

November 22, 2023

File No. 21355

City of Cambridge
Community Development Department, 3rd Floor
50 Dickson Street
N1R 8S1

Attention: Syliva Rafalski-Misch, MCIP, RPP
Manager of Development Planning

Dear Ms. Rafalski-Misch:

**Re: Application for Zoning By-law Amendment
475 Allendale Road
Dream Unlimited Corporation**

Further to the consideration of the above-noted application at the October 17, 2023 Statutory Public Meeting, please accept the following commentary in response to concerns raised by members of Council and residents, specifically the written correspondence provided by Gregg Gray & Pamela Lovell, John Ujak, and Cyndi Diskic.

Site Location & Context

The subject property is located to the west of Cambridge Business Park, which is currently occupied by a range of business and industrial uses, including but not limited to a Loblaws warehouse and distribution centre and the Toyota Motor Manufacturing Canada assembly plant. The Cambridge Business Park is approximately 850 acres in size and is comprised of the area generally bound by Vondrau Drive to the north, Speedville Road to the east, Cherry Blossom Road to the south, and Maple Grove Road/Cherry Blossom Road to the west.

The property is also located along the southeastern edge of the North Cambridge Business Park. The North Cambridge Business Park, which is the area generally bound by Middle Block Road to the North, Fountain Street to the east, Freeport Creek to the south and Riverbank Drive to the west. The North Cambridge Business Park straddles the north and south side of Allendale Road, with the exception of a number of existing residential uses located at the northwest corner of Allendale Road and Fountain Street.

Site History

The property was subject to the consideration of an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision in 2008.

At the time of the 2008 applications, there were no existing or future permissions contemplated for business employment and industrial uses for the larger area located on the west side of Fountain

Street, opposite of the Cambridge Business Park. As the 2008 Official Plan and Zoning By-law Amendments introduced the first permissions for business employment and industrial uses in this area, it included a number of site-specific restrictions and prohibitions to ensure compatibility with adjacent residential uses, including the prohibition of certain sensitive uses, restrictions related to outdoor storage and speakers, additional setback requirements along Allendale Road, restrictions for loading adjacent to Allendale Road and restrictions related to vehicular access to Allendale Road.

After the approval of the 2008 applications, the City considered Official Plan Amendments and Zoning By-law Amendments for properties located to the north and west of the subject property that would permit large-scale employment and industrial uses as part of the North Cambridge Business Park. The approval of the associated draft plans of subdivision for the North Cambridge Business Park by the City and Region of Waterloo subsequently provided for direct and indirect industrial vehicular and truck traffic along Allendale Road, across the frontage of the subject property, to Fountain Street.

Comments Received to Date

We have reviewed the comments and feedback received to date, which are mainly related to potential truck access on Allendale Road, increased traffic, noise pollution, and adherence to the original development plans. In response, we provide the following clarifications and additional information.

Setbacks, Landscape Screen and Berm along Allendale Road

The current zoning by-law requires the following along Allendale Road:

- A minimum front yard setback of 6.0 metres
- A landscape berm with a minimum height of 3.0 metres, planted with perennial grasses and trees

As identified on the approved Site Plan and Landscape Plan, a 9.0 metres wide and 3.0 metre high landscape berm has been provided along the Allendale Road frontage, and includes a variety of plantings that range in size, scale and height, including but not limited to white spruce, maidenhair, dogwood, snowberry, junipers and feather reed grass.

The proposed Zoning By-law Amendment would allow for two vehicular access driveways along Allendale Road, each approximately 7.5 metres in width. The proposed access driveways have been located and designed to provide for minimum breaks in the landscape berm along the Allendale Road frontage.

Truck Access on Allendale Road

The development has been designed to provide for truck access from only the Fountain Street access driveway. Recognizing community concerns, we confirm that Allendale Road will not be used for truck access. As identified on the approved Site Plan, vehicle parking is arranged along Allendale Road, which explicitly excludes and prohibits truck access. Furthermore, all truck parking and loading facilities have been located at the rear of the industrial building, ensuring maximum separation from the residential uses on the north side of Allendale Road, to mitigate any potential disturbance.

The proposed access driveways on Allendale Road will accommodate vehicles only; truck access will be prohibited.

Potential Noise Impacts

The development's layout has been designed to ensure all truck entrance, loading, and parking facilities are located at the back of the building, furthest from the existing residential uses along Allendale Road. This intentional positioning enables the building itself to serve as an effective sound barrier, significantly reducing the noise typically associated with truck operations.

Additionally, the development features a substantial landscape berm along Allendale Road, measuring 9.0 metres in width and 3.0 metres in height. The berm is designed not only for visual screening but also to act as a buffer against potential vehicular noise from the front of the building (Note: there is no truck access permitted along the front of the building).

A Noise Impact Study was conducted in support of the development and submitted with the approved Site Plan application. This Study identified potential noise impacts from the rear of the property, along the southern property boundary and recommended the implementation of additional noise berms in this location. The Study concluded that the development would meet applicable MECP NPC-300 noise limits for the residential along Allendale Road, which means there would be no adverse noise impacts. The Noise Impact Study was reviewed and approved by the Region of Waterloo as part of the Site Plan approval process.

Potential Traffic on Riverbank Drive

An Urban Transportation Considerations Report was prepared and submitted to the City and Region in support of the site plan application. The Report provided an evaluation of the proposed development as it related to access, circulation, parking and loading arrangements, and assessed existing and projected traffic volumes on Fountain Street North, Maple Grove Road and Allendale Road.

The Report included considerations for the two (2) possible access driveways proposed on Allendale Road (identified as Scenario 2 – Ultimate). Under future traffic projections (2024 and 2027), the Report identified a very limited number of vehicle trips accessing Allendale Road via the two (2) proposed driveways during the AM and PM peak periods (a total of 5 AM trips and 20 PM trips in both 2024 and 2027 at both driveways). Furthermore, the Report did not anticipate any left-turn movements onto Allendale Road (with subsequent access to the west to Riverbank Drive).

The Report concluded that proposed driveways along Allendale Road and the surrounding road network are projected operate acceptably under future conditions. The Report was ultimately reviewed and approved by both the City and Region as part of the Site Plan approval process.

I trust that the above-noted commentary is sufficient for your review and consideration and will be included as part of our final staff report and recommendation for the proposed Zoning By-law Amendment as presented to Council. Please don't hesitate to contact me if you have any questions or require further information.

Sincerely,
GSP Group Inc.

Kristen Barisdall

Kristen Barisdale, MCIP, RPP
Vice President, Planning

cc. Justin Hawkins, Dream