



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. **Presentation to Planning Committee and Cambridge City Council March 25, 2025**



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

Hespeler West Community Plan

Subject Property

Hunt Club Subdivision - ('River Mill' Mattamay)

Boxwood
Campus

Toyota
Motor
Mfg.

Cherry Blossom

Royal Oak Rd.

Speedsville

Highway 401

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

TOWNSHIP OF
PUSLINCH

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



IMPACT – COMMERCIAL
Total Employees from
11 major companies alone
in a 1 km neighbourhood
radius

=14,523 employees + cars?

IMPACT – ACADEMIC

**-5,200 students (1,200 full
time students + 4,000 apprentices)
+ cars?**

Challenger Motor
Freight Inc.
1800 employees

Precision Resource
Canada Ltd
350 employees

Centra Industries Inc.
350 employees

ATS Automation Tooling Systems Inc.
635 employees

Rimowa N.A Inc.
400 employees
Loblaw Companies Limited
1500 employees

NAPA Auto Parts -
NAPA Cambridge

Toyota
8,000 employees

Toyota Motor
Manufacturing

Cambridge
Business Park
850 acres

Conestoga
College Skilled
Trades Campus
542,000 sq. ft on 40
acres

Grand River Foods
400 employees

Boxwood
Business Campus
110-acres

Trade Mark Industries
600 employees

Hindu Temple
400 people

Cowan Insurance Group 255 employees

Future Development???

**‘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?

New Apartment -1065 Speedsville Road
-Four(4) storey apartment building containing
465 dwelling units and 535 parking spaces

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

Arriscraft International
213 employees

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

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



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

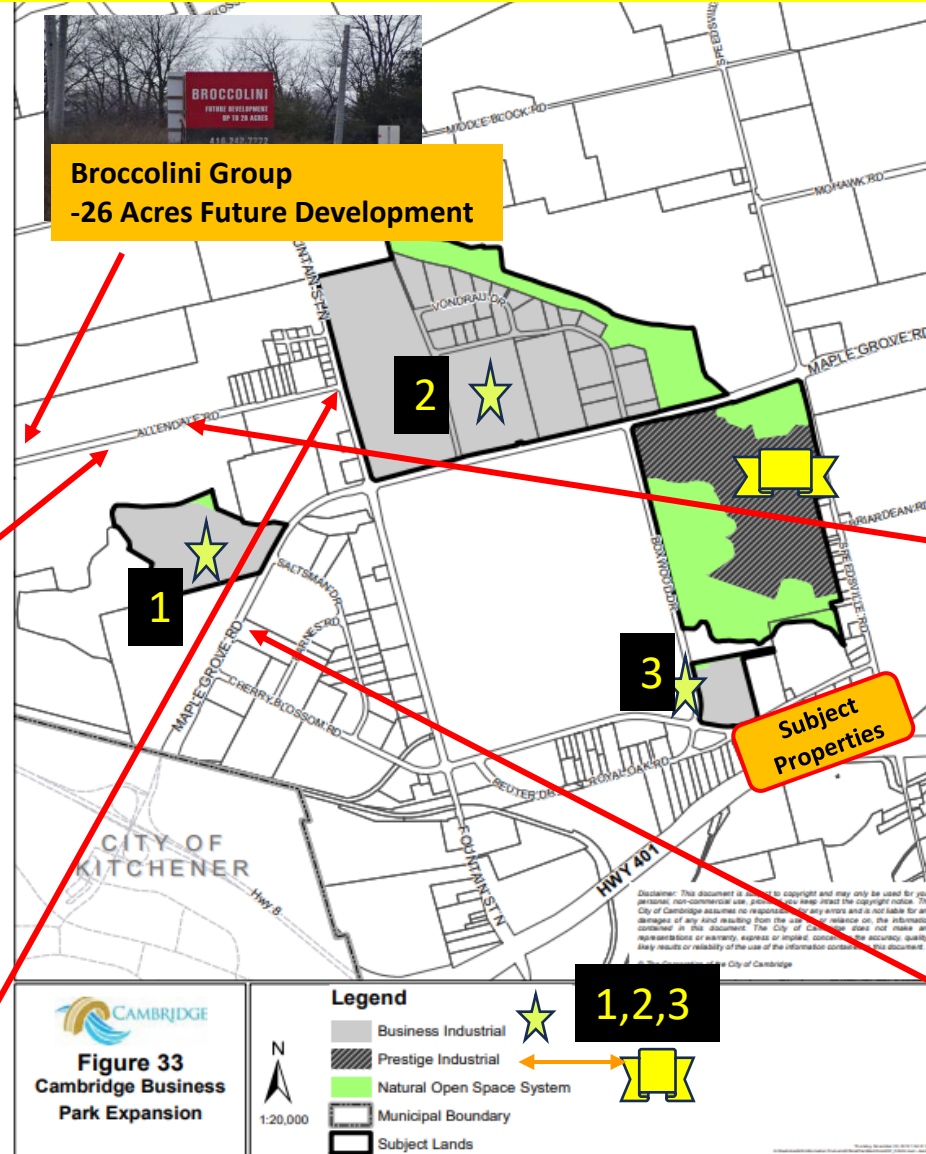
-within 1 km to Neighbourhood not counting Business Parks - —Do we have a warehouse deficit that needs to be addressed?



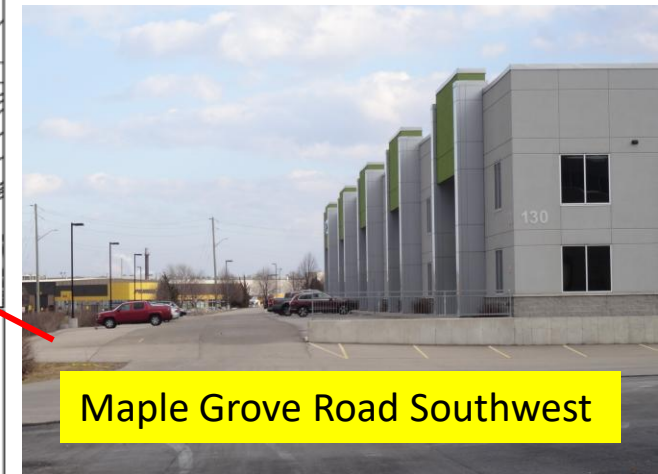
Allendale Road Southwest



Allendale Road –Southeast



Allendale Road Northeast



Maple Grove Road Southwest

Issues:

Traffic & Safety

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

Congestion and SAFETY

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 ...**

Congestion and SAFETY

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 politician, 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.”

<https://kitchener.ctvnews.ca/police-investigating-head-on-crash-in-cambridge-1.639240>



Congestion and SAFETY

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.

Congestion and SAFETY

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 Royal Oak Road and Highway 401.”

https://www.therecord.com/news/waterloo-region/man-74-loses-control-of-car-and-hits-hydro-pole-in-cambridge/article_1ae7d885-89bf-59b0-b27a-32b4507d951d.html

Congestion and SAFETY

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/>

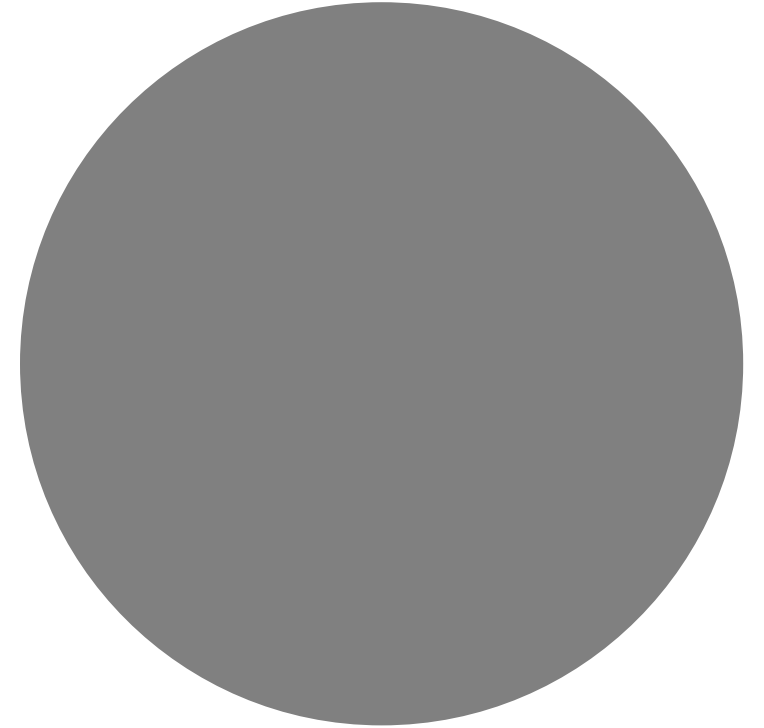
Issues:

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

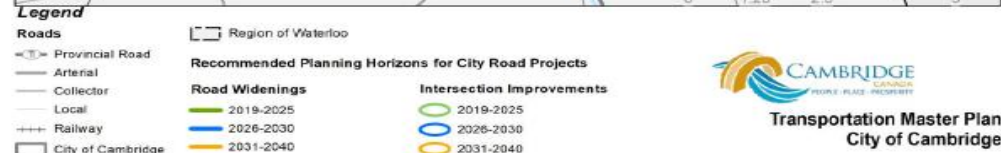
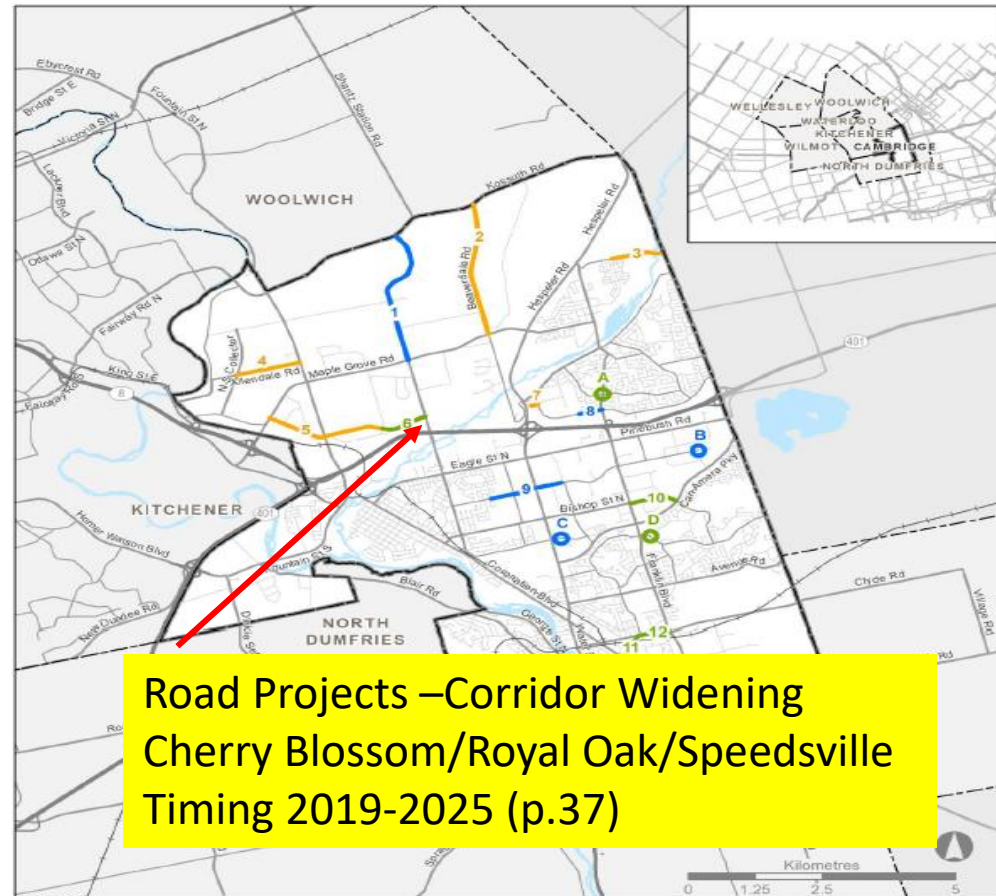


EXHIBIT 5-8: ROAD PROJECT MAP KEY (PROJECT CODES)

CODE	STREET AND LIMITS	PROJECT TYPE	PLANNING HORIZON
1	Speedville 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 Speedville 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	2026-2030
E	Main St & Shade ...	Intersection Improvement	2026-2030
F	Main St & Bruce ...	Intersection Improvement	2026-2030

Road Projects –Corridor Widening
Cherry Blossom/Royal Oak/Speedville
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



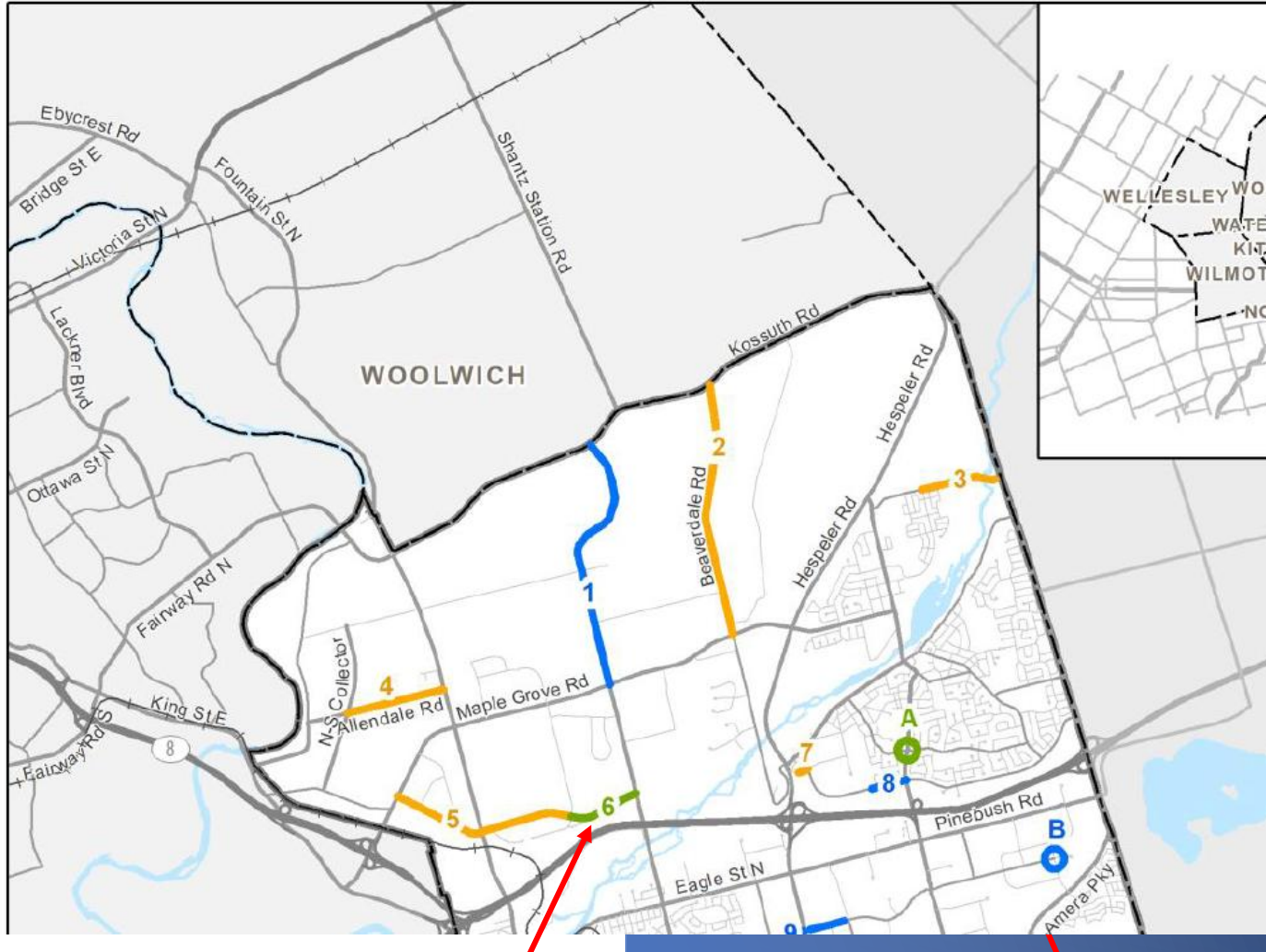
EXHIBIT 5-13: PRELIMINARY COST-ESTIMATES FOR WARRANTED ROAD PROJECTS

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:

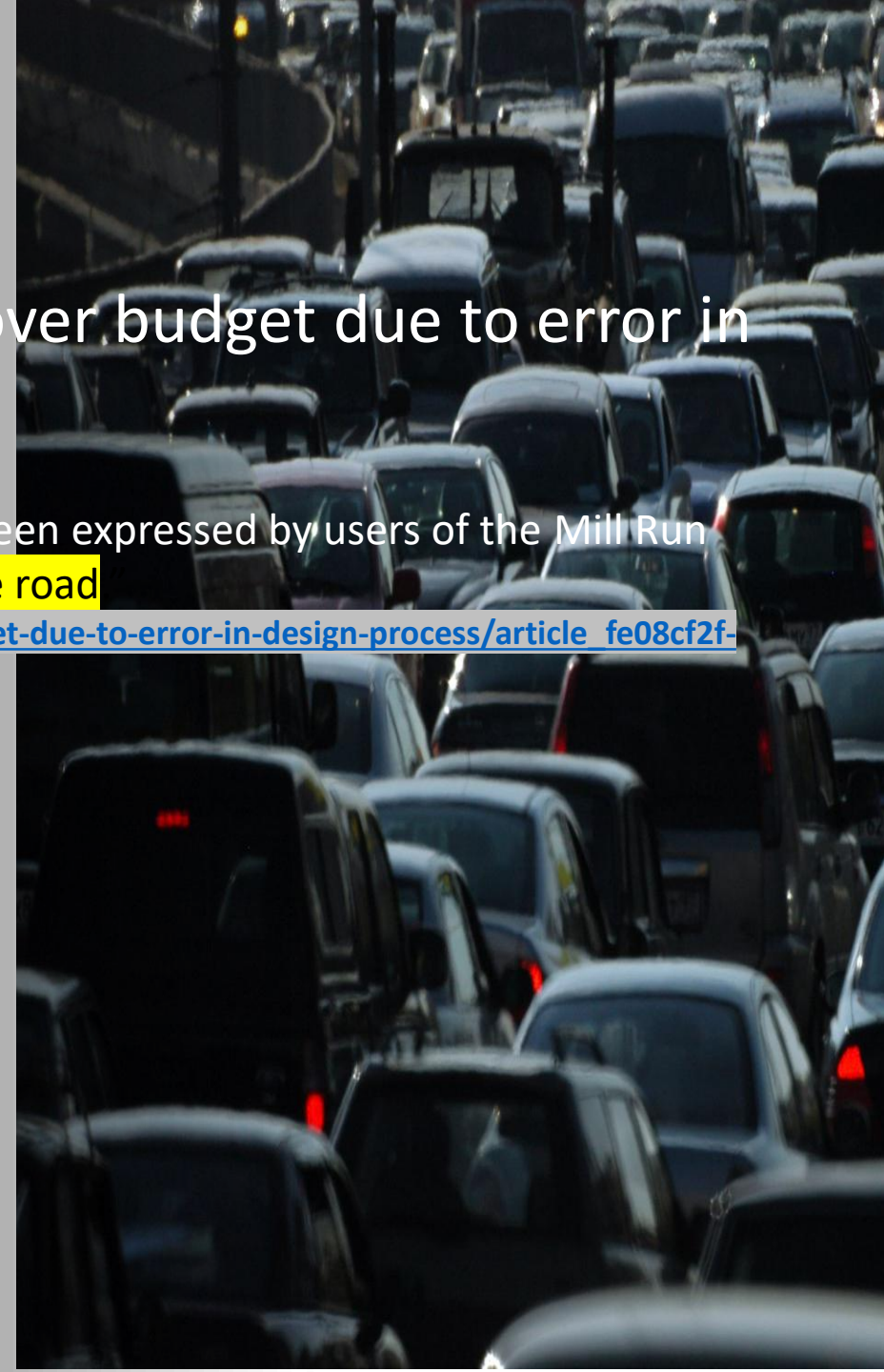
2) Signaled Crosswalks

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

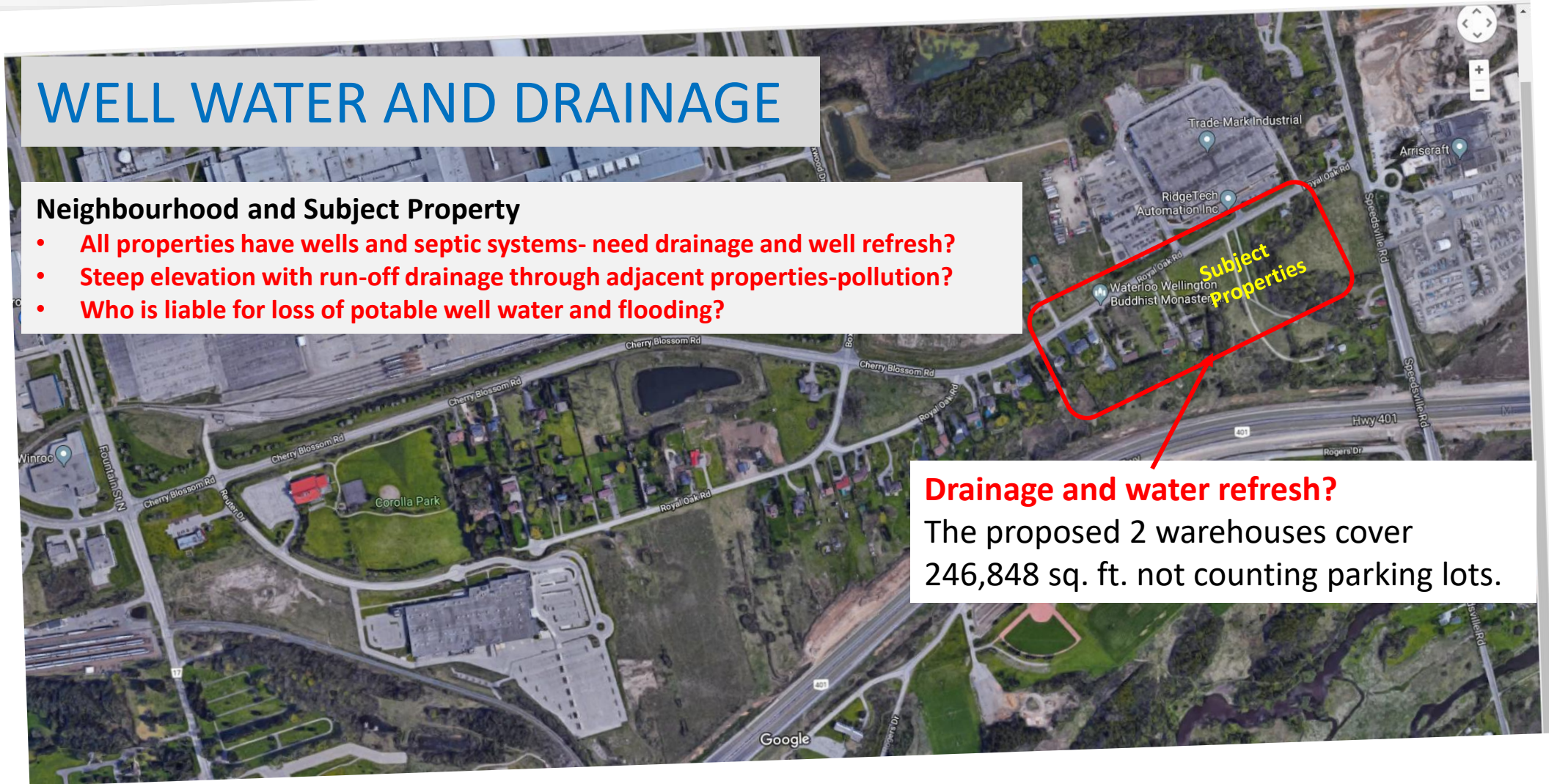
WELL WATER AND DRAINAGE

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

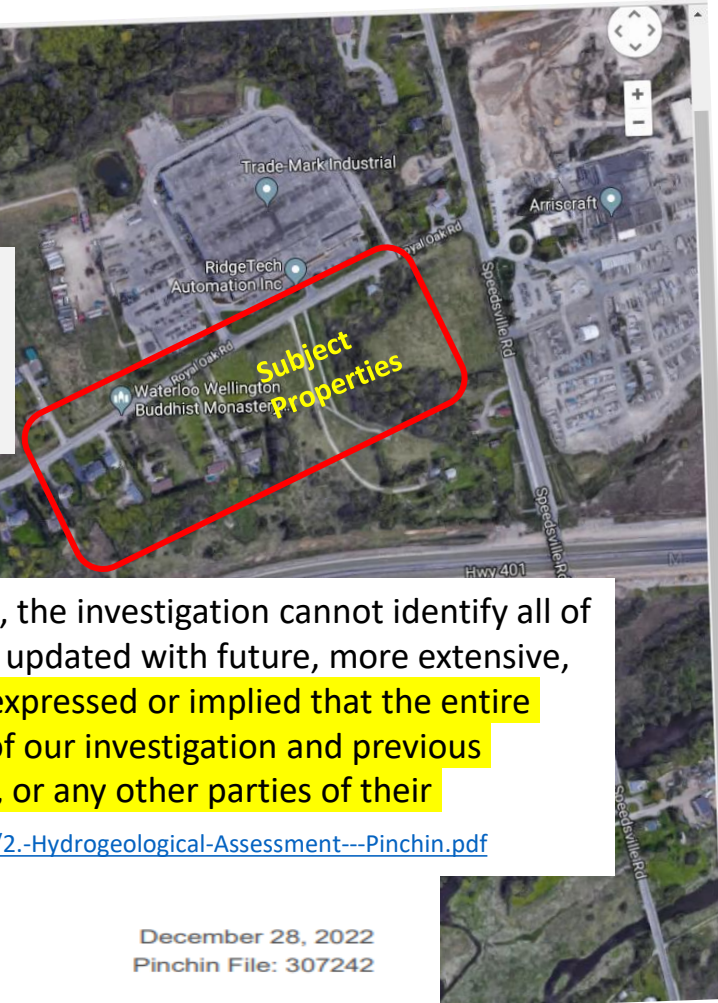
- All properties have wells and septic systems- need drainage and well refresh?
- Steep elevation with run-off drainage through adjacent properties-pollution?
- Who is liable for loss of potable well water and flooding?

"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



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 recommend removing existing residential units to allow warehouses. (Neighbourhood's Response.)

Applicant's 'Justification Report and Neighbourhood's Responses

- 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. (Neighbourhood's Response.)
- They conform to the policies of the Region of Waterloo Official Plan;
 - Yes- and only, if the City of Cambridge approves the Amendment. (Neighbourhood's Response.)
- They conform to the intent of the City of Cambridge Official Plan;
 - The “**intent**” of the City of Cambridge Official Plan states the land is zoned as Residential and this is the reason the Applicant is applying for a variance or an Amendment. (Neighbourhood's Response.)
- 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.** (Neighbourhood's Response.)
- 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. (Neighbourhood's Response.)

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,
 - **No mention of refresh problems or contamination ameliorated. Further, if the services are enough and existing wells not harmed, the Amendment will produce a further, 'knock-on-effect' with more commercial development on the south side of the street. A tipping point in water quality and refresh rates may already be reached given hydrological reports of "NO Warranty Against Harm". The development further, leads to a drop in land values and enjoyment of the existing properties. (Neighbourhood's Response.)**
- 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 and the Application is NOT consistent with the Official Plan. (Neighbourhood's Response.)**

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 -

The background features three overlapping circles in a medium blue color, arranged horizontally. The circles overlap in the center, creating a darker blue triangular region. A horizontal white band cuts across the middle of the circles.

Thank you