

Appendix D

Written Public Submissions

From: [REDACTED]
To: [Rachel Greene](#)
Subject: [External] Royal oak
Date: Wednesday, March 8, 2023 4:05:13 PM
Attachments: [IMG_2468.jpg](#)

Haven't we done enough damage to the wild life around royal oak boxwood & speedsville with all this new construction of warehousing and residential housing all ready taking place . Not to mention the heavy truck traffic from trade mark and the garbage that comes with more people traffic . So I would like to say if it matters at all NO to more land clearing on royal oak road Cambridge for warehouses thanks . Todd mcpherson. Resident of royal oak road



Sent from my iPhone

[REDACTED]

March 16, 2023

Rachel Greene
Senior Planner
Planning Services, Community Development
City of Cambridge, ON

File Number: OR01/23 - 229-247 Royal Oak Road

Good Morning Rachel,

Thank you for speaking with me yesterday.

As discussed, I am hereby giving my permission for Sharon Venturin of [REDACTED] to also speak on behalf of our property at [REDACTED] at the upcoming meeting regarding the proposal to redevelop the site 229, 235,239,247 Royal Oak Road (OR01/23) with two warehouse buildings.

I will be out of the province and unable to attend this meeting. It is very important that our voices are heard, and our concerns are addressed regarding this proposal.

Outlined below are a few of my questions/concerns. There are many, however I have just identified six. Please forward them on.

Thank you,

Sharon Sweeney

File Number: OR01/23 - 229-247 Royal Oak Road

Sharon Sweeney – [REDACTED]
March 16, 2023

First and foremost, when the previous development was happening around us, we were told “this side of the street would remain residential.” Piece by piece the business and industrial development in this area has been encroaching on our homes. Disrupting and negatively impacting our lives.

Property Rights and the Constitution: **Everyone has the right to the use and enjoyment of property, individually or in association with others, and the right not to be deprived thereof except in accordance with law and for reasonable compensation.**

Please do not deprive us of the use and enjoyment of our property by going ahead with this proposal.

Concerns:

1. Wells. We have our own well systems and have spent a lot of money to ensure we have the proper equipment for our homes and our water. If our wells are damaged – our homes become worthless.
Who is going to ensure that if the wells are compromised from this construction, (now or in the future) we are properly compensated for the loss? Who is responsible?
2. Where will the entrance/driveway be for these warehouses? In looking at the Planning Justification Report – Page 8, this section is very unclear. It is stating that “access point is located as far to the west as possible to reduce traffic conflicts”. Does this mean they are putting the entrance as far west and as close to the driveway of the residents at 225 Royal Oak Road?
3. Peak traffic. We are currently experiencing issues on a regular basis with traffic being backed up in front of our property during peak hours. This proposal is showing another 200 trips per hour can be added in an already congested area during peak time. What is going to change to allow this extra traffic? There was mention of a roundabout on Speedsville Road. Is that the solution?
4. Traffic Report: Region of Waterloo: Impact Study and Parking Study: Page 3; Number 11
A person with disabilities or horse and buggy frequent users of this intersection and the answer was “not expected to be”. What does this even mean?
Did anybody consider/consult the residents who live in this area to determine if there were anyone with disabilities that could be affected by this increased flow of traffic? Or is the question only related if there was a public facility to assist persons with disabilities?
5. What are the specific facility operations at these warehouses?
6. Noise pollution: We currently have an excess amount of noise with the increased lanes on the 401, plus the added traffic movement from the recent Trademark development. What barriers are going to be put up to mitigate the extra noise that will be inflicted on the local residents with this proposed development and business operations?

**List of concerns pending industrial park development on Royal Oak RD.
File No. OR01/23**

From: Chuck Ouellette and Sharon Venturin

The planned development is going to butt up against the property line of 225 Royal Oak Rd which is a residential home.

South side of Royal Oak Road are Family Homes: We purchased these homes as residential and want to live in and enjoy outside and inside without being forced to live in an Industrial Park environment.

There are many Industrial Parks being built in the Cambridge area and one is just north of Royal Oak Road.

This company that wants to build and setup Industrial and Construction business in our Residential Area should be encouraged to do so in the Industrial Parks and not disrupt our Homes and Families.

- 1) Factors to consider as has happened in the past from the development across the road are dust and debris from earth works tracked down the street and blowing around. It was never cleaned up daily or washed down.
- 2) The water tables that our wells are drawing from are they going to be being affected. With warehousing use on the water table! and poor water quality for our homes.
- 3) Traffic on this street is an has been out of control for several reasons: examples are increased truck traffic starting early in the day until late afternoon, equipment, cranes deliveries etc. plus it is a race track at the best of times! Most from the workers from trademark and various Companies before and after shift. The police have been notified of the issues on this street and offer no assistance in curtailing the issue. Example: Sharon counted using just a 5 Minute as an example: Friday March 17, 2023 6:30am counted 52 cars / truck and 9:30am 19 cars/trucks.

Trucks across the street start warming around 4:00am and start driving past our homes as early as 5:30am.

4) This issue is basically pertaining to emissions and noise levels generated from increases industrial issues in the area, truck crane traffic, changes in zoning from residential to industrial and or warehousing. Trucks are running in and out of Trade mark at all times of the day and Evening. Speeding issues are elevated since they have come into the area no regard for residential I this area .

5) Considering that when we moved in this area it was deemed residential now completely being transformed to an industrial atmosphere without regard to the residences in the neighbourhood. Also this affects the potential of resale of the property who would want to move into an area like this, especially with warehousing butting right up to your property line.

We like the area and our Home and Property; we have invested a lot of money and time making this Home and Property our own and have continued to do so. Until this surprising lot change request.

Is a buffer zone being considered between properties and the proposal lot line changes . Sound barriers, division wall between properties with a buffer between, landscaping , noise restrictions, environmental consideration?

6) We must request that the city does not approve this application for rezoning the south side to Royal Oak Road. We bought this home to live in with our Family and enjoy well into our retirement years and not to live being corralled in by a Construction Zone and Industry. Let along the dust, noise, and traffic issues!

7) We are very home proud and Love our Home and have continued to look after and upgrade where needed to make and keep our home functioning well and comfortable.

8) We have always been told by some of the City representatives and Staff from the Planning Department over the years that the south side of Royal Oak Road is Residential and the North side is zoned for light industrial. So our request today is to leave the south side zoned residential as this is only fair for us the Residents, we just want to live peacefully in the our homes.



Current View across from 225 and 221 Royal Oak Road



This Picture give a view of the traffic backing up passed our homes 225 and 221 Royal Oak Road; bumper to bumper blocking our driveways. This is a Safety Issue for our Homes and Families



Picture taken March 1, 2023 of the type of construction equipment and trucks that Trademark currently has and runs daily not to mention about 300 staff cars and the company pickup trucks



March 23, 2023

To: **The Mayor and City Council**

Follow up from the Meeting Tuesday March 21, 2023 regarding proposed development on Royal Oak Road File No. OR01/23

Points not brought up to the city council as My 5 minutes was up.

1) Sharon Venturin and Chuck Ouellette 225 Royal Oak Road as we purchased this house in the Residential area of Royal Oak Road and not in a Light Industrial Park: Request that this development does not get approved as it will be right up to our property line. We will lose a lot of Property Value, Privacy, Great View, Quietness, Our way of life and Enjoyment of Our Property Inside and Outside. And increased traffic volume. Proposed Round about at Speedvale and Royal Oak Rd intersection will just add to the already traffic congestion.

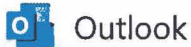
We still do not know what to expect from this Development:

- What is going to be in the Warehouses, what type of facility operations will be at these warehouses.

- Fire protection issue lack of hydrant's.
- Traffic noise from Trucks running all night long.
-
-
- What type of Retaining Wall and Berm will they build so that we do not have to see them., from our property and along the front of theirs.
- What type of landscaping are they planning to replace all the great trees and greenery that are on all of these properties and part of our great view.
- Hours of operation.
- What type of emissions and noise will they generate.
- What type of protection will be put in place to protect our Well and Septic.
- What protection and safety measures will be taken to protect our Property, Well and Septic during their construction of this new facility if it should get approved.
- Our property and well pump have been damaged over the years when construction was allowed in front and down the street from our home.
- Since all the Industry has been built around us and north of our property; Our well water has become more dirty with sludge and our water pressure has suffered so who will be responsible if we insure further damage.

As it is and as it was in the past endeavors a great amount of dust , mud had been created without any daily cleanup of the roads . as large equipment was running up and down the road moving earth to locations.

Thank you and we look forward to upcoming meeting with the Developer, City and the Residence of Royal Oak Road and there are still so many unanswered questions.



[External] Follow-up regarding amendment applications for 229, 235, 239 and 247 Royal Oak Rd.

From Tony Shaughnessy <[REDACTED]>
Date Wed 22-Mar-23 3:05 PM
To Rachel Greene <greener@cambridge.ca>
Cc Jason Nieman <[REDACTED]>

Hello Rachel,

I'm writing to represent Arriscraft Canada with respect to the amendment applications for 229, 235, 239 and 247 Royal Oak Road. I watched the online video stream for the public meeting last night and I believe you noted that you were a suitable contact for follow-up with respect to this application.

Please add the following individuals to your contact list for any future communications regarding this application, as well as the amendment application for 1065 Speedsville Rd., which I think is also one of your files.
Tony Shaughnessy, Engineering Manager for Arriscraft Canada, [REDACTED]
Jason Nieman, Director of Manufacturing for Arriscraft Canada, [REDACTED]
We both work out of the Arriscraft Canada facility at 875 Speedsville Rd.

Similar to the residents who spoke at the meeting, our primary concern regarding the amendment application is the effect that it will have on traffic along Speedsville Rd and Royal Oak Rd and particularly the traffic at the intersection of the roads. The main Arriscraft access driveway is very close to the intersection of Speedsville and Royal Oak and we are already concerned, even with the current traffic conditions, about the safety of vehicles entering and leaving our facility.

I have reviewed the Transportation Impact Study that is posted to the City of Cambridge website for this application and have noted that there seems to be no direct consideration of traffic entering Speedsville rd from our facility and how that affects traffic patterns at the intersection of Speedsville and Royal Oak.

On behalf of Arriscraft Canada and our employees and customers, I would like to request that changes be made to improve the traffic safety at the Royal Oak Rd. and Speedsville Rd. intersection and that any proposed traffic related changes are made with consideration of the car and transport truck traffic coming from and going to the Arriscraft facility.

We will also have similar concerns regarding the traffic implications of the amendment application for 1065 Speedsville Rd.

Feel free to contact me if you have any questions or comments,

Regards,

Tony

Tony Shaughnessy, P. Eng.
Engineering Manager

Arriscraft | www.arriscraft.com
875 Speedsville Rd.

Cambridge, Ontario, N3H 4S8



See what we're up to!



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Neighbourhood Planning Meeting

-Cambridge City staff, developers, and Neighbours (Cherry Blossom, Royal Oak, and Speedsville Roads) -June 12, 2022.

CONCERNS and QUESTIONS

Neighbourhood Association (Cherry Blossom Road, Royal Oak Road, Speedsville Road)

How will these issues be dealt with?

- Truck traffic already WAY too many are illegally using these roads which are NO TRUCK designated, why is there little enforcement?
- Increased traffic/safety and Increased noise?
- Increased light pollution?
- Loss of precious green space?
- At the absolutely minimum, shouldn't all traffic access from this proposed development be limited exclusively from Speedsville Road?
- Traffic from four major sources, at 24,892 vehicular trips per day within 1 kilometre of this neighbourhood, have exacerbated traffic safety concerns from 4 major sources (i.e., 11 the largest existing companies + developments at; River Mill; + temple; + apartment building; on Speedsville). Where is the traffic infrastructure to support this development creep and enormous traffic demands on the two-lane residential roads Cherry Blossom Road, Royal Oak Road and in particular -Speedsville Road?
- The site development will change the elevations impacting ground water on Royal Oak Road. Further, it will deplete ground water replenishment with so many hard surfaces in buildings and asphalt. How and who protects the neighbourhood's water supply or compensates for the loss of drinking water?
- How and who protects the green spaces, trees and the flow and quality of the water in West Creek?
- Who protects the environmental aspects of sound, noise, and light pollution?
- Who protects the enjoyment and property values on the homes in this neighbourhood with 2 large warehouses together equalling a footprint of 246,848 sq.ft. Who would choose to live or buy in this neighbourhood when now the southside of Royal Oak Road is to see industrial development?
- Who is going to ensure that if the wells are compromised from this construction, (now or in the future) we are properly compensated for the loss? Who is responsible?
- In looking at the Planning Justification Report – Page 8, this section is very unclear. It is stating that “access point is located as far to the west as possible to reduce traffic conflicts”. Does this mean they are putting the entrance as far west and as close to the driveway of the residents at 225 Royal Oak Road?
- We are currently experiencing issues on a regular basis with traffic being backed up in front of our property during peak hours. This proposal is showing another 200 trips per hour can be added in an already congested area during peak time. What is going to change to allow this extra traffic? There was mention of a roundabout on Speedsville Road. Is that the solution?
- Traffic Report: Region of Waterloo: Impact Study and Parking Study: Page 3; Number 11 -A person with disabilities or horse and buggy frequent users of this intersection and the answer was “not expected to be”. What does this even mean? Did anybody consider/consult the residents who live in this area to determine if there were anyone with disabilities that could be affect by this increased flow of traffic? Or is the question only related if there was a public facility to assist persons with disabilities?
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- We currently have an excess amount of noise with the increased lanes on the 401, plus the added traffic movement from the recent Trademark development. What barriers are going to be put up to mitigate the extra noise that will be inflicted on the local residents with this proposed development and business operations?

Neighbourhood Planning Meeting

-Cambridge City staff, developers and Neighbours (Cherry Blossom, Royal Oak, and Speedsville Roads)

June 12, 2022.

CONCERNS: Neighbourhood Association (Cherry Blossom Road: Royal Oak Road; Speedsville Road)

Name	Address	Concerns
Dave Bulten	[REDACTED]	<p>Obvious reasons my wife and I are strongly opposed to this proposal are:</p> <ul style="list-style-type: none"> • Truck traffic (already WAY too many are illegally using these roads which are NO TRUCK designated, but no enforcement exists). • Increased traffic/safety Increased noise • Increased light pollution. • Loss of precious green space • At the absolutely minimum, if this horrible proposal was to go through, all traffic and any access should be limited exclusively from Speedsville Road. This may require a traffic signal because of the reduced lines of sight due to the incline. • Our supposed “community” of a significant number of residences has already been severely encroached by “industrial sprawl”. The light pollution is already hideous in this area, along with noise from all directions.
Ann & David Harvey	[REDACTED]	<p>SAFETY TRAFFIC CONCERNS: Volume of traffic on residential two-lane road with; no sidewalks; no turn lanes; no safety measures; ever increasing volume with no plan to mitigate safety issues. Traffic from four major sources have exacerbated traffic safety concerns with the following major sources only and not covering incidental traffic at 24,892 vehicular trips per day within 1 kilometre of this neighbourhood:</p> <ol style="list-style-type: none"> 1 Safety- Employment lands (11 major companies) - 14,523 employees and cars are within 1 kilometre of Royal Oak Road neighbourhood with an infrastructure that does not support it. (Source: City of Cambridge Economic Profile -2018) 2 Safety – Housing -River Mill (Mattamy development adding 2,433 homes in 3 phases which adds 9,732 people plus cars on Speedsville Road without infrastructure to support this development. (Source: City of Cambridge Economic Profile- 2018) 3 Safety – Housing -R01/23 - Part of 1065 Speedsville Road – 4 storey apartment complex -The proposed application will facilitate the development of the site with a 4-storey apartment building containing 465 dwelling units with a total of 535

parking spaces. There are two access driveways provided from Equestrian Way.

(Source - R01/23 - Part of 1065 Speedsville Road -April 26, 2023 -City of Cambridge)

4) Hindu Temple - "0 Royal Oak Road" -with 102 parking spaces supporting 400 families.

Where is the traffic infrastructure to support this development creep and enormous traffic demands on the two-lane residential roads Cherry Blossom Road, Royal Oak Road and in particular -Speedsville Road?

Safety Traffic Mitigation

- Since industrial and residential development has expanded significantly on the north side of Royal Oak: - Emtech to Trademark; and even more residential additions with a new 4 storey residential development on Speedsville Road added to the extensive residential development at -River Mill. Speedsville Road should be adapted and become a 4-lane road from Hwy 401 bridge to Maple Grove Road or beyond, with bicycle lanes and sidewalks with traffic calming measures. Royal Oak Road and Cherry Blossom Road continue as **NO TRUCK** designation but requires enforcement.

Safety Water and Septic Systems:

- Every property at present on Cherry Blossom Road, Royal Oak Road and Speedsville Road employs private wells at considerable expense to property owners and with increased development property owners have had to employ further improvements to the water with iron treatment, reverse-osmosis units and other methods to ensure clean drinking water. The site development will change the elevations impacting ground water on Royal Oak Road. Further, it will deplete ground water replenishment with so many hard surfaces in buildings and asphalt. Who protects the neighbourhood's water supply or compensates for the loss of drinking water?

		<p>Environmental Concerns:</p> <ul style="list-style-type: none"> • How and who protects the green spaces, trees and the flow and quality of the water in West Creek? <p>Sound, Noise, Lighting -mitigation</p> <ul style="list-style-type: none"> • Berms constructed and sound barriers in a north-south orientation dividing industrial development from residential. Who protects the enjoyment and property values on the homes in this neighbourhood with 2 large warehouses together equalling a footprint of 246,848 sq.ft. Who would choose to live or buy in this neighbourhood when now the southside of Royal Oak Road is to see industrial development?
Dan Weinhardt		<p>Traffic & Noise:</p> <ul style="list-style-type: none"> • In reading through the “impact study” No mention of any impact to the neighbours, traffic, noise (at least that I can find) • I would like to voice my concern about the traffic and the need for truck traffic control and sidewalks and bike lanes
Jason Koehler		<p>Traffic, noise; zoning compliance-</p> <ul style="list-style-type: none"> • we have concerns regarding the increased traffic in the area, especially given the previous history of accidents, • We are also concerned about the disruption from noise, dust and debris that will undoubtedly occur during the construction phase. • Nearly 250,000sqft of warehousing is about as far removed as one can get from the current R1 residential zoning.
Sharon Sweeney		<p>First and foremost, when the previous development was happening around us, we were told “this side of the street would remain residential.” Piece by piece the business and industrial development in this area has been encroaching on our homes. Disrupting and negatively impacting our lives.</p> <p>Property Rights and the Constitution: Everyone has the right to the use and enjoyment of property, individually or in association with others, and the right not to be deprived thereof except in accordance with law and for reasonable compensation. Please do not deprive us of the use and enjoyment of our property by going ahead with this proposal.</p>

Concerns:

Wells. We have our own well systems and have spent a lot of money to ensure we have the proper equipment for our homes and our water. If our wells are damaged – our homes become worthless.

Who is going to ensure that if the wells are compromised from this construction, (now or in the future) we are properly compensated for the loss? Who is responsible?

Traffic: Where will the entrance/driveway be for these warehouses? In looking at the **Planning Justification Report – Page 8**, this section is very unclear. It is stating that “access point is located as far to the west as possible to reduce traffic conflicts”. Does this mean they are putting the entrance as far west and as close to the driveway of the residents at 225 Royal Oak Road?

Peak traffic. We are currently experiencing issues on a regular basis with traffic being backed up in front of our property during peak hours. This proposal is showing another 200 trips per hour can be added in an already congested area during peak time. What is going to change to allow this extra traffic? There was mention of a roundabout on Speedsville Road. Is that the solution?

Traffic Report: Region of Waterloo: Impact Study and Parking Study: Page 3; Number 11

A person with disabilities or horse and buggy frequent users of this intersection and the answer was “not expected to be”. What does this even mean?

Did anybody consider/consult the residents who live in this area to determine if there were anyone with disabilities that could be affect by this increased flow of traffic? Or is the question only related if there was a public facility to assist persons with disabilities?

Facility Usage: What are the specific facility operations at these warehouses?

Noise pollution: We currently have an excess amount of noise with the increased lanes on the 401, plus the added traffic movement from the recent Trademark development. What barriers are going to be put up to mitigate the extra noise that will be inflicted on the local residents with this proposed development and business operations?

A) One in hospital after collision involving cyclist in Cambridge

<https://kitchener.citynews.ca/police-beat/one-in-hospital-after-collision-involving-cyclist-in-cambridge-6676538/>

By Luke Schulz

Posted Mar 10, 2023, 12:00AM EST.

“Waterloo Regional Police have asked motorists to avoid the area of Speedsville Road and Royal Oak Road in Cambridge this evening following a late afternoon crash involving a vehicle and a cyclist.

According to regional police, emergency crews responded to that area around 4:55 p.m.

Shortly after arrival, one individual is said to have been transported to hospital. The extent of their injuries has not been disclosed.

The investigation into that collision is currently ongoing, resulting in a partial closure of the Speedsville Road and Royal Oak Road intersection.

Southbound traffic on Speedsville Road has been diverted onto Royal Oak Road, while police said there is currently no through traffic permitted on Royal Oak at Speedsville.

While northbound traffic is still able to make it through the intersection of Speedsville and Royal Oak, motorists are still asked to avoid that area.

That closure is expected to be in place until roughly 8 p.m. this evening.

B) Family, friends honour teen's life

NEWS Sep 04, 2008 by Lisa Rutledge Cambridge Times

Preston High School's front sign honours the memory of **Grade**

12 student Ryan Nadrofsky, who died Saturday

after being struck by a car...The teen was struck by a car while walking on Speedsville Road ...

C) Driver has serious injuries after crash on Speedsville Road

CTV Kitchener- Published Sunday, March 4, 2018

<https://kitchener.ctvnews.ca/driver-has-serious-injuries-after-crash-on-speedsville-road-1.3828065>

A 21-year-old man is facing charges in connection to a crash on Speedsville Road. Police say a car went off the road near Maple Grove Road around 9 p.m. It travelled nearly 100 metres into a wooded area.

D) Police identify pedestrian struck and killed in Cambridge

Published Thursday, October 24, 2013 8:46AM EDT

CTV Kitchener: Cambridge pedestrian killed

A Cambridge man is dead after he was hit and killed by a pickup truck Thursday morning. His wife was just steps away.

David Imrie reports.

Police have identified the pedestrian who was struck and killed Thursday morning in Cambridge as 66-year-old Alonzo Carrington.

The crash happened on Speedsville Road just outside Carrington's home at around 7 a.m.

E)'It just makes sense': Cambridge council recommended to drop residential area and school zone speed limits

10 km/h drop in speeds would be phased in over 2024 and 2025

Tue., March 28, 2023

...

"In addition, speeds are proposed to decrease on Allendale Road, from Fountain Street to Maple Grove Road, from 70 km/h to 60 km/h; on Boxwood Drive, from Royal Oak Road to Maple Grove Road, from 70 km/h to 50 km/h; on Cherry Blossom Road, from Maple Grove Road to Royal Oak Road (eastern leg), from 60 km/h to 50 km/h; and on Royal Oak Road (eastern leg), from Cherry Blossom Road to Speedsville Road, from 60 km/h to 50 km/h."

<https://www.therecord.com/local-cambridge/news/2023/03/28/it-just-makes-sense-cambridge-council-recommended-to-drop-residential-area-and-school-zone-speed-limits.html>

June 12, 2023

To: **The Mayor and City Council**

Follow up from the Meeting Tuesday March 21, 2023 regarding proposed development on Royal Oak Road File No. OR01/23

Points Still needing to be Addressed.

Sharon Venturin and Chuck Ouellette [REDACTED] as we purchased this house in the Residential area of Royal Oak Road and not in a Light Industrial Park: Request that this development does not get approved as it will be right up to our property line. We will lose a lot of Property Value, Privacy, Great View, Quietness, Our way of life and Enjoyment of Our Property Inside and Outside. And increased traffic volume. Proposed Round about at Speedvale and Royal Oak Rd intersection will just add to the already traffic congestion.

We still do not know what to expect from this Development:

What type of time frame to expect from this as it has been Disrupting and time consuming , Disrupting our everyday Lives has been and continues to be so very

Emotionally stressful and time consuming on us as well as our Homes and any future for us to live peace fully.

What is going to be in the Warehouses, what type of facility operations will be at these warehouses.

- Fire protection issue lack of hydrant's.
- Traffic noise from Trucks running all night long.
- Where are the Driveways going to be situated.
-
- What type of Retaining Wall and Berm will they build so that we do not have to see them., from our property and along the front of theirs.
- What type of landscaping are they planning to replace all the great trees and greenery that are on all of these properties and part of our great view.
- Hours of operation.
- What type of emissions and noise will they generate.
- What type of protection will be put in place to protect our Well and Septic.
- What protection and safety measures will be taken to protect our Property, Well and Septic during their construction of this new facility if it should get approved.
- Our property and well pump have been damaged over the years when construction was allowed in front and down the street from our home.

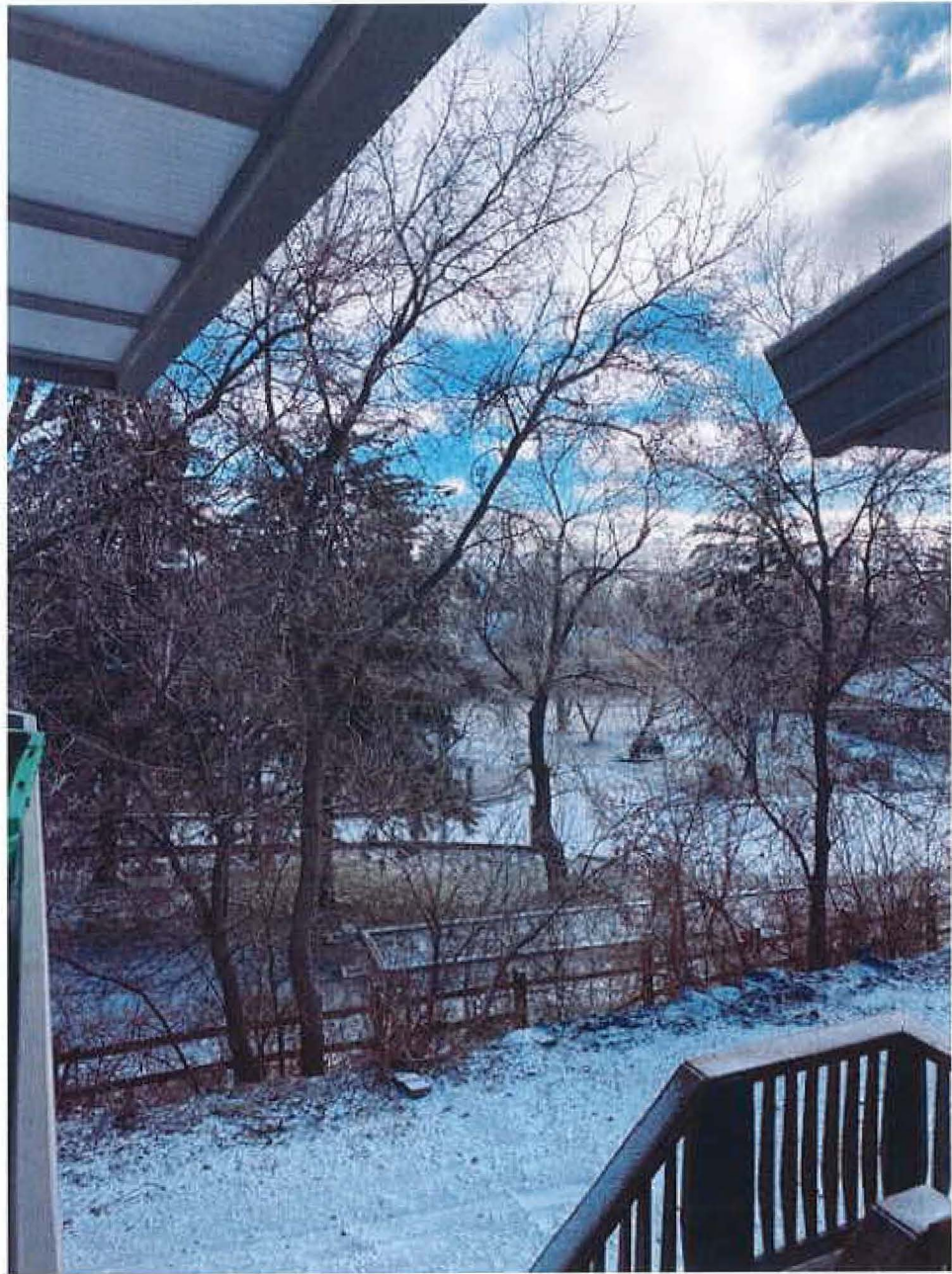
- Since all the Industry has been built around us and north of our property; Our well water has become more dirty with sludge and our water pressure has suffered so who will be responsible if we insure further damage.
- Who will be responsible for our loss of Property Value,
- We purchased our family home to live in and in a Residential Area not be forced to live in a Industrial Park Setting.
- We pay our property taxes based on Residential and these have gone up substantially over the years and \$600.00 alone this year with us getting less and less use and enjoyment of our property with all the Industry being approved on the North side of Royal Oak Road, Boxwood and Maple Grove Road. So please do not approve this proposed rezoning on our South side of Royal Oak Road.

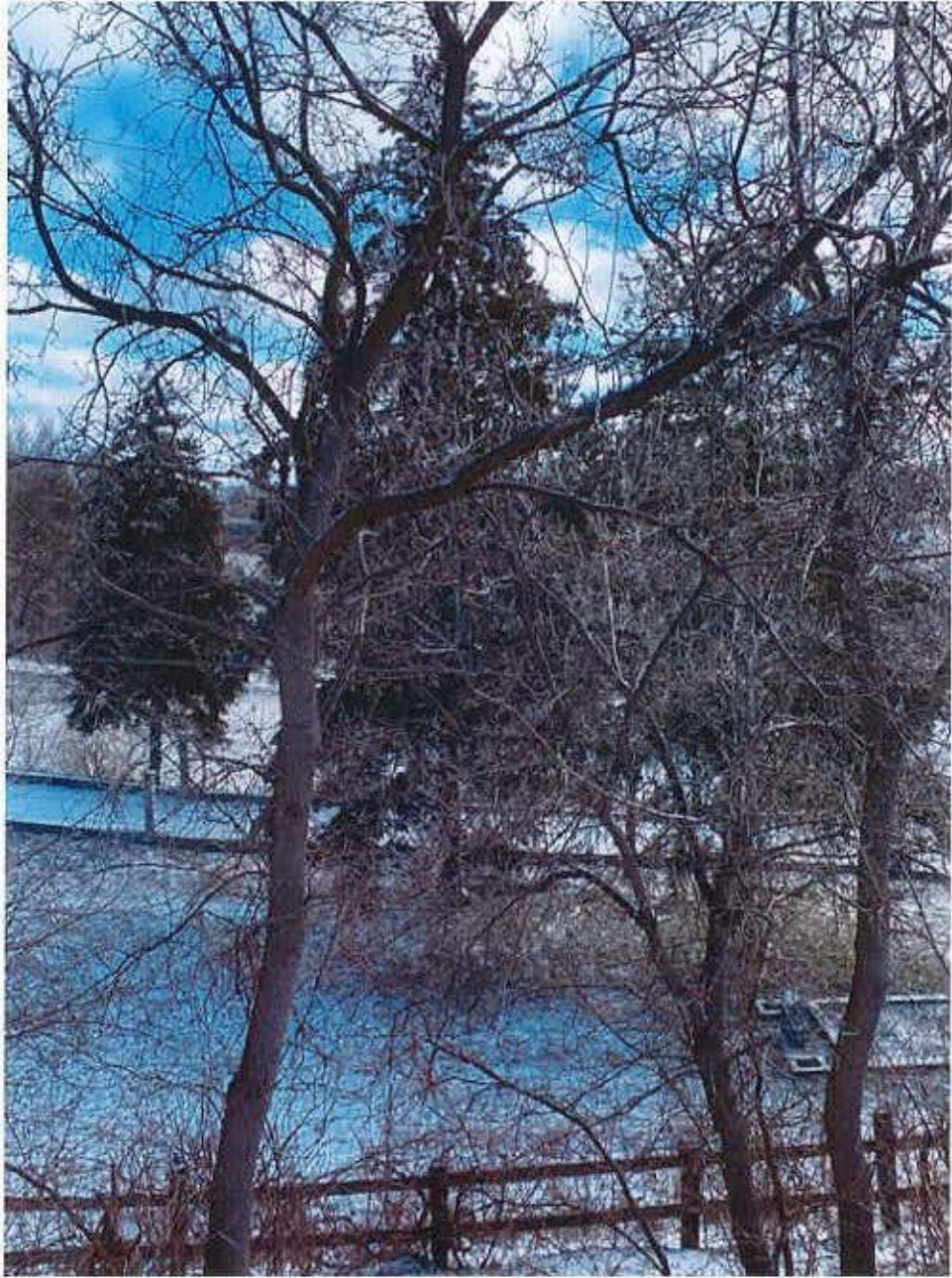
As it is and as it was in the past endeavors a great amount of dust , mud had been created without any daily cleanup of the roads . as large equipment was running up and down the road moving earth to locations.

I am sure will have more questions and concerns after this meeting and in the future so I would like to propose a Follow-up Meeting as to let all parties review the information that was shared today and Discuss Further.

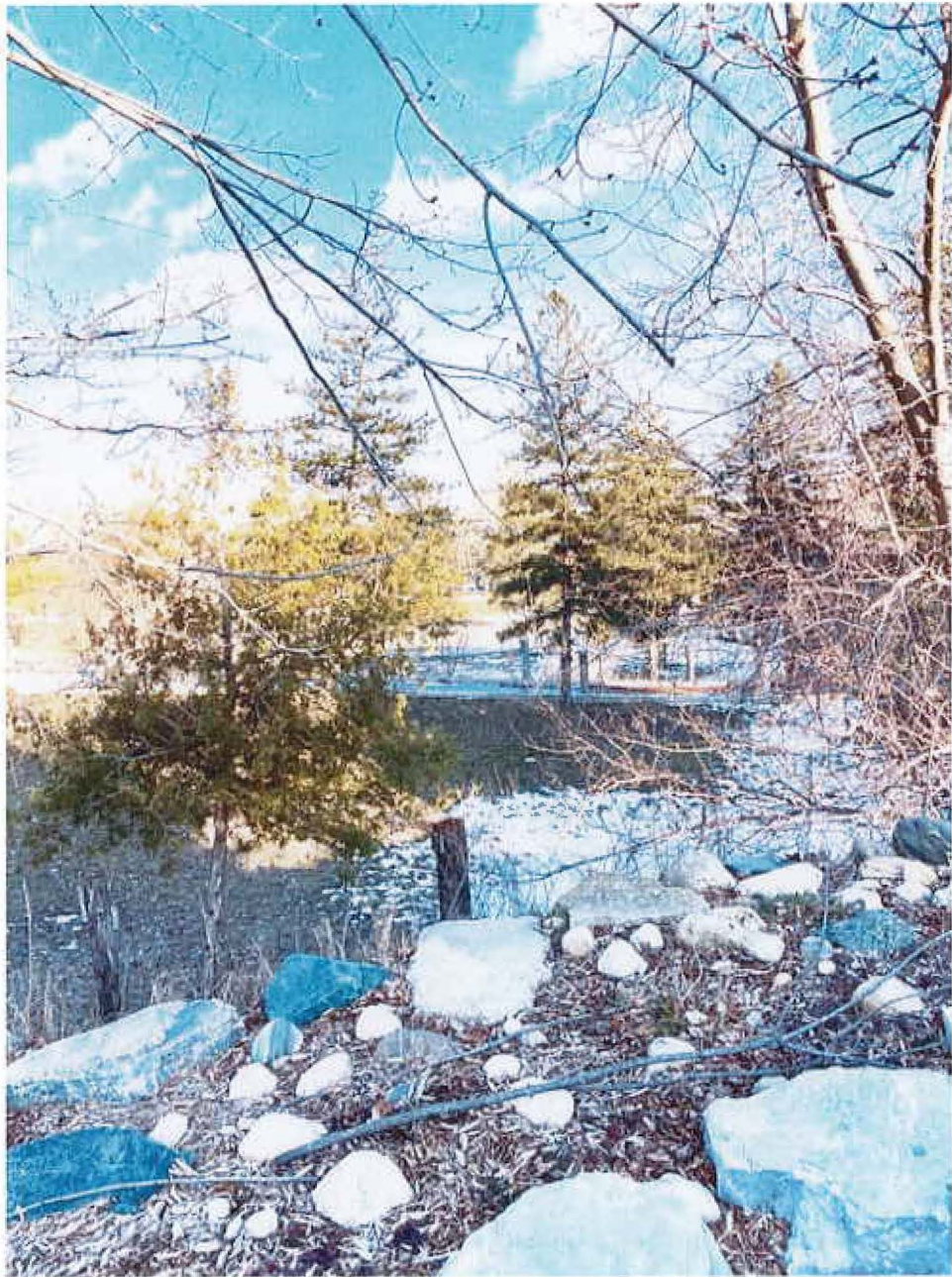
Regards,

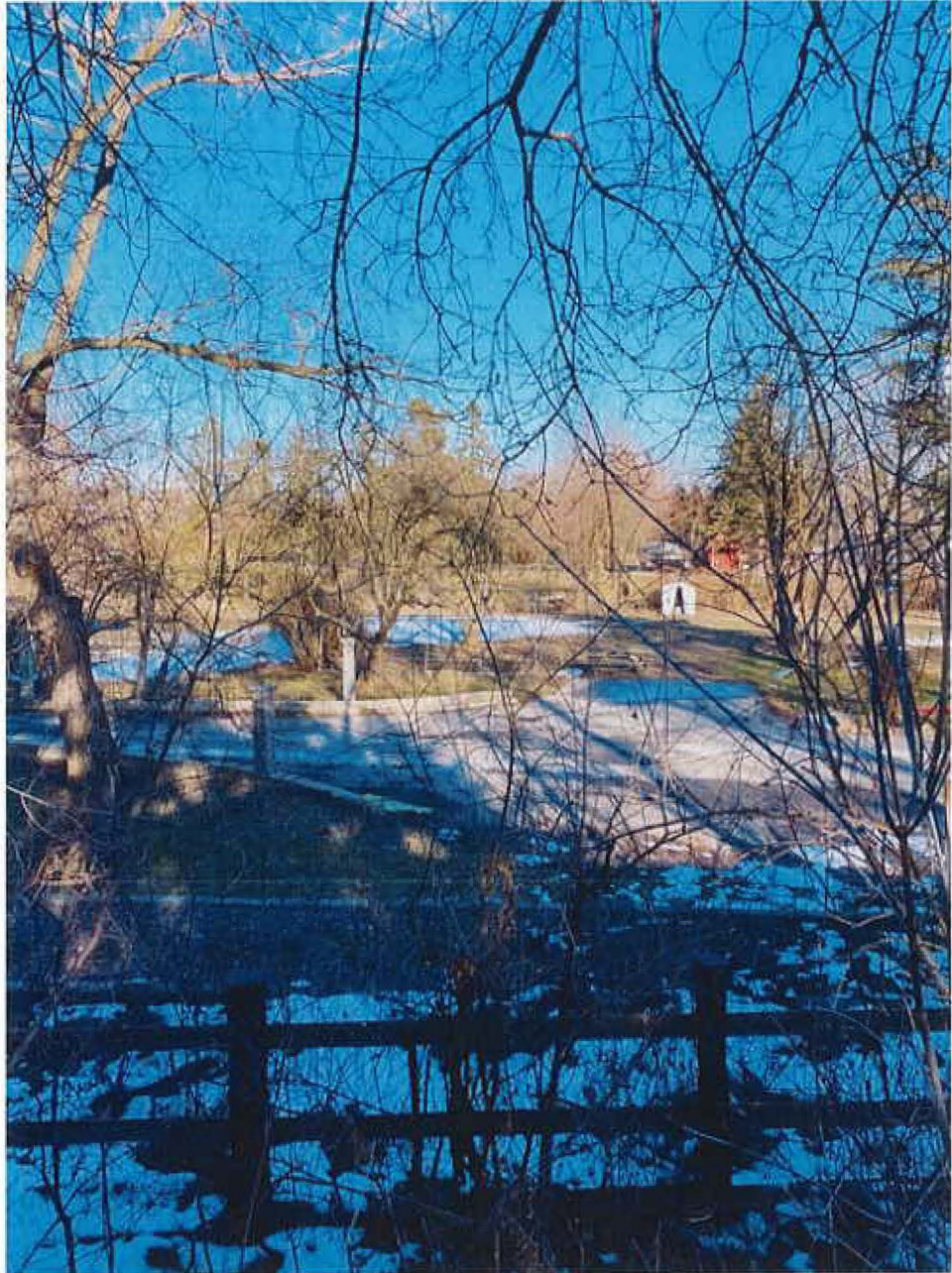
Sharon Venturin and Chuck Ouellette















Proposed Amendment/Variance for “Subject Lands - 229, 235, 239, 247 Royal Oak Rd ”

Concerns from Royal Oak/Cherry Blossom/Speedsville
Neighbourhood Association:

- **IMPACT** –Neighbourhood Development
- **SAFETY & TRAFFIC** -Problems
- **WELLS & DRAINAGE** -Problems

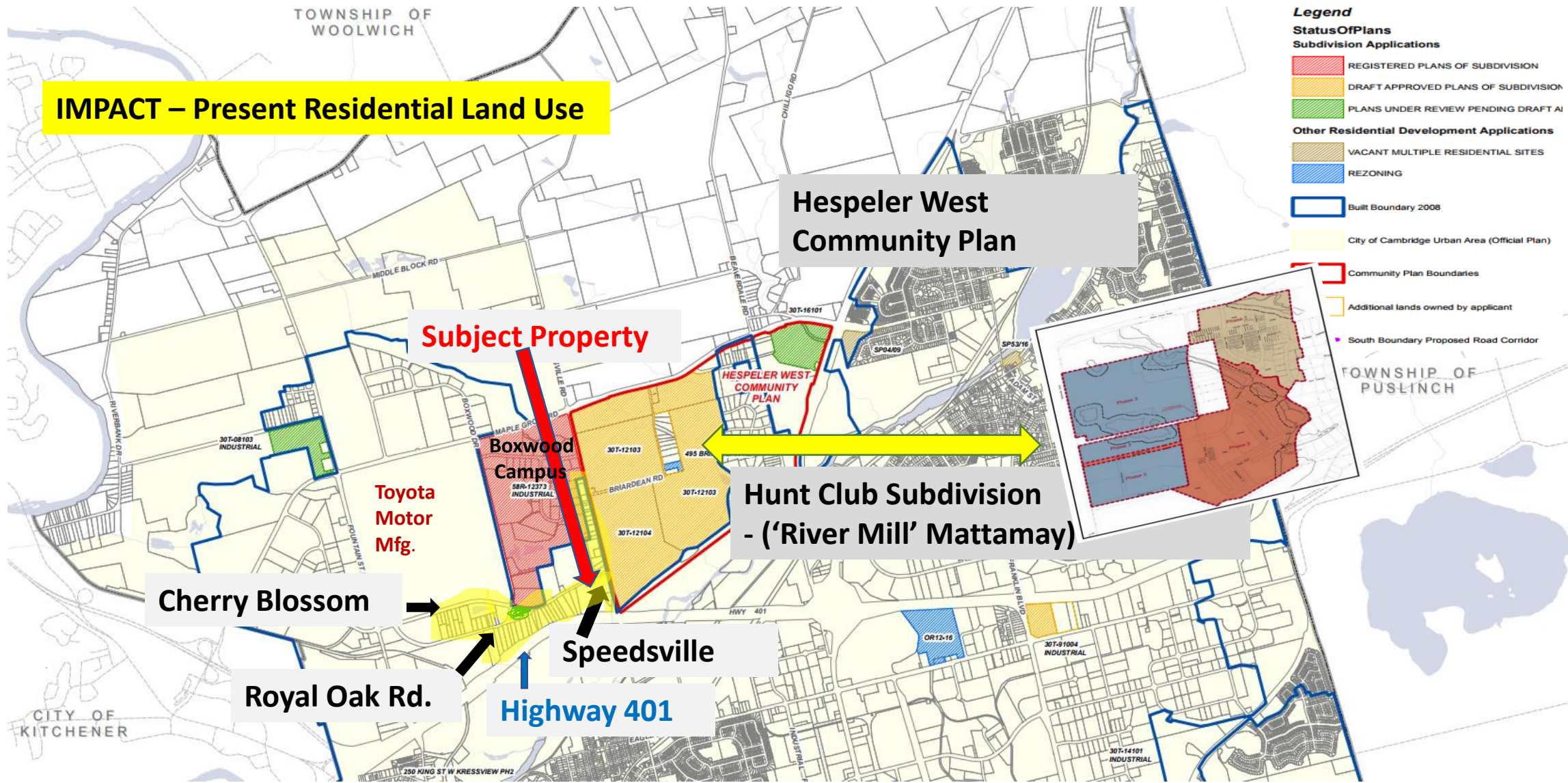
Presentation to Cambridge City Council -from Cherry Blossom, Royal Oak and Speedsville Neighbourhood to Planning and Development Committee of Cambridge Council in opposition to a proposed Zoning By-law Amendment or Variance to rezone the R1 Residential lands described in the Official Plan as; 229, 235, 239, and 247 Royal Oak Road to M1 Industrial to permit the proposed warehouse use.



IMPACT: What is the composition of the existing neighbourhood and our concerns?

- Present Development –single family homes vs **heavy commercial usage and heavy existing or approved future residential usage.**
 - Approved Future Development? –residential streets vs **Congestion - Safety & Traffic, Wells and Water Supply, and Land Values?**
-

IMPACT – Present Residential Land Use



- Legend**
- StatusOfPlans**
- Subdivision Applications**
- REGISTERED PLANS OF SUBDIVISION
 - DRAFT APPROVED PLANS OF SUBDIVISION
 - PLANS UNDER REVIEW PENDING DRAFT AI
- Other Residential Development Applications**
- VACANT MULTIPLE RESIDENTIAL SITES
 - REZONING
 - Built Boundary 2008
 - City of Cambridge Urban Area (Official Plan)
 - Community Plan Boundaries
 - Additional lands owned by applicant
 - South Boundary Proposed Road Corridor

IMPACT – Present Residential Neighbourhood Land Use



West End Royal Oak



Royal Oak



Royal Oak & Boxwood



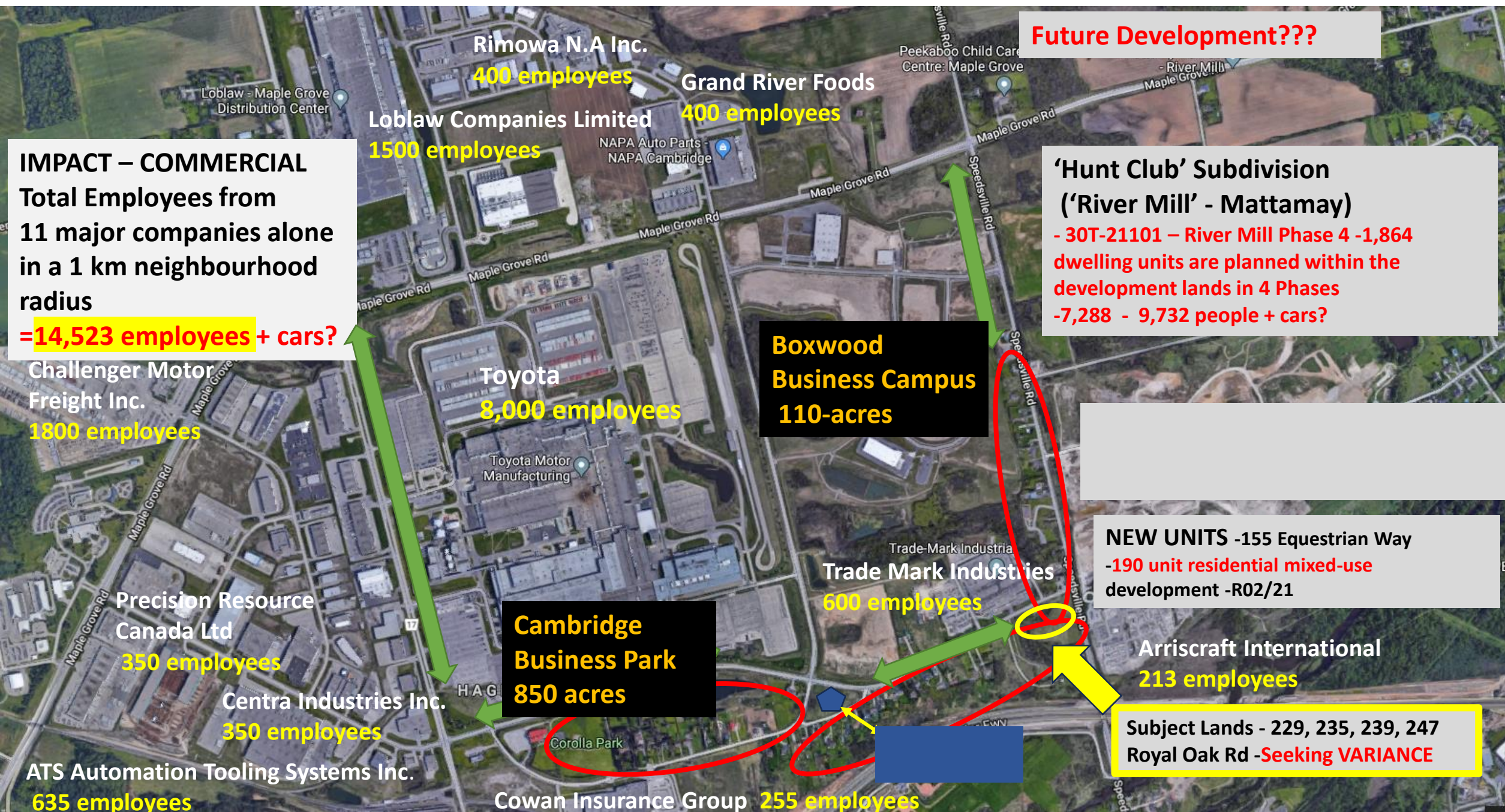
East End Royal Oak & Cherry Blossom



Subject Property

East End -Royal Oak view





Future Development???

IMPACT – COMMERCIAL
Total Employees from
11 major companies alone
in a 1 km neighbourhood
radius
=14,523 employees + cars?

Rimowa N.A Inc.
400 employees
Loblaw Companies Limited
1500 employees
Grand River Foods
400 employees

'Hunt Club' Subdivision
(**'River Mill' - Mattamay**)
- 30T-21101 – River Mill Phase 4 -1,864 dwelling units are planned within the development lands in 4 Phases
-7,288 - 9,732 people + cars?

Boxwood Business Campus
110-acres

Challenger Motor Freight Inc.
1800 employees

Toyota
8,000 employees

NEW UNITS -155 Equestrian Way
-190 unit residential mixed-use development -R02/21

Precision Resource Canada Ltd
350 employees

Cambridge Business Park
850 acres

Trade Mark Industries
600 employees

Arriscraft International
213 employees

ATS Automation Tooling Systems Inc.
635 employees

Subject Lands - 229, 235, 239, 247 Royal Oak Rd -Seeking VARIANCE

Cowan Insurance Group 255 employees

**IMPACT: City of Cambridge
Planned
Commercial Use
-Existing
commercial and
warehouse
usage.**



FUTURE - APPROVED - Warehouse Building Construction and City of Cambridge Business Park Expansion

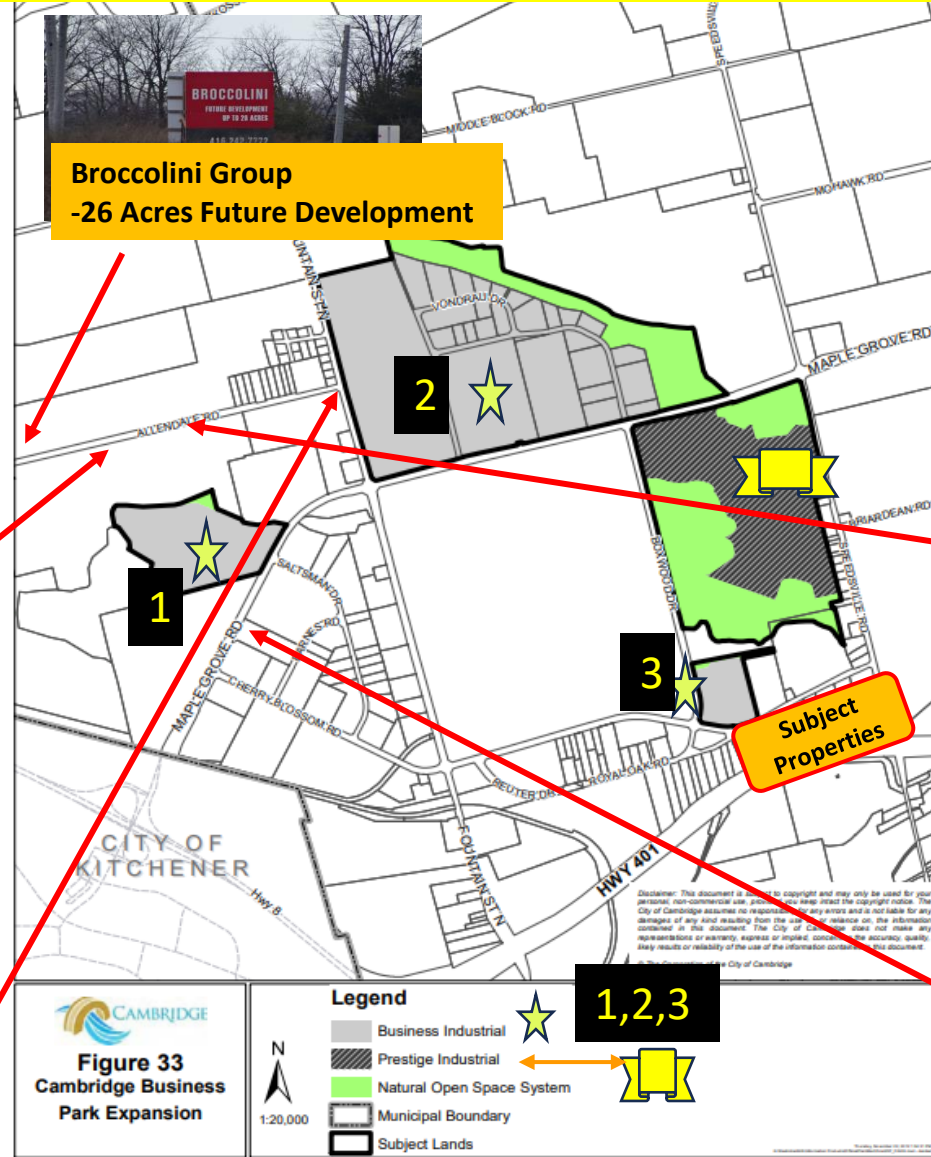
-within 1 km to Neighbourhood not counting Business Parks - –Do we have a warehouse deficit that needs to be addressed?



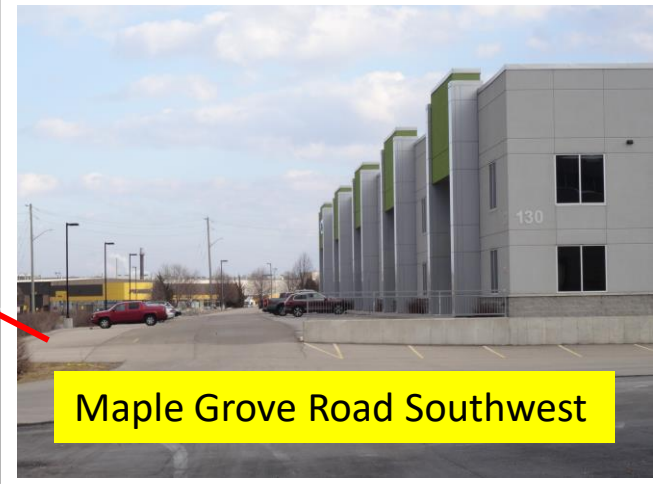
Allendale Road Southwest



Allendale Road –Southeast



Allendale Road Northeast



Maple Grove Road Southwest

Issues:

Traffic & Safety

- Congestion and accidents;
- pedestrian,
- bicycle.
- vehicular.

Family, friends honour teen's life

NEWS Sep 04, 2008 by Lisa Rutledge Cambridge Times

Preston High School's front sign honours the memory of **Grade 12 student Ryan Nadrofsky**, who died Saturday after being struck by a car...**The teen was struck by a car while walking on Speedsville Road ...**

Police investigating head on crash in Cambridge

CTV Southwestern Ontario

Published Tuesday, May 3, 2011

“An early morning crash on Cherry Blossom Road sent two people to hospital, including a prominent local [redacted] and closed the area to traffic for several hours as police investigated the cause of the accident...”

“Former Cambridge mayor and now Regional Councillor Jane Brewer was driving one of the vehicles. She was transported to a local hospital before being transferred to Hamilton General Hospital where she is being closely monitored.”



Police identify pedestrian struck and killed in Cambridge

Published Thursday, October 24, 2013 - CTV Kitchener: Cambridge pedestrian killed

A Cambridge man is dead after he was hit and killed by a pickup truck Thursday morning. His wife was just steps away. David Imrie reports.

Police have identified the pedestrian who was struck and killed Thursday morning in Cambridge as 66-year-old Alonzo Carrington.

The crash happened on Speedsville Road just outside Carrington's home at around 7 a.m.

Man, 74, loses control of car and hits hydro pole in Cambridge

The area remains closed as crews repair the hydro pole

By Cheyenne Bholla Record Reporter -Friday, December 16, 2022

“CAMBRIDGE — A 74-year-old man is in a local hospital after he lost control and drove off the road on Friday morning. Waterloo Regional Police were called to the Speedsville and Royal Oak roads area where the driver, a 74-year-old man from Cambridge, drove off the road into a hydro pole.

Paramedics took him to a local hospital with non-life-threatening injuries while police closed Speedsville Road between

R

h

3

Waterloo, Ont. police investigating collision between bicycle and SUV in Cambridge

By Ken Hashizume Global News - Posted March 10, 2023

“One person is in hospital after a collision involving a bicycle and an SUV in Cambridge, Ont. Emergency crews were called to the intersection of Speedsville Road and Royal Oak Road on Thursday. Investigators with Waterloo Regional Police say the SUV was going south on Speedsville when it struck the cyclist who was turning left onto Royal Oak. A 26-year-old man from Cambridge was taken to hospital by paramedics with what is being described as serious injuries.” ...

<https://globalnews.ca/news/9543309/waterloo-police-investigating-collision-bike-suv-cambridge/>

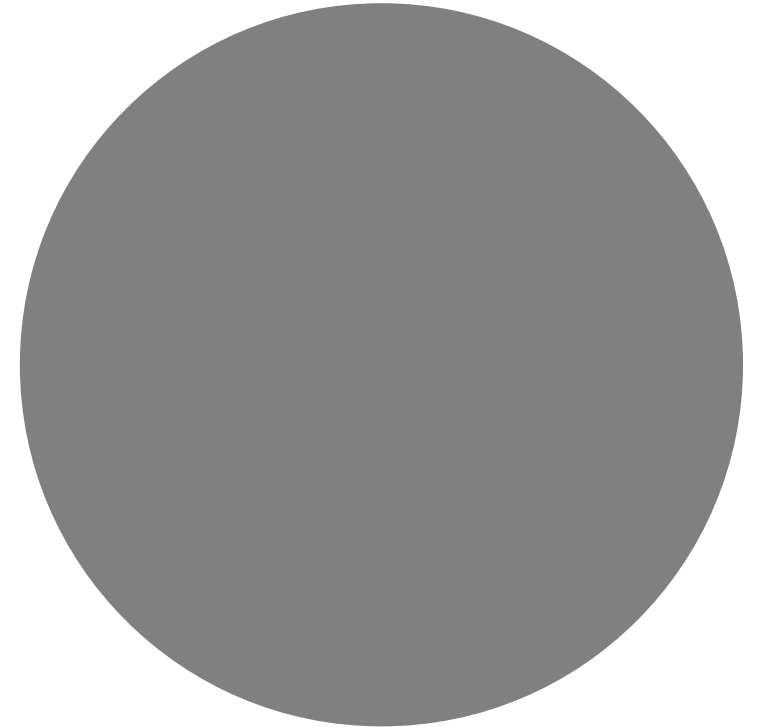
Issues:

Traffic:

- Planning?

and

- Modifications?



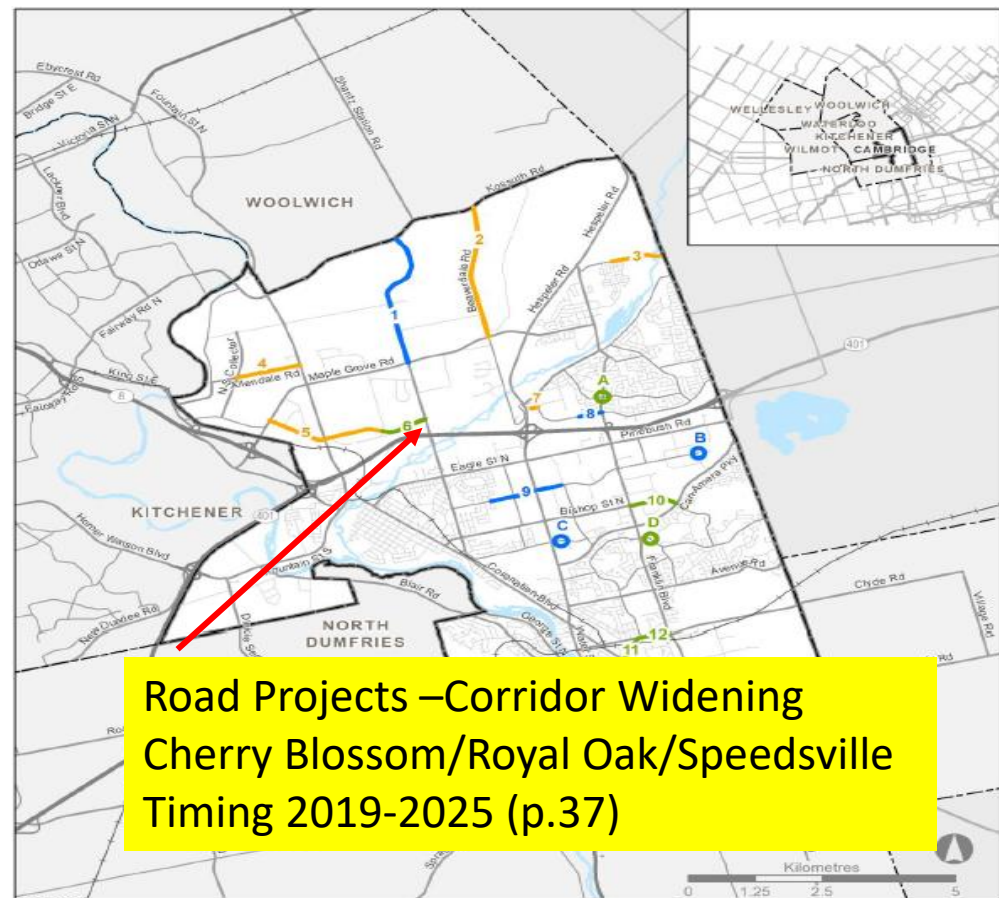
City of Cambridge - Transportation Master Plan –Planners Already Recognize the Congestion

Prepared for City of Cambridge - by IBI Group - June 6, 2019 -Editorial changes March 3, 2020

5.2.2 Project Evaluation Results

Results of the project evaluation for corridor widening projects and intersection improvement projects are presented in Exhibit 5-3 and Exhibit 5-4, respectively.

EXHIBIT 5-7: MAP OF RECOMMENDED ROAD PROJECTS



Road Projects –Corridor Widening
Cherry Blossom/Royal Oak/Speedsville
Timing 2019-2025 (p.37)

EXHIBIT 5-8: ROAD PROJECT MAP KEY (PROJECT CODES)

CODE	STREET AND LIMITS	PROJECT TYPE	PLANNING HORIZON
1	Speedsville Rd (Kossuth Rd to Maple Grove Rd)	Corridor Widening	2026-2030
2	Beaverdale Rd (Kossuth Rd to Maple Grove Rd)	Corridor Widening	2031-2040
3	Blackbridge Rd (Baldwin Dr to Townline Rd)	Road Realignment / Bridge Widening	2031-2040
4	Allendale Rd (new N-S collector to Fountain St N)	Corridor Widening	2031-2040
5	Cherry Blossom Rd (Maple Grove Rd to Boxwood Dr)	Corridor Widening	2031-2040
6	Cherry Blossom Rd / Royal Oak Rd (Boxwood Dr to Speedsville Rd)	Corridor Widening	2019-2025
7	Groh Ave (Hespeler Rd Off-Ramp to Holiday Inn Dr)	Corridor Widening	2031-2040
8	Holiday Inn Dr (west of Cindy Ave to Franklin Blvd)	Corridor Widening	2026-2030
9	Langs Dr / Sheldon Dr (Trico Dr to Conestoga Blvd)	Corridor Widening	2026-2030
10	Bishop St N (Franklin Blvd to Can-Amara Pkwy)	Corridor Widening	2019-2025
11	Beverley St (Dundas St to Samuelson St)	Corridor Widening	2019-2025
12	Samuelson St / Clyde Rd (Beverly St to Franklin Blvd)	Corridor Widening	2019-2025
A	Winston Blvd & Franklin Blvd	Intersection Improvement	2019-2025
B	Sheldon Dr & Lingard Rd	Intersection Improvement	2026-2030
C	Dunbar Rd & Cambridge Centre access	Intersection Improvement	2026-2030
D	Saginaw Pkwy & ...	Intersection Improvement	2019-2025
E	Main St & Shade ...	Intersection Improvement	2026-2030
F	Main St & Bruce ...	Intersection Improvement	2026-2030

Road Projects –Corridor Widening
Cherry Blossom/Royal Oak/Speedsville
Timing 2019-2025 (p.36)

5.3 Project Timing

Developing a future road network plan involves determining appropriate schedules for implementing warranted projects. To assist with planning the City's Capital Budget and Development Charges programs, projects were assigned one of three planning horizons:

- Short-Term (2019-2025)
- Medium-Term (2026-2030)
- Long-Term (2031-2040)

Several factors were considered when assigning planning horizons. Firstly, and most-critically, planning horizons were influenced by anticipated future levels of traffic congestion. Using the travel demand model, the base network scenario was tested under existing conditions and under future conditions for years 2031 and 2041. Projects on roadways identified as being already overcapacity (during the afternoon peak hour) were typically assigned short-term planning horizons. Projects on roadways not yet operating at capacity, but which are anticipated to be overcapacity by year 2031, were typically assigned medium-term planning horizons.

However, in addition to considering traffic congestion, assignment of planning horizons was also influenced by predicted benefit to other travel modes or other aspects of the transportation system. Certain projects were recommended for an earlier planning horizon if expected to bring significant benefit to transit, active transportation, or the economy. This assessment was accomplished using the project evaluation scoring (previously detailed in Exhibit 5-3 and Exhibit

Planners Already Recognize the Congestion and Benefits



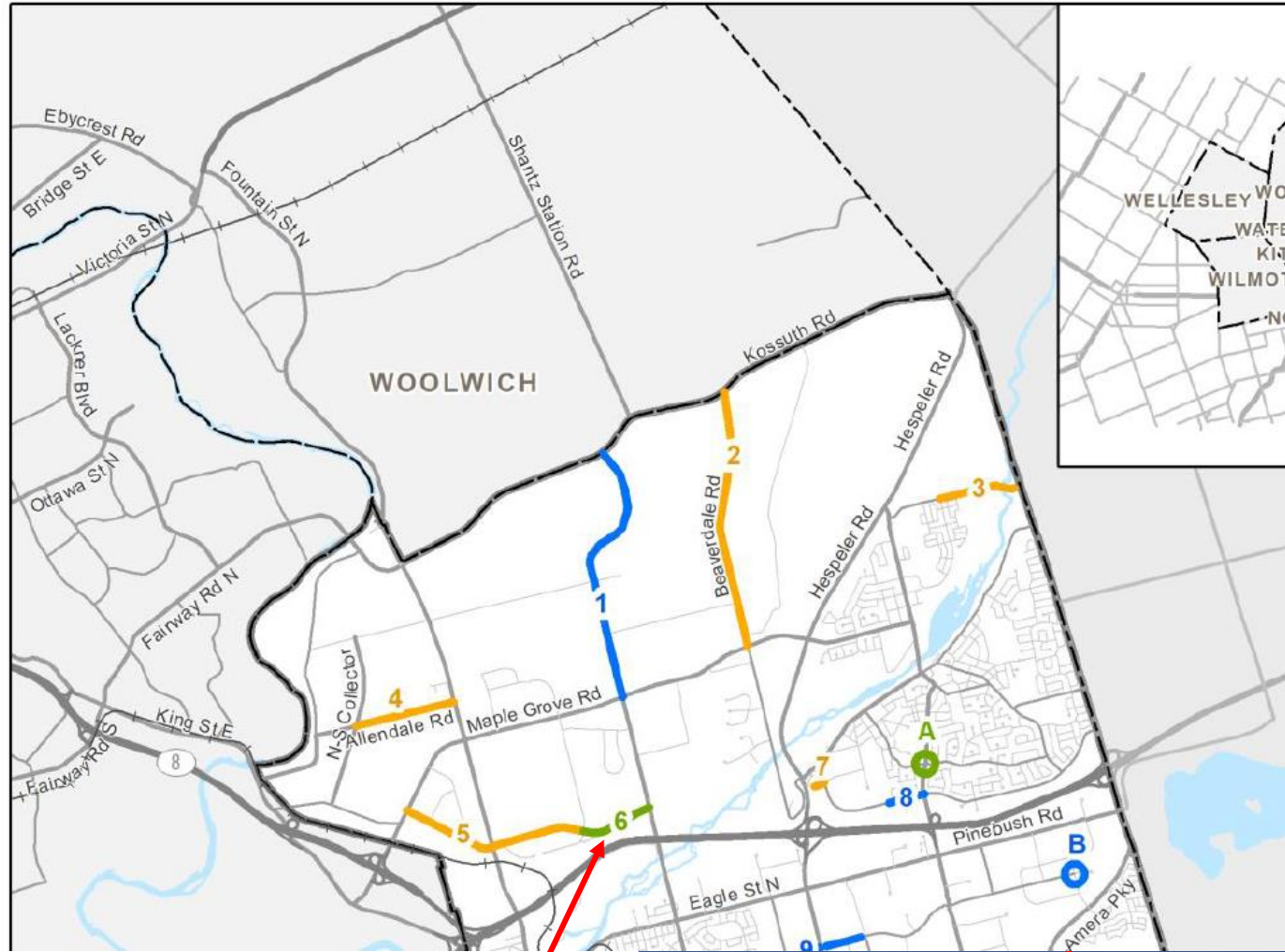
EXHIBIT 5-13: PRELIMINARY COST-ESTIMATES FOR WARRANTED ROAD PROJECTS

PROJECT AND LIMITS	PROJECT TYPE	COST ESTIMATE ('000\$)
Short Term Horizon (2019-2025)		
Beverley St (Dundas St to Samuelson St)	Corridor Widening	\$ 6,500
Bishop St N (Franklin Blvd to Can-Amara Pkwy)	Corridor Widening	\$ 2,100
Cherry Blossom Rd / Royal Oak Rd (Boxwood Dr to Speedsville Rd)	Corridor Widening	\$ 7,500
Saginaw Pkwy & Green Vista Dr (intersection)	Intersection Improvement	\$ 800
Samuelson St / Clyde Rd (Elgin St N to Franklin Blvd)	Corridor Widening	\$ 1,400
Winston Blvd & Franklin Blvd (intersection)	Intersection Improvement	\$ 600

Planners Already Recognize the Congestion –Produced Cost Estimates

EXHIBIT 5-7: MAP OF RECOMMENDED ROAD PROJECTS

Planners Already Recognize the Congestion (p.37)



Legend

- Roads**
- Provincial Road
 - Arterial
 - Collector
 - Local
 - Railway

Region of Waterloo

Recommended Planning Horizons for City Road Projects

Road Widening

- 2019-2025
- 2026-2030

Intersection Improvements

- 2019-2025
- 2026-2030



Transportation Master Plan
City of Cambridge

Traffic – Two Solutions /Modifications: Problems Persist

1) SPEED LIMITS-

It just makes sense': Cambridge council recommended to drop residential area and school zone speed limits 10 km/h drop in speeds would be phased in over 2024 and 2025

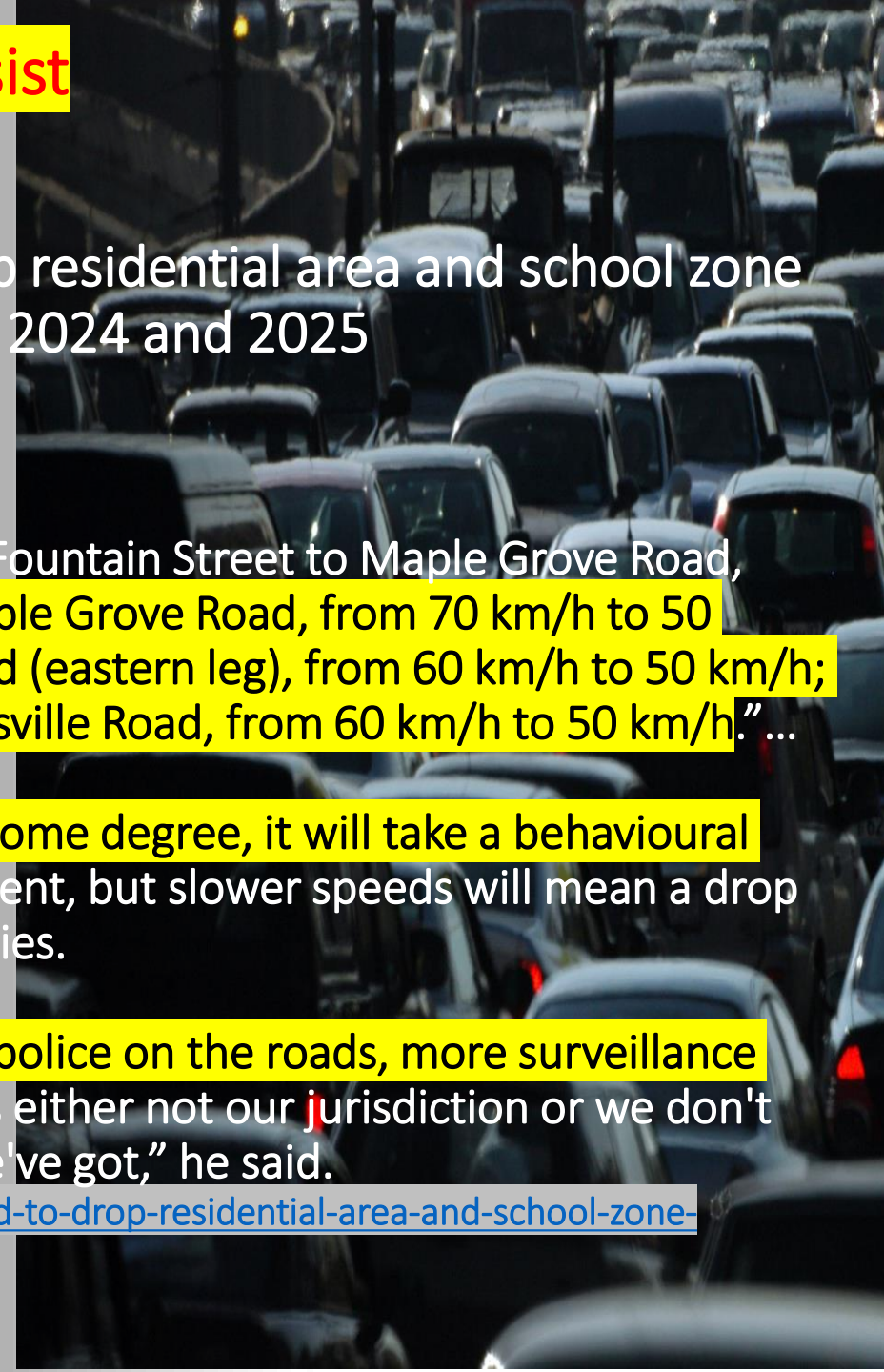
By Bill Doucet Cambridge Times - Tuesday, March 28, 2023

...“In addition, speeds are proposed to decrease on Allendale Road, from Fountain Street to Maple Grove Road, from 70 km/h to 60 km/h; on Boxwood Drive, from Royal Oak Road to Maple Grove Road, from 70 km/h to 50 km/h; on Cherry Blossom Road, from Maple Grove Road to Royal Oak Road (eastern leg), from 60 km/h to 50 km/h; and on Royal Oak Road (eastern leg), from Cherry Blossom Road to Speedsville Road, from 60 km/h to 50 km/h.” ...

“Hamilton said while the numbers show decreasing speed limits work to some degree, it will take a behavioural change by experienced drivers. He said it may take some time for adjustment, but slower speeds will mean a drop in collisions, with a domino effect of a drop in vehicular injuries and fatalities.

“Obviously the greatest mechanism to slow people down would be more police on the roads, more surveillance cameras, more speed cameras. I wish we could do all those things, but it's either not our jurisdiction or we don't have the funds for it right now. We're doing the best we can with what we've got,” he said.

https://www.cambridgetimes.ca/news/it-just-makes-sense-cambridge-council-recommended-to-drop-residential-area-and-school-zone-speed/article_f61d20ee-a4b3-5d08-8376-79e94359bbbd.html



Traffic – Two Modifications:

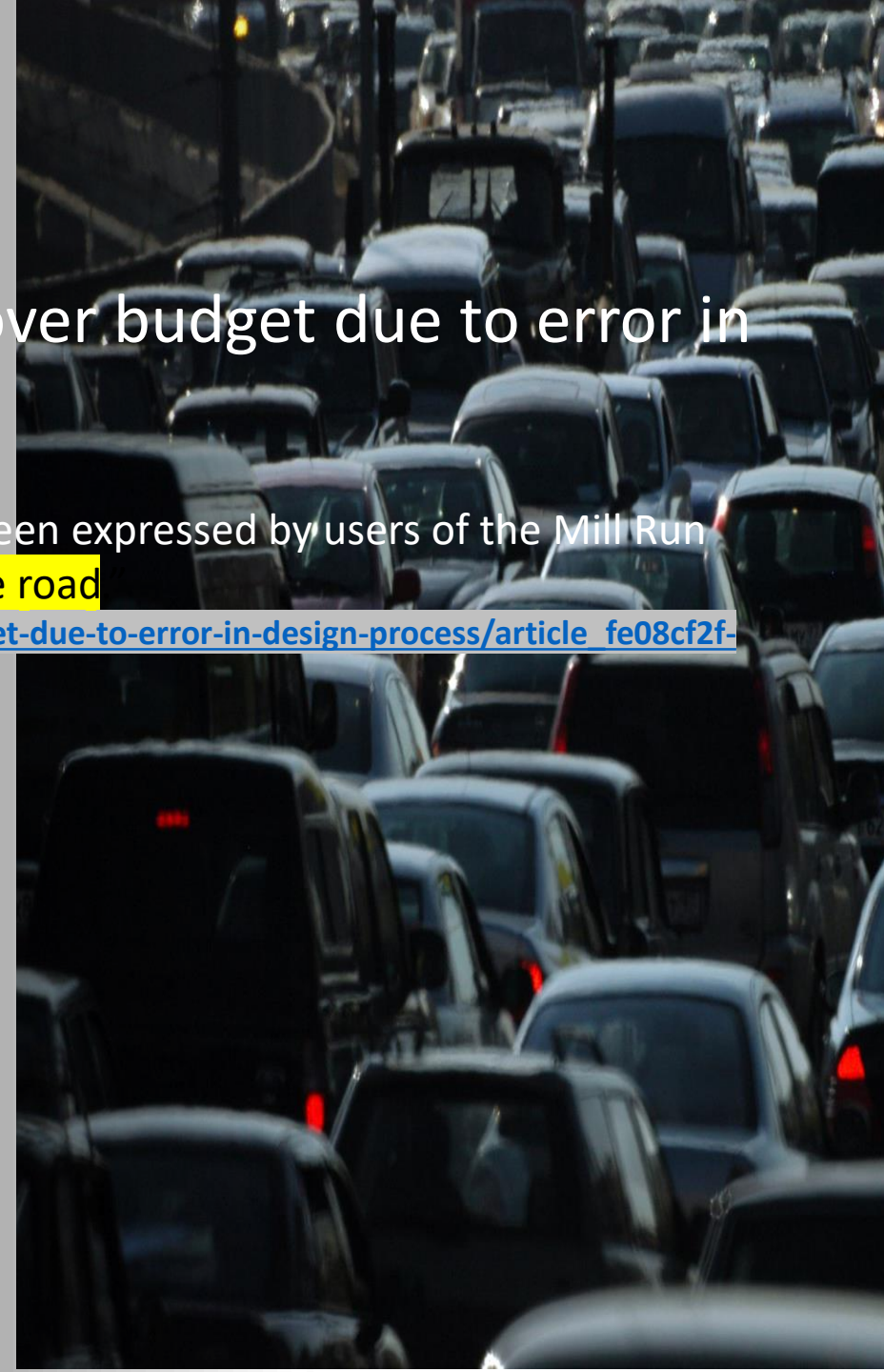
2) Signaled Crosswalks

Proposed Speedsville Road crosswalk in Cambridge over budget due to error in design process

By Bill Doucet Cambridge Times - Friday, July 14, 2023

...” Staff said, in a March report, the crosswalk was necessary as “concerns have been expressed by users of the Mill Run Trail that it is difficult to cross Speedsville Road due to the volume of traffic on the road

https://www.cambridgetimes.ca/news/proposed-speedsville-road-crosswalk-in-cambridge-over-budget-due-to-error-in-design-process/article_fe08cf2f-f305-58f0-95a0-eec61e4a5dfb.html



Traffic Problems

- Traffic Congestion
- Safety
- Pedestrian Access to Cambridge
- Road Bottlenecks and Bridges over Highway 401
- Sound Pollution
- Need for 'Greenspace' i.e.. Parks or Recreation Areas

Traffic Congestion –Speedsville, Royal Oak & Cherry Blossom – Roads –Any Morning or Any Night! –





WELL WATER & Drainage

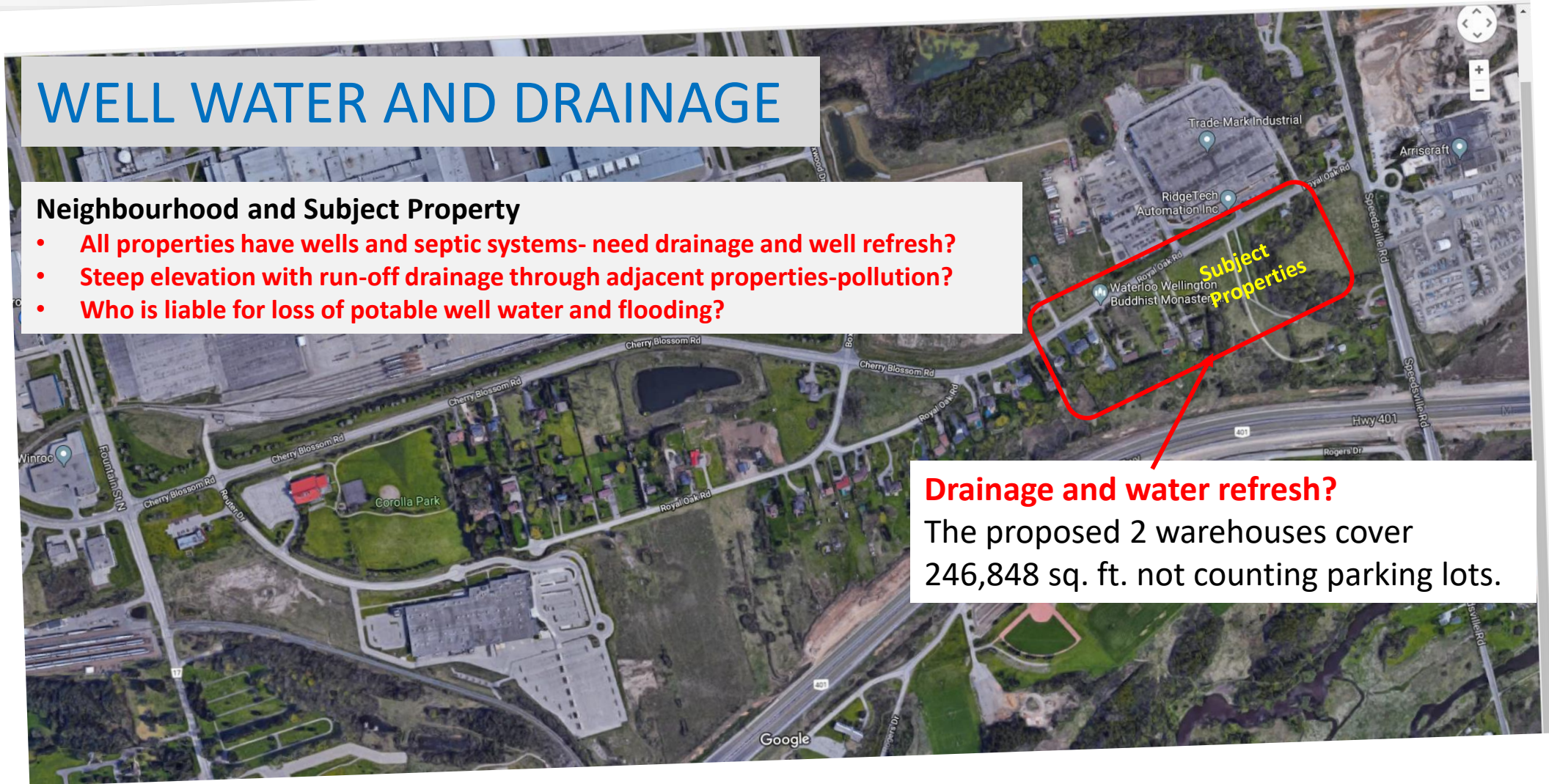
WELL WATER AND DRAINAGE

Neighbourhood and Subject Property

- All properties have wells and septic systems- need drainage and well refresh?
- Steep elevation with run-off drainage through adjacent properties-pollution?
- Who is liable for loss of potable well water and flooding?

Drainage and water refresh?

The proposed 2 warehouses cover 246,848 sq. ft. not counting parking lots.



WELL WATER AND DRAINAGE

Neighbourhood and Subject Property

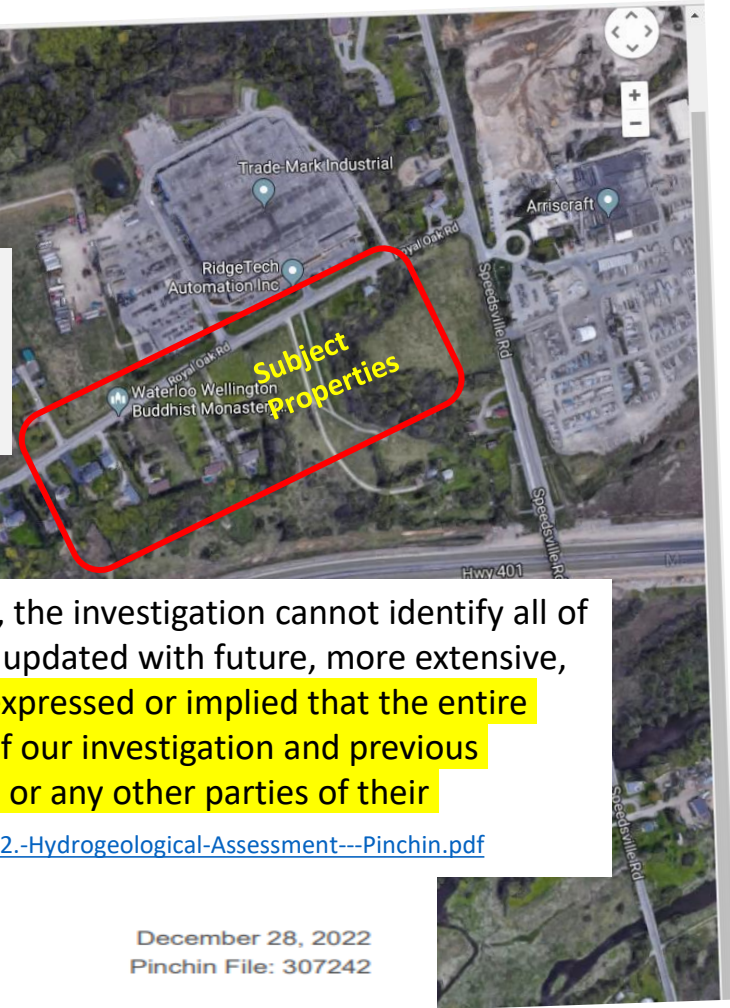
- All properties have wells and septic systems- need drainage and well refresh?
- Steep elevation with run-off drainage through adjacent properties-pollution?
- Who is liable for loss of potable well water and flooding?

“Regardless of how exhaustive a geological/hydrogeological investigation is performed, the investigation cannot identify all of the subsurface conditions. In addition, this report is intended to be supplemented and updated with future, more extensive, investigations at the detailed design stage(s) of the Project. Therefore, no warranty is expressed or implied that the entire Site is representative of the subsurface information obtained at the specific locations of our investigation and previous investigations done by others.” ...” This report does not alleviate the contractor, owner, or any other parties of their respective responsibilities. (p.13) <https://www.cambridge.ca/en/build-invest-grow/resources/OR0123-229/2.-Hydrogeological-Assessment---Pinchin.pdf>



Preliminary Hydrogeological Assessment – Proposed Commercial Development
229, 235, 239, and 247 Royal Oak Road, Cambridge, Ontario
FNF Enterprises Inc.

December 28, 2022
Pinchin File: 307242



Applicant's 'Justification Report and Neighbourhood's Responses

Planning Justification Report

229, 235, 239, 247 Royal Oak Road

FNF Enterprises Inc.

(page 43)

8. Conclusion

GSP Group Inc. has been retained by FNF Enterprises Inc. to coordinate and prepare the submission of a Planning Justification Report for Official Plan and Zoning By-law Amendment applications for 229, 235, 239, and 247 Royal Oak Road in Cambridge, Ontario. The proposed application is necessary to permit the redevelopment of property for two warehouse style buildings.

At the pre-application consultation meeting with the City of Cambridge on December 22, 2021, the preliminary concept design for the Subject Site was presented and the City provided requirements for the proposed planning application. From this meeting, the City identified the complete application requirements, including a Planning Justification Report, which is to include an Urban Design Analysis and D6-Series Guidelines review. All necessary reports and studies have been completed and are submitted in support of the development applications.

This Planning Justification Report concludes that the proposed Official Plan and Zoning By-law Amendments are appropriate for the following reasons:

- They are consistent with the policies of the Provincial Policy Statement (2020);
- Provincial Policy Statement champions housing and it does not state remove existing residential units to allow warehouses.

- They conform to the policies of the Growth Plan for the Greater Golden Horseshoe;
 - GGH Growth Plan does not state remove housing –but, here there are 4 homes directly impacted and another 3 are surrounded and are directly within the footprint of lands in the subject site -229 to 247 Royal Oak Road.
- They conform to the policies of the Region of Waterloo Official Plan;
 - Yes- if the City of Cambridge approves the Amendment.
- They conform to the intent of the City of Cambridge Official Plan;
 - The “**intent**” of the City of Cambridge Official Plan state the land is zoned as Residential and this is the reason the Applicant is applying for an Amendment.
- The requested site-specific provisions are appropriate and justified for the reasons set out in Section 6.3 of this Report;
 - “6.3 The Proposed Development is consistent with the existing character of the area and is compatible with the surrounding uses.”
 - The neighbourhood notes it is inconsistent as there are no commercial properties on the southside of Cherry Blossom and Royal Oak Roads.**
- The Proposed Development will provide for the redevelopment of an under-utilized site within the Built-Up Area of the City of Cambridge;
 - It is zoned Residential, and it is only underutilized if the Amendment is allowed.

Applicant's 'Justification Report and Neighbourhood's Responses

- The Subject Site can be serviced through proposed service connections to the existing sanitary and water networks; and,
- **If the services are enough and existing wells not harmed**, the Amendment could produce a further, 'knock-on-effect' with more commercial development on the southside of the street leading to a drop in land values and enjoyment of the existing properties.
- Approval of the Subject Applications will permit development that is appropriate and compatible in this context. It is therefore our opinion that the proposed applications are appropriate, represent good planning, and should be approved.
- **"6.3 The Proposed Development is consistent with the existing character of the area and is compatible with the surrounding uses." (same issue as #5)**
 - The neighbourhood notes it is inconsistent as there are no commercial properties on the southside of Cherry Blossom and Royal Oak Roads.**

Neighbourhood Position:

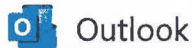
The neighbours from Cherry Blossom, Royal Oak and Speedsville Roads are opposed to the amendment/variance because of the negative impacts arising from further commercial development, particularly on the south side of Cherry Blossom Road and Royal Oak Road due to problems with:

- traffic and safety,
- drainage and well water protection,
- pollution, and
- recreational deficits if amendment is granted since it will remove land for green spaces for the neighbourhood which is already cutoff and isolated from the rest of Cambridge by the Highway 401 corridor.

Neighbourhood Association - Position -



Thank you



Outlook

Re: OR01/23 - 229-247 Royal Oak Road - Re-submission

From David Harvey [REDACTED]
Date Wed 21-Feb-24 11:10 AM
To Sylvia Rafalski-Misch <rafalskimiss@cambridge.ca>
Cc sharon venturin [REDACTED] Chuck Ouellette [REDACTED] Mark Stone

1 attachment (4 MB)

PRESENTATION_Proposed_VARIANCE_ROYAL_OAK_2023.pdf;

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

Dear Sylvia and Mark, City of Cambridge Planners,

Re: Application for Zoning Amendment for Warehouses OR01/23 - 229-247 Royal Oak Road

Thankyou for the invitation to the online meeting Friday, February 23, 2024 from 3:30 to 4:00pm, to review the resubmission by the Applicant to alter the City of Cambridge Official Plan with a zoning

Amendment at - 229-247 Royal Oak Road that would change the zoning from Residential to Industrial to allow 2 warehouses to be developed.

In the interest of time in the meeting and to supplement the list of Neighbourhood questions submitted at the Community Meetings June 12, 2023, and July 17, 2023, please find the attached document

which has been prepared to support the neighbourhood's opposition to the Application.

The materials have been prepared as an overview of the Neighbourhood's concerns about the warehouse development based entirely upon:

- concerns from all neighbours on Cherry Blossom, Royal Oak and Speedsville Roads which have been raised, and submitted in the July meeting which have not been answered and include concerns about development consisting of:
 - the present and future commercial and residential impacts on the neighbourhood,
 - the traffic congestion and safety concerns in the neighbourhood,

- the concerns about well water protection, pollution, drainage, and green space protection.

The document has been prepared to review the concerns raised as neighbours and employs materials entirely from: the City of Cambridge; which include zoning maps, Economic Profile, City of

Cambridge Master Transportation Study, -newspaper stories and problematic parts of the GPS Group materials offered to support the developer's Application to outline the issues in the neighbourhood

and reasons for our opposition to the developer's Application.

Many thanks!

David Harvey



On Tue, Feb 20, 2024 at 9:37 AM Sylvia Rafalski-Misch <rafalskimiss@cambridge.ca> wrote:

To go over the revised proposal, review concept plan.

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 212 931 432 466

Passcode: Nnp4c5

[Download Teams](#) | [Join on the web](#)

[Learn More](#) | [Meeting options](#)

--
Liberally yours,

David



Outlook

RE: [External] File No. OR01/23

From Sylvia Rafalski-Misch <rafalskimiss@cambridge.ca>

Date Fri 11-Aug-23 2:39 PM

To sharon venturin [REDACTED]; Sharon Venturin <[REDACTED]> Rachel Greene <greener@cambridge.ca>; Donna Reid <ReidD@cambridge.ca>; David Harvey <[REDACTED]>; Sharon Sweeney <[REDACTED]> Claudia Beeso <BeesoC@cambridge.ca>

Hi Sharon,
As Rachel, the Planner on the file, is currently off on her maternity leave, can you please send me the email you referenced below so that I can add to our record for public submissions.
Thank you.

Sylvia Rafalski-Misch, MCIP, RPP | Manager of Development Planning
Planning Services, Community Development
P: 519-623-1340, 4621
City of Cambridge
www.cambridge.ca



City of Cambridge • 50 Dickson St • Cambridge ON • N1R 5W8 • PO Box 669

From: sharon venturin <[REDACTED]>
Sent: Thursday, August 10, 2023 9:06 PM
To: Sharon Venturin <[REDACTED]>; Rachel Greene <greener@cambridge.ca>;
Donna Reid <ReidD@cambridge.ca>; David Harvey <[REDACTED]>; Sharon Sweeney
<[REDACTED]>; Sylvia Rafalski-Misch <rafalskimiss@cambridge.ca>
Subject: [External] File No. OR01/23

Hi

Please find attached further pictures to support the email I sent earlier today regarding Royal Oak Road and the above mentioned file.

Thank you
Sharon Venturin
<[REDACTED]>





















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