a business park. Section 8.3 in the Plan provides the guidance for this area. The required Heritage Impact Assessment (HIA) that will be submitted with a site plan application will be prepared using information in this Plan. The focus of the HIA will be on items such as landscaping, building materials, screening parking and loading facilities.

### **Q. Is the property adjacent to land owned by rare Charitable Research Reserve?**

A. The subject properties are not adjacent to properties owned by rare in the Township of North Dumfries <https://raresites.org/wp-content/uploads/2015/11/Seasonal-trail-map.png>

### **Q. What about the Indigenous led garden?**

A. The Wisahkotewinowak teaching garden at the Blair Outdoor and Environmental Education Centre at 82 Meadow Creek Lane is approximately 540 metres from the site of the proposed warehouse. Transport trucks from the warehouse won't be travelling through this area of Blair.

### **Q. How is this development proposal going to affect my property value?**

A. The Municipal Property Assessment Corporation (MPAC) assesses the value of a property based on as many as 200 different factors. Five major factors usually account for 85% of a property's value including: 1) location; 2) lot size/dimensions; 3) living area; 4) age of the house and; 5) quality of construction.

Property taxes are not calculated based on the market value but rather the assessed value of the property. The market value of a property depends on a host of factors including the state of the economy and the individual purchaser's preferences. It's important to note that property values are not a consideration in land use planning recommendations partly for this reason.

### **Q. Are there not better areas where this development should be located?**

A. This part of the Village of Blair has been planned for industrial uses since 1999. There are no properties of this size, within close proximity to a Highway 401 interchange

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elsewhere within the City. Also, the proximity of this site to Highway 401 makes this an ideal location for a warehouse/logistics/fulfillment centre use.

#### Q. How will this development better Cambridge at large?

A. This development will benefit the city of Cambridge in a number of ways:

- **JOBS:** • bring 700 jobs in regular season, with the majority being full-time positions • 1,400 in peak season (early November to February) • Short-term employment = thousands of construction and professional jobs
- **INVESTMENT:** • Construction estimate of \$150 million, plus \$10 million in road improvements and infrastructure
- **DEVELOPMENT CHARGES:** • Regional DC estimate +/- \$7 million • City DC estimate +/- \$6 million • Waterloo Regional District School Board estimate +/- \$1.5 million • Waterloo Catholic District School Board estimate +/- \$0.35 million

#### Q. Where can I find more information about this proposal?

A. Once a site plan application and supporting studies are submitted to the City by the applicant they will be posted on the City's website Current Development Applications page at <https://www.cambridge.ca/en/build-invest-grow/current-development-applications.aspx>. Once the information is posted, any questions about the supporting studies can be submitted to Matthew Blevins at [blevinsm@cambridge.ca](mailto:blevinsm@cambridge.ca).

#### Q. What happens if the MZO is not approved by the Minister?

A. Broccolini Real Estate Group would need to submit a rezoning application for 0, 128, 134, and 228 Old Mill Road if they still want to include these lands as part of their development proposal. That rezoning application would require public consultation before Council would make a decision about that application. The Council decision on the rezoning application could be subject to appeal to the Local Planning Appeal Tribunal.

For 140 Old Mill Road, the 14 industrial lots could be developed for at least 14 buildings in this business park. More than 1 building could be permitted on a lot/block if the setbacks, parking and loading requirements were met. Depending upon the uses that were proposed it would be possible to have a total of more or less than the 110 loading docks proposed for the warehouse spread across the multi lot/building development if the warehouse use did not proceed.

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Prior to development, the applicant would need to:

- satisfy all the conditions of draft approval from the 2015 decision
- submit all of the required supporting studies to the City and external agencies for review
- have the Heritage Impact Assessment and road design reviewed by the City's Municipal Heritage Advisory Committee
- Have the Heritage Impact Assessment, road design and Transportation Impact Study approve by Council
- enter into a subdivision agreement with the City and provide the City with financial securities
- have the subdivision agreement registered on the title of the property to be legally binding
- obtain site plan approval for each individual lot before building permits could be issued for each lot
- Installation of services can occur prior to registration of the subdivision if the developer enters into a preservicing agreement with the City.

The zoning prohibits noxious uses which would prohibit very noisy uses. Any industrial use that gets established also needs to meet Ministry of Environment, Conservation and Parks standards for noise, odour and vibration. A noise study also needs to be submitted with the site plan application for the proposed warehouse. It is possible that a use noisier than the proposed warehouse could occur under current zoning. As noted though that use would need to meet Ministry noise standards.

The current M1 zone does not include a height restriction. The proposed 15m height in the draft MZO is intended to set a height limit for the Warehouse Distribution Centre/logistics operation/fulfillment centre. If uses other than a Warehouse Distribution Centre/logistics operation/fulfillment centre were to occur on the property, buildings taller than 15m could be built.

#### **Q. What is the estimated population in Blair and total parcels of residential and non-residential parcels?**

A. The following identifies the number of parcels within the limits of the Villiage as set out in the Official Plan.

Residential Parcels	148
Non-Residential Parcels	60
Total Parcels	208

## Frequently Asked Questions

### 0, 128, 134, 140, 228 Old Mill Rd – Broccolini Real Estate Group's request for a Minister's Zoning Order

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Statistics Canada's average persons per unit (PPU) from the 2016 Census for Cambridge is 2.7. Based upon this the estimated population is 400 people in Blair.