



229, 235, 239 & 247 Royal Oak Road

Neighbourhood Meeting Notes

June 12, 2023

City Hall, Bowman Room, 6:00 – 7:40 pm.

In Attendance:

Staff: Rachel Greene, Senior Planner, Claudia Beeso, ASR, Sian Younan, Transportation Engineering Technologist, Shannon Noonan, Manager of Transportation Engineering, Councillors Devine and Reid

Developer Representatives: Evan Wittmann, GSP Group, Phil Schiedel, Schiedel Construction Inc., Erica Bayley, Paradigm Transportation, and Andrew Orr

Regrets:

ITEMS

1. Introductions

Rachel Greene completed introductions including Councillors Devine and Reid who were in attendance, as well as the applicant representatives, Evan Wittmann, Erica Bayley and Andrew Orr. After a recap of the application process, Provincial, Regional and City Planning Policy for this application, Evan explained the intent to revise the site plan based on the discussion and feedback from this meeting along with other comments received to date. Evan further explained the permitted uses for M1 zone and highlighted the uses they are looking to exclude on the site due to potential compatibility concerns, the distance to the intersection, future tenants, heritage designation, Traffic Impact Study, current land use, buffering, lighting, groundwater, and further revisions to the application.

We proceeded directly into a roundtable discussion where residents were able to provide feedback and ask questions to staff and applicant representatives.

2. Round Table Discussion

Questions and Answers

Who protects the enjoyment and property values of adjacent residents, who would be responsible to compensate homeowners?

Provincial, Regional and Local planning policy includes policies intended to protect land use compatibility between industrial and sensitive land uses. Through the pre-consultation process studies were identified to be completed by the applicant including (but not limited to) a noise study, traffic study, environmental impact study as well as analysis of the provincial D-6 guidelines with respect to land use compatibility. The applicant submitted these studies as part of their application, and they can be reviewed online here: <https://www.cambridge.ca/en/build-invest-grow/current-development-applications.aspx#>

Could the applicant request an expansion to the uses being proposed in the future?

If the application is approved as currently proposed, and they want to request additional uses to be permitted on the site, they would need to submit a new application. The planning process, including public meetings and a decision by Council would start from the beginning.

Who will be the end users/ future tenants? Residents concerned with incompatible industrial uses for example sandblasting.

Applicant does not yet know who the end users of the industrial buildings will be as these spaces will be leased out. The proposed site-specific provisions intend to prohibit uses that may be incompatible with the adjacent residential uses. The City of Cambridge Zoning By-law also prohibits noxious uses.

Applicant noted Trade Union Hall removed as a possible use. Councillor Devine asked applicant to reconsider.

Applicant took note.

What is the distance from the building to the intersection at Royal Oak and Speedsville?

Building B is located a 50 metre distance from intersection.

How far away is the access driveway from the residential property at 255 Royal Oak Rd?

The driveway access for Building A is located 250 metres 255 Royal Oak Rd on Speedsville Road.

Where is Building B access?

The Building B access is also located off Royal Oak Road as the grading is too steep to have the access driveway from Speedsville Road.

What will happen to the residential heritage house?

The house is not listed or designated on the City's Heritage Register. The owner intends to retain the existing house and will collaborate with staff on how this would be implemented.

When will the roundabout on Speedsville Road be constructed?

The background traffic study warrants further investigation into the roundabout at Speedsville Road and Royal Oak Road. Estimated year is 2029 but the Region would need to undertake further studies.

Was a traffic light considered?

Through the traffic study a traffic signal was considered and was determined not to be warranted. The development does warrant an additional left turn lane which would be the responsibility of the applicant to implement.

Safety traffic concerns were expressed. Volume of traffic on residential two lane road with no sidewalks, no turn lanes, no safety measures. Traffic at approximately 25,000 vehicular trips per day within 1 kilometre of the neighbourhood. Where is the traffic infrastructure to support this development?

The applicant has provided a Transportation Impact Study (TIS) that is under review by City Transportation staff. This development and all other development applications in the area (for example River Mill) are also required to submit Transportation Impact Studies which make recommendations for transportation improvements as a result of their developments.

Will a traffic study be a part of this development?

Yes, The City of Cambridge is currently reviewing the TIS provided by the applicant prepared by Paradigm Transportation.

Question regarding Page 3 number 11 of the traffic study, relating to the assumptions that there are no people in the area with any disabilities or horse and buggies.

Paradigm Transportation explained this is a measure used in the Region's roundabout screening tool, and these questions are part of it to determine if a roundabout may be suitable in this location.

What will be the size of the left turning lane on Royal Oak Road?

Forecasted volume is how they determine the size and is being reviewed through the TIS.

Will the left turning lane be for large trucks only or also cars?

This lane will be for any vehicles making left turns.

Will the roundabout be large enough for big trucks to maneuver?

There is a process for determining roundabout size and is recommended to be evaluated by the Region.

Is Speedsville Road a Regional Road?

No, it is a City road; however, Manager of Transportation, Shannon Noonan, advised it will be transferred to the Region with the expectation that the Region will undertake an environmental assessment for potential improvements such as widening for future traffic. Expected roadway improvement prior to 2031.

Is the Region aware of this plan and can Council accept this application before roundabout established? Will the City vote this in when Region owns it?

The Region and City both review the TIS submitted by the applicant. As per Shannon Noonan, background traffic is considered as part of these studies. The TIS suggests further investigation for roundabout.

Is the creek not protected environmentally?

The creek is current zoned and designated as Open Space and no development can occur within this buffer. The applicant has submitted an Environmental Impact Assessment that is currently under review by City and Regional environmental staff as well as the Grand River Conservation Authority. All development is currently proposed outside of the Open Space designation.

Safety concerns were expressed. Safety of children, drivers, and the elderly with the expected traffic volume.

Councillor Devine noted that residents want to be ensured that their wells not be compromised during construction and who would be responsible?

The proposed development will be on municipal water and wastewater and as such will not draw on the water sources used by neighbours on private wells.

What are the plans for truck traffic control? Were there traffic studies at peak times?

It would be up to the business operator to provide truck routes. Trucks are permitted on most Regional Roads and restriction in their Traffic and Parking By-law 16-023. The traffic study was done during AM and PM peak times.

How can it be ensured that ambulance and fire trucks can enter and exit safely?

Transportation and the Fire departments have been circulated and will provide their comments.

What is the buffering for this site?

There is a plan for a 2.5-metre-high wood privacy fence along the property line. Large shade and coniferous trees will line the property as well.

What is the elevation of the proposed buildings? Up or downhill?

The developer will come out and visit adjacent properties to evaluate.

What is the diameter of trees to plant?

Not yet determined.

How do you propose limited lighting?

A photometrics plan has been requested by staff to demonstrate the proposed lighting plan. Lights will be directed downwards to mitigate light pollution. The City of Cambridge has a zero light-spill policy so light cannot be directed to adjacent properties.

What will happen to the current wells on the proposed property?

They will be decommissioned.

Evan noted that further revisions will be made to the concept plan based on staff and agency comments including an increase to the proposed parking supply, additional landscape details, tree management, photometric plan, servicing review, site grading and revisions to technical studies.

Sharon Venturin who resides at 225 Royal Oak Road approached the podium with the following concerns: safety for residents, proper infrastructure to support this development, keeping this area residential, decrease of property values, truck traffic, noise, lighting, elevation results in loss of privacy, construction clean up and construction activity damaging residential wells. Sharon submitted a Neighbourhood Meeting package which contains detailed questions and concerns from neighbouring residents and requested another follow up Neighbourhood meeting.

3. Next Steps

Rachel Greene explained the next steps in the application process. A question-and-answer document will be created and posted on our website along with an application resubmission. Another meeting prior to Council will be arranged if the developer is open to it. If anyone is interested, they can delegate at the next Council meeting. Rachel provided her phone number and email address for any questions.