

Appendix E

Applicant Response to Neighbourhood Concerns

Response to Neighbourhood Concerns and Questions June 2022 Summary from Neighbourhood Planning Meeting

No.	Concern/Comment/Question	Response
1	Truck traffic/traffic volumes	<p>A Traffic Impact Study (TIS) was prepared by Paradigm Transportation Solutions (dated December 2022) in support of the proposed development. The purpose of the TIS was to analyse existing traffic conditions as well as assess future traffic forecasts, including traffic generated by the proposed development. The TIS concluded that the intersection of Speedsville Road and Royal Oak Road will continue to operate at acceptable levels with the following recommended road improvements:</p> <ul style="list-style-type: none"> • A northbound left-turn lane at the intersection of Speedsville Road and Royal Oak Road • A westbound left-turn lane at the intersection of the driveway access for the western portion of the site (Building A) and Royal Oak Road <p>The TIS also included a recommendation for the Region of Waterloo to proceed with an Intersection Control Study for the intersection of Royal Oak Road and Speedsville Road to determine the feasibility of a roundabout to address traffic volumes.</p> <p>Appendix B of the TIS included a summary of observed traffic data, including the presence and turning movements of single-use and articulated trucks on Royal Oak Road and Speedsville Road. The TIS did not note any unusual observations about truck traffic volumes and movements within the existing community, which is comprised of existing industrial/business employment and residential uses.</p> <p>The details of the TIS, including its analysis, recommendations and conclusions, were reviewed in detail by the City and Region of Waterloo as part of the consideration of the proposed development. The TIS was accepted by both the City and Region.</p>
2	Traffic speeds	<p>The TIS noted Speedsville Road as a two-lane collector road with a posted speed limit of 70 km/hour and noted Royal Oak Road as a two-lane collector road with a</p>

		<p>posted speed limit of 60 km/hour with no sidewalks provided as part of either right-of-way. The TIS did not document any unusual observations regarding traffic speeds.</p> <p>As noted above, the conclusions and recommendations of the TIS have been reviewed and accepted by the City and Region.</p>
3	Access driveways	<p>The proposed development has been designed to provide for sufficient and safe separation between future access driveways and existing residential and industrial access points along Royal Oak Road.</p> <p>The west portion of the site provides for a future access driveway located where the existing driveway access is currently located; it will continue to be separated by approximately 230 metres from the shared property line with 225 Royal Oak Road and separated by approximately 110 metres from the shared property line with 251 Royal Oak Road.</p> <p>Similarly, the east portion of the site provides for a future access driveway separated from the shared property line with 251 Royal Oak Road.</p> <p>The TIS included an assessment of the proposed access points and included recommendations for road improvements for the driveway access on the western portion of the site to ensure safe vehicular movement and minimize impacts on existing traffic volumes on Royal Oak Road.</p>
4	Potential noise impacts	<p>A Noise Feasibility Study was prepared by HGC Engineering (dated December 2022; revised June 2024) in support of the proposed development. The intent of the Noise Study to assess the potential noise impacts of the proposed business employment use on surrounding land uses based on guidelines published by the Ministry of the Environment, Conservation and Parks in terms of acceptable sound level for sensitive (residential uses).</p> <p>The initial results of the Noise Study required a slight redesign of the proposed development to ensure a minimum separation of 20 metres between the future building (Building A) and the shared property line with 225 Royal Oak Road (existing residential use), as well as between the future east building (Building B) and the shared property line with 820 Speedsville Road. The proposed development has</p>

		<p>been updated to include the required separation of a minimum of 20 metres along these shared property lines.</p> <p>The Noise Study recommended the inclusion of a 3.0 metre high noise barrier approximately 30 metres in length at the northwest corner of Building B (east portion of the site) to provide for noise mitigation between the future employment use and the existing residential use at 251 Royal Oak.</p> <p>Through subsequent review by and discussions with the City and Region, it was requested that additional consideration be given to restricting the range of business employment and industrial uses to address potential further concerns regarding noise and compatibility. In response, the application for zoning by-law amendment has been further refined to prohibit industrial uses that would include stamping, treating, refining and/or distilling, a dry cleaning establishment, a motor vehicle and/or autobody repair shop and a propane transfer facility. HGC confirmed the acceptability of prohibiting these uses to address potential noise concerns through subsequent commentary submitted to the City on December 30, 2024.</p> <p>The details of the Noise Study, including its analysis, recommendations and conclusions, were reviewed in detail and accepted by the Region as part of the consideration of the proposed development.</p>
5	Privacy and compatibility	<p>While the site is immediately surrounded by existing residential uses to the west along with a small existing residential use to the south, the area generally north of Royal Oak Road and east of Speedsville Road is predominated by existing industrial and business employment uses, including existing business employment uses immediately north of the property at 250 Royal Oak Road. The broader community has been comprised of a mix of existing industrial/business employment uses and residential uses for an extensive period of time.</p> <p>The proposed development includes two future business employment buildings. Building A (located on the west portion of the site) will be setback a minimum of 20 metres from the shared property line of the existing residential use at 225 Royal Oak Road. The proposed access driveway for Building A has been situated at the eastern limit of the proposed development parcel, which is approximately 230 metres from</p>

		<p>the shared property line with 225 Royal Oak Road; there is no internal driveway and surface parking to be provided between the future building and the shared property line with 225 Royal Oak Road. Finally, the proposed development will include enhanced landscape screening and buffering along the shared property line with 225 Royal Oak Road, which can include board-on-board wood fencing.</p> <p>Building B (located on the east portion of the site) has been situated closes to Speedsville Road, with approximately 45 metres of separation from the shared property line of the existing residential use at 251 Royal Oak Road. The future development of the parcel associated with Building B also includes a portion of the existing natural feature and associated buffer containing a small water course and associated slope, creating a natural buffer/separation between the future business employment use and existing residential use at 251 Royal Oak Road. Finally, Building B has been separated by a minimum of 20 metres from the shared property line with 850 Speedsville Road; this provides adequate space for enhanced landscape screening and buffering, which can include a board-on-board wood fence.</p>
6	Loss of green space	<p>Proposed development includes the retention of the existing natural feature on the property, which is currently designated as “Natural Open Space System” in the Official Plan and zoned Open Space (OS1) in the Zoning By-law. Proposed official plan and zoning by-law amendments provides for specific refinement of “Natural Open Space System” designation and OS1 zone based on detailed assessment and survey of the boundaries of the existing natural feature and required development setbacks as identified in the Environmental Impact Study prepared by Natural Resource Solutions Inc. (dated December 2022, revised June 2024). The assessment and recommendations contained within the EIS have been accepted and approved by the City, Region of Waterloo and Grand River Conservation Authority.</p> <p>All future development will located outside of the boundary of the existing feature and the associated buffer area.</p>

		Additional details regarding tree protection measures and mitigation will be required to be reviewed and approved by the City as part of future detailed site plan design and approval.
7	Potential impacts on surrounding water and septic systems	<p>In support of the proposed development, the following technical reports and studies were completed to assess the existing conditions of the site and potential impacts of the proposed development in terms of servicing and construction:</p> <ul style="list-style-type: none"> • Functional Servicing and Stormwater Management Report (FSR) prepared by K Smart Associates Limited (dated December 2022; revised May 2024) • Geotechnical Investigation prepared by Pinchin (dated October 2022) • Preliminary Hydrogeological Assessment by Pinchin (December 2022) <p>The FSR noted that the proposed development will be serviced by existing municipal water and sanitary services available along Royal Oak Road; the proposed development will not be serviced by private water wells and/or septic systems. Stormwater runoff and drainage will be treated on-site prior to its discharge into an on-site stormwater management pond.</p> <p>The intent of the Geotechnical Investigation was to identify subsurface conditions and soil characteristics to inform site servicing and layout. The Geotechnical Investigation provides recommendations for site preparation, excavation and construction, groundwater management and servicing. The Geotechnical Investigation also included an assessment of the slope along the existing water feature, and its considerations for future development.</p> <p>The purpose of the Hydrogeological Assessment was to characterize soil and groundwater conditions, evaluate any potential dewatering requirements associated with construction, assess pre-and post- construction water balances, and identify any potential impacts of the proposed development on the surrounding environment. The Hydrogeological Assessment concluded that dewatering will not likely be required for the proposed development and that all groundwater parameters assessed met the Region’s sewer use discharge standards.</p>

		<p>The SWM Report, Geotechnical Investigation and Hydrogeological Assessment did not note any specific considerations or observations related to potential impacts on proximate private water wells and/or septic services.</p> <p>The SWM Report, Geotechnical Investigation and Hydrogeological Assessment were review in detail and accepted by the Region and Grand River Conservation Authority.</p>
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Date: January 10, 2025