MEMORANDUM

Date: March 16, 2021

To: Council

From: Danielle Manton, City Clerk

Re: Items further to the March 16, 2021 Special Council Agenda

Delegations


Presentations

1. David Marskell, THEMUSEUM re: The Exclusive Canadian Date for The Rolling Stones Exhibition

2. Mary-Jane Patterson, Reep Green Solutions re: 21-003(IFS) Reep Green Solutions 20+ Years of Community Action Impact Report
3. Minto Schneider, Explore Waterloo Region re: Annual Explore Waterloo Region Update


Minutes from Previous Meetings

1. Special Council Minutes- March 2, 2021

2. Council Information Package- March 5, 2021

Introduction and Consideration of Reports

1. 21-053(CD) Holding Removal 408-416 Dundas St. S. – 2577914 Ontario Inc.

Correspondence


Introduction and Consideration of By-laws

21-020 Being a By-law to amend Zoning By-law No. 150-85, as amended, with respect to lands municipally known as 408-416 Dundas Street South, City of Cambridge
A 4 CONTINENT, 12 CITY WORLD TOUR

- 60+ Years of History
- 200 Artists, Builders and Technicians
- 3 Modes of Transportation: Air, Sea, Land
- 15 Shipping Containers of Freight
- 70 World Leading Designer’s Costumes
- 300 Artworks and Artifacts
November 30, 2021 – February 27, 2022!

10,000 sq. ft. immersive and comprehensive exhibition!

“Backstage” experience with the Rolling Stones!

Plus the exclusive VOODOO Lounge!
Recreation of Chelsea flat circa 1960

Guitar collection
THE EXHIBITION

UNZIPPED

Engaging and interactive, this exhibition contains more than 500 rare and valuable items from the Stones’ private archive.

THE BUZZ

June 2019 - The Rolling Stones’ concert at Burscough (100 km North of Toronto) was attended by over 70,000 fans.

NO FILTER

Stones
NoFilter

The Stones’ ‘No Filter’ tour has thus far boasted an attendance of 1,506,259 and was one of the most commercially successful concert tours of 2017.

THE REACH

33,000,000 potential visitors within 400km. That’s 1-in-18 North Americans!

THEMUSEUM

Downtown Kitchener’s premier cultural destination, THEMUSEUM, attracts almost 100,000 people annually, 41% of which are tourists.

UNZIPPED brings an anticipated attendance of 50,000 to THEMUSEUM in Fall 2019.

THEMUSEUM.ca

DOWNTOWN KITCHENER
Feel-good experience will play important role in economic recovery.

Putting Region and South Western Ontario on larger Cultural map.

UNZIPPED will attract tens of thousands from Ontario, Quebec and the North-Eastern USA.

Anticipate 70,000+ people for 12 week run - 146,000 attended BOWIE over 9 weeks at AGO.
300 Artworks & Artefacts

Alexander McQueen, Prada, Dior, Warhol
THEMUSEUM has unleashed its Festival Strategy creating meaningful experiential engagement with hotels, transport, media, music/concert venues, Centre in the Square, attractions, festivals and events in order to create a marquee tourism opportunity with unlimited brand exposure with …

“The Greatest Rock ‘n’ Roll Band in the World”
FESTIVAL STRATEGY - Programming

- Show Business is Two Words | An Evening with Joyce Smyth
- Jeans & Classics Rolling Stones Themed Performance at CITS
- New Year’s Eve Party! 2021/2022
- Music based Education Tours for students
- Film Festival

- Potential: Mick Taylor Performance, Andrew Loog Oldham, Bill German - Author of Under Their Thumb, Chuck Leavell - Musical Director for the Rolling Stones

- GRFF, B1As, Ethel’s Lounge, Hillside Festival, Oktoberfest
FESTIVAL STRATEGY – Associated Events

- RS N10 King W
- REVERBERATIONS | Our Rock and Soul Legacy
- The Mel Brown Project
- Museums Canada Conference – Curator Ileen Gallagher
- In discussions to bring Ronnie Wood’s Art Show & Sale
FESTIVAL STRATEGY - Promotion

- VIA RAIL Canada radio promotions in 8 cities
- GO Transit announcement
- Hotel/Restaurant packages
- Ontario Motor Coach Trade Show – N.E. USA/Quebec
- Seeking Marketing Provincial Grants
- Rock n’ Roll Hall of Fame promotion

2021 Provincial "Marquee Year" of Blockbusters – Junos Toronto, Memorial Cup Oshawa and The Rolling Stones UNZIPPED Kitchener
- 11 Intrigue Media screens across Cambridge
- Print ads in Cambridge Times this fall
- Five foot Rolling Stone M at Cambridge Mall
- 77 earned media stories
- 660,000 estimated coverage views
- 6,060 shares on social media
- 19,000 website visits
- Highest referrals THEMUSEUM.ca, Exclaim.ca, Globe &Mail, Kitchener Today
THEMUSEUM in Kitchener, Ont., lands blockbuster Rolling Stones exhibit

Rolling Stones’ “Unzipped” coming to TheMuseum

Huge Rolling Stones Exhibition coming to Kitchener

Rolling Stones exhibit to make lone Canadian stop at Kitchener museum

The Rolling Stones exhibit will make a Canadian stop at the Kitchener museum
ONCE IN A LIFETIME OPPORTUNITY

- World Class Cultural Experience
- Confirming the Waterloo – Toronto Tech and **CULTURAL** Corridor
- Significant exposure for Ontario’s tourism industry
- Huge Economic benefits for the Region
- Reboot of tourism and Ontario’s economic engine
- Opening Gala November 29, 2021

In 2003, to help reboot Toronto’s economy the Rolling Stones headlined SARStock. Larger than the Junos or Memorial Cup UNZIPPED will be our COVIDSTOCK rebooting tourism and our economic engine!
THE ROLLING STONES!
THE ROLLING STONES
UNZIPPED
THEMUSEUM
DELIVERED BY DHL
PLEASE BUILD ON THE FESTIVAL STRATEGY!

- How can Cambridge take advantage of this
- Combo tickets with Cambridge Hotel and Restaurants!
- Live Music Events!
- Share the audience with Cambridge attractions!
- Take advantage of the Voodoo Lounge with special guests!

David.Marskell@THEMUSEUM.ca
Impact Report

20+ Years of Community Action

Reep Green Solutions

20th Anniversary

1999-2019

20+ YEARS OF COMMUNITY ACTION
URBAN FOREST + TREE STEWARDSHIP

96 TREE CONSULTATIONS WITH PROPERTY OWNERS

77 TREES PLANTED IN YARDS

5 EDUCATIONAL WORKSHOPS

167 WORKSHOP PARTICIPANTS

2 MUNICIPAL PARTNERS
<table>
<thead>
<tr>
<th>WATER CONSERVED IMMEDIATELY BY INSTALLING:</th>
<th>1,300+ WATER CONSERVATION HOME AUDITS</th>
<th>95,400+ LITRES OF STORMWATER STORAGE CAPACITY BUILT</th>
<th>9,200+ EDUCATIONAL WORKSHOP PARTICIPANTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHOWERHEADS</td>
<td>692</td>
<td>242</td>
<td>65</td>
</tr>
<tr>
<td>AERATORS</td>
<td>175</td>
<td>RAIN GARDENS, PERMEABLE PAVE + INFILTRATION GALLERIES INSTALLED</td>
<td>193</td>
</tr>
<tr>
<td>TOILET FLAPPERS</td>
<td>94</td>
<td>VOLUNTEERS</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td></td>
<td><em>IMPACT SINCE INCEPTION</em></td>
<td></td>
</tr>
</tbody>
</table>
DEPAVE PARADISE

KEATSWAY PUBLIC SCHOOL

DOWNTOWN NEW HAMBURG

290+ METRES OF IMPERVIOUS SURFACE REPLACED WITH GREEN SPACE

132 VOLUNTEER DEPAVERS - COMMUNITY MEMBERS, TEACHERS, STUDENTS, PARENTS

3 LOCAL SITES DEPAVED SINCE 2019
HOME ENERGY EFFICIENCY +
PROJECT neutral

$7M+
ESTIMATED SAVINGS
ON ENERGY COSTS
AFTER UPGRADES

$54M+
SPENT LOCALLY ON
HOME ENERGY
UPGRADES

9,500+
HOMES THAT
COMPLETED ENERGY
RETROITS

146
PARTICPANTS AT WORKSHOPS IN
BUSINESSES, SCHOOLS, AND
COMMUNITY GROUPS.

1,500+
PROJECT NEUTRAL
USERS

27,000+
TONNES OF
GREENHOUSE GAS
EMISSIONS REDUCED

*IMPACT SINCE INCEPTION*
ClimateActionWR

1,500+ COMMUNITY STAKEHOLDERS ENGAGED THROUGH 80 BY 50 ACTIVITIES

80 EXPERTS CONSULTED FOR 80 BY 50 COMMUNITY GOAL

124 SECTOR COMMITTEE MEMBERS

45 CLIMATE ACTION COMMITMENTS FROM THE COMMUNITY

70 COMMUNITY EVENTS VISITED BY STREET TEAM

95 VOLUNTEERS

*IMPACT SINCE INCEPTION*
COMMUNITY OUTREACH

EVENTS, WORKSHOPS + ZERO WASTE CHALLENGE

953 OUTREACH EVENTS
16,600+ WORKSHOP PARTICIPANTS
4,800+ VISITORS TO THE Reep House for Sustainable Living
524 ZERO WASTE CHALLENGE PARTICIPANTS
185.5 PETS TAKING PART IN THE ZERO WASTE CHALLENGE

*IMPACT SINCE INCEPTION*
FUNDRAISING IMPACT

380
NUMBER OF GIFTS
SINCE 2009

$50,200+
DONATIONS SINCE 2009

$146
AVERAGE GIFT

$17,679
DONATIONS IN 2019
FINANCIAL REPORT | FY2020

REVENUE SOURCES

EXPENSES BY PROGRAM

REVENUE

<table>
<thead>
<tr>
<th>Source</th>
<th>2019-2020</th>
<th>2018-2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grants (Local, Provincial, Federal)</td>
<td>433,410</td>
<td>323,504</td>
</tr>
<tr>
<td>Fee for Service</td>
<td>116,547</td>
<td>202,820</td>
</tr>
<tr>
<td>Contracts</td>
<td>180,978</td>
<td>114,215</td>
</tr>
<tr>
<td>Donations, Sponsorships and Foundations</td>
<td>55,546</td>
<td>43,359</td>
</tr>
<tr>
<td>Other Income</td>
<td>16,846</td>
<td>15,680</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>808,827</strong></td>
<td><strong>699,578</strong></td>
</tr>
</tbody>
</table>

EXPENSES

<table>
<thead>
<tr>
<th>Category</th>
<th>2019-2020</th>
<th>2018-2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries &amp; Benefits</td>
<td>510,446</td>
<td>511,134</td>
</tr>
<tr>
<td>Program Delivery - Contracted Services</td>
<td>154,984</td>
<td>103,525</td>
</tr>
<tr>
<td>Outreach &amp; Community</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Training</td>
<td>24,325</td>
<td>17,830</td>
</tr>
<tr>
<td>Occupancy</td>
<td>37,721</td>
<td>33,708</td>
</tr>
<tr>
<td>Professional Fees</td>
<td>24,210</td>
<td>22,385</td>
</tr>
<tr>
<td>Staff &amp; Org. Development</td>
<td>9,052</td>
<td>11,053</td>
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<tr>
<td>Office</td>
<td>6,228</td>
<td>7,815</td>
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<tr>
<td>Insurance</td>
<td>7,984</td>
<td>7,555</td>
</tr>
<tr>
<td>Amortization</td>
<td>1,272</td>
<td>1,319</td>
</tr>
<tr>
<td>Communications</td>
<td>3,181</td>
<td>3,325</td>
</tr>
<tr>
<td>Interest &amp; Bank Charges</td>
<td>4,159</td>
<td>3,112</td>
</tr>
<tr>
<td>Travel</td>
<td>1,917</td>
<td>2,217</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>786,378</strong></td>
<td><strong>724,979</strong></td>
</tr>
</tbody>
</table>

Excess of Revenue over Expenses

16,948

[ 25,401 ]
THANK YOU TO OUR
PROGRAM FUNDERS AND PARTNERS
THANK YOU TO OUR CORE FUNDERS
Promoting Cambridge

March 16, 2021
WR United
Cambridge based businesses

18
Eat Local

4
Play Local

7
Stay Local
Art Fresco
Cambridge locations

Langdon Hall
Thirteen Food & Beverage
Old Marina
Foundry Tavern – Tapestry Hall
Monigram Coffee Roasters
Bruce Craft House
Four Fathers Brewing
Fiddle & Firkin
Cambridge Butterfly Conservatory
Radio, Social Media & Contests

To claim your prize...

send me a msg

Send Message

SHOPPING TRIP

TO...

LAMBRIDGE, ONTARIO

@buzztourco

@BUZZTOURCO HEADED OUT TODAY TO #SHOPLOCAL IN #GALT

YUMM

NAH

20%

80%

Pickles on your pizza?
STORIES BEHIND THE WALLS OF WATERLOO REGION’S MOST INSTAGRAM-WORTHY MURALS: #GALTWINGS

September 13th, 2020  Featured

#GaltWings, arts, arts and culture, Cambridge, Galt, insta-worthy, local artists, murals, Region of Waterloo, things to do, things to do in Waterloo Region, urban art, wall murals
Playcation Passport

- 13 Food + Beverage
- Adventure Rooms Canada
- Arabella Park Beer Bar
- Beertown Public House Waterloo
- Borealis Grille & Bar

PLAYCATION PASS
Sport
COVID-19
REGIONAL RELIEF
AND RECOVERY FUND
APPLY NOW
Questions?
Regional Official Plan Review

• Region of Waterloo undertaking a review of the Regional Official Plan (ROP) to bring it into conformity with the Growth Plan and to be consistent with the Provincial Policy Statement.

• One component currently under review is the Employment Strategy which includes:
  - Regional Employment Area
  - Employment land conversions

• Regional Council will receive this information on April 20, 2021.
Draft Regional Employment Area

• Required by the Province to designate Regional Employment Areas (REAs) in the ROP.

• Protect for long-term employment opportunities and growth.

• Employment refers to:
  • manufacturing,
  • warehousing,
  • logistics,
  • office, and
  • service commercial uses that support the nearby businesses and their employees.

• REA Base Area: lands currently designated for employment uses in Area Municipal Official Plans.
Employment Land Conversions

• Lands currently designated for employment may only be converted to permit non-employment uses through a Municipal Comprehensive Review (ROP Review).

• Only a private landowner or a municipality can request that parcels/areas currently designated for employment uses be considered for conversion to allow non-employment uses – only during ROP Review.

• Only parcels/areas within the REA can be considered for conversion.

• There have been 17 employment land conversion requests for parcels/areas in Cambridge.
Employment Land Conversion Criteria

1. Need for conversion
2. Supply and location
3. Maintain sufficient employment land
4. No adverse impacts on adjacent uses
5. No adverse impacts on minimum density targets
6. Sufficient infrastructure and public services
7. Cross jurisdiction issues
8. Proximity to goods movement corridors
9. Other planning objectives

Growth Plan policies

Region-specific criteria (supported by Growth Plan policies)
Employment Land Conversions

• A request must pass all nine criteria to be considered for approval.

• Both municipal and private requests are evaluated using the same criteria.

• Preliminary recommendations by Regional staff:
  ➢ Conversion is not required - 5 requests
  ➢ Conversion is recommended - 6 requests
  ➢ Conversion is not recommended - 6 requests
Recommendations


AND THAT Cambridge Council endorse the draft Regional Employment Area boundary;

AND THAT Cambridge Council endorse the employment land conversions recommended by Regional staff;

AND FURTHER THAT Report 21-065(CD) and its resulting resolution be provided to the Regional Municipality of Waterloo.
CONTACT INFORMATION

Kathy Padgett
Senior Planner - Environment
(519) 623-1340 ext. 4826
PadgettK@cambridge.ca
1140 MAIN STREET
SUBMISSION ON RESPONSE TO REGIONAL EMPLOYMENT AREA
SITE LOCATION AND SURROUNDING AREA

Eastern Industrial Park

Lands Approved for Conversion

Subject Lands
CRITERIA FOR CONSIDERATION FOR CONVERSION REQUEST

In our opinion, the lands meet the criteria for consideration of conversion for non-employment uses and should not be identified a Regional Employment Area for the reasons noted below:

• Not identified as a Priority Strategic Employment Zone.
• No connection or visibility to major transportation network
• No connection to existing industrial parks
• Conversion requests on adjacent lands supported
• Fragmented parcel and development area
• Future land use compatibility issues with planned residential
• Use restrictions related to Wellhead Protection Area
We request the following resolution for the lands at 1140 Main Street:

1) Recognize the initial submission and request from City staff to the Region was to not include the lands within the Regional Employment Area;

2) Request the Region of Waterloo to not include the lands as Regional Employment Area or defer a decision on identification of the lands within the Regional Employment Area until there is a better understanding of lands needs in the City of Cambridge for employment uses and further decision has occurred between Region and City staff on the need to identify the lands as Regional Employment Area, given the City’s original submission; and,

3) Provide direction to City staff to consider a “Gateway” commercial designation on the lands as part of the upcoming Official Plan Update that would provide for a mix of employment and commercial uses, with the potential for limited residential subject to appropriate study.
Council Members in Attendance: Councillors Reid (Ward 1); Devine (Ward 2) (Arrived at 5:00 p.m.); Mann (Ward 3); Liggett (Ward 4) (Arrived at 5:54 p.m.); Wolf (Ward 5); Adshade (Ward 6); Hamilton (Ward 7); Ermeta (Ward 8) with Mayor McGarry in the Chair.

Staff Members in Attendance: David Calder, City Manager; Dave Bush, Deputy City Manager – Corporate Services; Yogesh Shah, Deputy City Manager – Infrastructure Services; Hardy Bromberg, Deputy City Manager – Community Development; Cheryl Zahnleiter, Deputy City Manager – Corporate Enterprise; Lisa Shields, City Solicitor; Sheryl Ayres, Chief Financial Officer; Kevin De Leebeeck, Director of Engineering; Elaine Brunn Shaw, Chief Planner; Danielle Manton, City Clerk; Jennifer Shaw, Deputy City Clerk; Briar Allison, Council Committee Services Coordinator; Greg Elgie, Business Systems Analyst; Michael Campos, Planning Technician; Matthew Belvins, Senior Planner; Julianna Petrovich, Transportation Engineering Technologist; Shannon Noonan, Manager of Transportation Engineering; Dennis Purcell, Chief Building Official; Lesley Head, Director of Recreation and Culture; Brian Arnold, Fire Chief.

Others in Attendance: Dave Galbraith, IBI Group; Victor Labreche, Greengate Village Limited & LVH Developments (CM) Inc.; Members of the general public are participating via Live Stream.

Meeting Called to Order

The meeting of the Council of the Corporation of the City of Cambridge is held virtually via Microsoft Zoom and live streamed to the City of Cambridge website. Mayor McGarry welcomes everyone present and calls the meeting to order at 10:02 a.m. and the meeting adjourns at 9:26 p.m.

Indigenous Territory Acknowledgement

Disclosure of Pecuniary Interest
There are no disclosures of pecuniary interest.

Public Meetings

Statutory notice of today’s Public Meetings was given by publication in the Cambridge Times on Thursday, February 4, 2021 for Public Meeting A and B.

Public Meeting A- Public Meeting Report – 355 Guelph Avenue and 11 Fletcher Circle, Zoning By-law Amendment – 2753144 Ontario Inc. (C/O IBI Group)

Presentations


   Using a PowerPoint presentation, Michael Campos is in attendance virtually to speak to Public Meeting A- Public Meeting Report – 355 Guelph Avenue and 11 Fletcher Circle, Zoning By-law Amendment – 2753144 Ontario Inc. (C/O IBI Group)

Delegations

1. Craig Oliver re: Public Meeting Report – 355 Guelph Avenue and 11 Fletcher Circle, Zoning By-law Amendment – 2753144 Ontario Inc. (C/O IBI Group)

2. Irina Galarza re: Public Meeting Report – 355 Guelph Avenue and 11 Fletcher Circle, Zoning By-law Amendment – 2753144 Ontario Inc. (C/O IBI Group)


5. Markus Pantea, Fletcher Circle Residents re: Public Meeting Report – 355 Guelph Avenue and 11 Fletcher Circle, Zoning By-law Amendment – 2753144 Ontario Inc. (C/O

The Chair called for a recess to allow additional members of the public attending virtually to call in to speak regarding Public Meeting A.

The following delegations called in to speak:


A. Public Meeting Report – 355 Guelph Avenue and 11 Fletcher Circle, Zoning By-law Amendment – 2753144 Ontario Inc. (C/O IBI Group)

Resolution: 21-036
Moved by: Councillor Reid
Seconded by: Councillor Wolf

THAT report 21-017(CD) - 355 Guelph Avenue and 11 Fletcher Circle, Zoning By-law Amendment – 2753144 Ontario Inc. (C/O IBI Group), be received;

AND THAT application R14/20 for 355 Guelph Avenue and 11 Fletcher Circle be referred back to staff for a subsequent report and recommendation.

CARRIED, on a recorded vote 7-0

In Favour: Councillor’s Adshade, Ermeta, Hamilton, Mann, Reid, Wolf and Mayor McGarry
Opposed:  None

The Chair declared Public Meeting A closed.

Public Meeting B- Public Meeting Report - 1005, 1045,1085 & part of 955 Main St, Official Plan & Zoning By-law Amendments and Draft Plan of Subdivision – Greengate Village Limited & LVH Developments (CM)

Presentations


Delegations

The Chair called for a recess to allow additional members of the public attending virtually to call in to speak regarding Public Meeting B.

The following delegations called in to speak:


B. Public Meeting Report - 1005, 1045, 1085 & part of 955 Main St, Official Plan & Zoning By-law Amendments and Draft Plan of Subdivision – Greengate Village Limited & LVH Developments (CM)

Resolution: 21-037
Moved by: Councillor Mann
Seconded by: Councillor Ermeta

THAT report 21-054(CD) - 1005, 1045, 1085 & part of 955 Main St, Official Plan & Zoning By-law Amendments and Draft Plan of Subdivision – Greengate Village Limited & LVH Developments, be received;

AND THAT the applications OR06/20 for 1005, 1045, 1085 & part of 955 Main St be referred back to staff for a subsequent report and recommendation.

CARRIED, on a recorded vote 7-0

In Favour: Councillor’s Adshade, Ermeta, Hamilton, Mann, Reid, Wolf and Mayor McGarry

Opposed: None

The Chair declared Public Meeting B closed.

Presentations

1. Julianna Petrovich, Transportation Engineering Technologist re: 21-034(CD) Neighbourhood 40k Speed Limit Pilot
Using a PowerPoint presentation, Julianna Petrovich is in attendance virtually to speak to 21-034(CD) Neighbourhood 40k Speed Limit Pilot.

See item #12

2. Lesley Head, Director of Recreation and Culture re: 21-047 (CD) Fountain Street Soccer Complex Operating Updates

Using a PowerPoint presentation, Lesley Head is in attendance virtually to speak to 21-047 (CD) Fountain Street Soccer Complex Operating Updates

See item #13

2. Derek Bridgman re: 21-047 (CD) Fountain Street Soccer Complex Operating Updates

Using a PowerPoint presentation, Derek Bridgman is in attendance virtually to speak to 21-047 (CD) Fountain Street Soccer Complex Operating Updates.

See item #13

Delegations

1. Andrea Sinclair, MHBC re: 21-044(CD) Zoning By-law Amendment, 172 Forest Road, Westside Presbyterian Church

Andrea Sinclair is in attendance virtually to speak to 21-044(CD) Zoning By-law Amendment, 172 Forest Road, Westside Presbyterian Church

See item #14

2. Evan Wittmann re: 21-040(CD) - 95 East Street, Zoning By-law Amendment – Azeez Bacchus

Evan Wittmann is in attendance virtually to speak to 21-040(CD) - 95 East Street, Zoning By-law Amendment – Azeez Bacchus

See item #15
3. Derek Bridgman re: 21-047 (CD) Fountain Street Soccer Complex Operating Updates

Derek Bridgman is in attendance virtually to speak to 21-047 (CD) Fountain Street Soccer Complex Operating Updates.

See item #13


Karen Scott Booth is in attendance virtually to speak to 21-074 (CD) Preserving and Protecting Heritage in Cambridge – Next Steps.

See item #16


Michelle Goodridge is in attendance virtually to speak to 21-074 (CD) – Preserving and Protecting Heritage in Cambridge – Next Steps and Councillor Liggett- Preston Springs

See item #16 and #17


Christine Rier is in attendance virtually to speak to 21-074 (CD) – Preserving and Protecting Heritage in Cambridge – Next Steps and Councillor Liggett- Preston Springs

See item #16 and #17


Karen Scott Booth is in attendance virtually to speak to Councillor Liggett- Preston Springs.
See item #17

**Consent Procedure**

THAT all items listed under the heading of Consent Procedure for Tuesday, March 2, 2021 Council Agenda be adopted as recommended.

Resolution: 21-038  
Moved by: Councillor Devine  
Seconded by: Councillor Reid

Items #

1. Special Council Minutes- February 2, 2021  
2. Special Council Minutes- February 16, 2021  
3. Special Council Minutes- February 18, 2021  
4. Economic Development Advisory Committee Minutes- March 11, 2020  
5. Council Information Package- December 11, 2020  
6. Council Information Package- February 5, 2021  
7. Council Information Package- February 19, 2021  
8. 21-009 (CRE) Sublease Agreement with Conestoga College, Second Floor Offices, INVEST Cambridge

CARRIED, on a recorded vote 8-0

In Favour: Councillor’s Adshade, Devine, Ermeta, Hamilton, Mann, Reid, Wolf and Mayor McGarry

Opposed: None

**Consideration of Reports**
Corporate Enterprise

9. 21-002(CRE) Riverside Grandstand

Resolution: 21-039
Moved by: Councillor Mann
Seconded by: Councillor Reid

THAT option #3 and the additional funding required in the amount of $242,440 to complete the rehabilitation of the Riverside Grandstand, as set out in report 21-002(CRE), be approved.

AND THAT the transfer of $242,440 from the Facility Maintenance Reserve Fund to project A/00362-40 to carry out the work set out in option #3, be approved.

CARRIED, on a recorded vote 9-0
In Favour: Councillor’s Adshade, Devine, Ermeta, Hamilton, Liggett, Mann, Reid, Wolf and Mayor McGarry
Opposed: None

10. 21-084(CRE) Riverside Grandstand Update

Resolution: 21-040
Moved by: Councillor Reid
Seconded by: Councillor Adshade

THAT report 21-084(CRE) Riverside Grandstand – Update be received as information.

CARRIED, on a recorded vote 9-0
In Favour: Councillor’s Adshade, Devine, Ermeta, Hamilton, Liggett, Mann, Reid, Wolf and Mayor McGarry
Opposed: None
Community Development

11. 21-050(CD) Zoning By-law Amendment – 405 Myers Rd and 115 Bloomington Dr – Estate of John Fraser c/o Granite Homes

Resolution: 21-041
Moved by: Councillor Hamilton
Seconded by: Councillor Wolf

THAT report 21-050(CD) - Zoning By-law Amendment – 405 Myers Rd and 115 Bloomington Dr – Estate of John Fraser c/o Granite Homes, be received.

THAT the application to rezone the land located at 405 Myers Rd. from (H)R4 (Single Detached Residential) to RM4 s.4.1.394 as attached to report 21-050(CD), be approved

THAT a subsequent public meeting in accordance with subsection 34(17) of the Planning Act is not required;

AND FURTHER THAT the by-law attached to report 21-050(CD) be presented for enactment

CARRIED, on a recorded vote 8-0

In Favour: Councillor’s Adshade, Devine, Ermeta, Hamilton, Mann, Reid, Wolf and Mayor McGarry

Opposed: None

12. 21-034(CD) 40km/h Neighbourhood Speed Limit Pilot

Resolution: 21-042
Moved by: Councillor Ermeta
Seconded by: Councillor Liggett

THAT Report 21-034(CD), 40km/h Neighbourhood Speed Limit Pilot be received;
THAT a 40km/h neighbourhood speed limit pilot be implemented in the areas of Central Cambridge, Lower Preston, North Hespeler and Southwest Galt as outlined in Report 21-034(CD);

AND FURTHER THAT Traffic and Parking By-law 187-06, Schedule 18, Rates of Speed, be amended accordingly.

CARRIED, on a recorded vote 9-0

In Favour: Councillor’s Adshade, Devine, Ermeta, Hamilton, Liggett, Mann, Reid, Wolf and Mayor McGarry

Opposed: None

13. 21-047 (CD) Fountain Street Soccer Complex Operating Updates

Resolution: 21-043
Moved by: Councillor Liggett
Seconded by: Councillor Mann

THAT Report 21-047 (CD) Fountain Street Soccer Complex Operating Updates, be received;

THAT the request to return the five hundred-thousand-dollar investment and end the approved Funding Agreement from June 24, 2019 with Cambridge Youth Soccer, be approved;

THAT a change in funding source for capital project A/00150-10 Land Acquisition of $600,000 from Growth Debt to offset a decrease in contributions from Cambridge Youth Soccer, be approved

THAT as an active community partner in the project Cambridge Youth Soccer receive the Council approved rates as per the Municipal Fees and Charges By-law and Sports Facility Allocation Policy;
THAT League One Ontario- Level Two Soccer be included as part of the scope of the overall project at a cost of $240,000 - $340,000 which represents 2-3% of the total project costs;

THAT the exemption to the Municipal Green Building Policy to exclude the main building located at the project site to a LEED Gold standard to support cost savings to the project, be approved

AND FURTHER THAT staff be directed to negotiate opportunities for a license agreement with Conestoga College.

CARRIED, on a recorded vote 6-3

In Favour: Councillor’s Adshade, Hamilton, Mann, Reid, Wolf and Mayor McGarry

Opposed: Councillor’s Devine, Ermeta and Liggett

14. 21-044(CD) Zoning By-law Amendment, 172 Forest Road, Westside Presbyterian Church

Resolution: 21-044

Moved by: Councillor Wolf

Seconded by: Councillor Adshade

THAT Report 21-044(CD) Zoning By-law Amendment, 172 Forest Road, Westside Presbyterian Church, be received;

THAT the proposed Zoning By-law Amendment to change the zoning on part of the property at 172 Forest Rd from R5 to (H)N1R5 s.4.1.393 to expand the parking lot for the Westside Presbyterian Church for the reasons set out in Report 21-044(CD), be approved

THAT the proposed Zoning By-law Amendment to change the zoning on the remaining part of the property at 172 Forest Rd from R5 to (H)R6 s.4.1.393 to allow the future
development of two residential lots for the reasons set out in Report 21-044(CD), be approved

AND FURTHER THAT the by-law attached to Recommendation Report 21-044(CD) be presented for enactment.

CARRIED, on a recorded vote 8-0

In Favour: Councillor’s Adshade, Devine, Ermeta, Hamilton, Mann, Reid, Wolf and Mayor McGarry

Opposed: None

15. 21-040(CD) - 95 East Street, Zoning By-law Amendment – Azeez Bacchus

Resolution: 21-045
Moved by: Councillor Adshade
Seconded by: Councillor Reid

THAT Report 21-040(CD) - 95 East Street, Zoning By-law Amendment – Azeez Bacchus, be received;

THAT the proposed Zoning By-law Amendment to change the zoning on part of the property at 95 East Street from Institutional, N1 to Residential, R4 s.4.1.391 to permit the construction of three singled detached dwellings for reasons set out in Report 21-040(CD), be approved

THAT the by-law attached to Recommendation Report 21-040(CD) be presented for enactment;

AND FURTHER THAT that a subsequent public meeting in accordance with subsection 34(17) of the Planning Act is not required.

CARRIED, on a recorded vote 8-0
16. 21-074 (CD) – Preserving and Protecting Heritage in Cambridge – Next Steps

Motion:
Resolution: 21-046
Moved by: Councillor Wolf
Seconded by: Councillor Mann

THAT clause 4 of Report 21-074(CD) be reconsidered.
CARRIED, on a recorded vote 9-0

In Favour: Councillor’s Adshade, Devine, Ermeta, Hamilton, Mann, Reid, Wolf and Mayor McGarry

Opposed: None

Motion:
Resolution: 21-048
Moved by: Councillor Wolf
Seconded by: Councillor Mann

4. AND THAT Council direct staff to meet with potential property owners prior to undertaking comprehensive review of the site for potential future inclusion of a property on the Heritage Register as a designated property or a listed property of interest.

A deferral motion was subsequently put on the floor and voted on.

Deferral:
Resolution: 21-047
Moved by: Councillor Liggett
Seconded by: Councillor Ermeta

THAT consideration of Clause 4 be deferred with direction for staff to report back at a future meeting.

DEFEATED, on a recorded vote 5-4

In Favour: Councillor’s Devine, Ermeta, Liggett and Mann

Opposed: Councillor’s Adshade, Hamilton, Reid, Wolf and Mayor McGarry

Clause 4 was subsequently put back on the floor and voted on.

Motion:

Resolution: 21-048
Moved by: Councillor Wolf
Seconded by: Councillor Mann

4. AND THAT Council direct staff to meet with potential property owners prior to undertaking comprehensive review of the site for potential future inclusion of a property on the Heritage Register as a designated property or a listed property of interest.

CARRIED, on a recorded vote 7-2

In Favour: Councillor’s Adshade, Devine, Hamilton, Mann, Reid, Wolf and Mayor McGarry

Opposed: Councillor’s Ermeta and Liggett

Main Motion:
Resolution: 21-049
Moved by: Councillor Wolf
Seconded by: Councillor Liggett

THAT Report 21-074(CD): Potential Heritage Enhancements in Cambridge – Continued, be received;

THAT the timing of work plan items as set out in Attachment 1 to Report 21-074(CD), be endorsed

THAT Council continue to delegate site plan approval authority to the Chief Planner or designate unless Council passes a resolution directing which site plans they would like to review and approve at the public meeting stage for a planning application;

THAT staff be directed to meet with potential property owners prior to undertaking comprehensive review of the site for potential future inclusion of a property on the Heritage Register as a designated property or a listed property of interest;

AND FURTHER THAT an additional Senior Planner Heritage Position, Planning Services Division be created in the amount of $118,200 for salary & benefits funded from the tax base.

CARRIED, on a recorded vote 8-1

In Favour: Councillor’s Adshade, Ermeta, Hamilton, Mann, Reid, Wolf and Mayor McGarry

Opposed: Councillor Devine

Unfinished Business

17. Councillor Liggett- Preston Springs

Whereas the Preston Springs Hotel, a heritage designated building, was demolished in January of this year under an Emergency Order;

And whereas this was a well-loved iconic community landmark;
And whereas citizenry of Cambridge and the heritage community feel bereft of such a landmark;

That in order to restore public trust and for the sake of transparency;

That an independent auditing company be contracted to embark on an external audit and come back with recommendations so that the community may be assured its remaining heritage is valued, respected and protected;

And that such an audit encompasses how the loss of an exceptional heritage asset came to be.

And further that staff report back on costs associated to complete an external audit for Council’s approval.

WITHDRAWN

Other Business

- International Women’s Day was highlighted.

Introduction and Consideration of By-laws

Resolution: 21-050
Moved by: Councillor Mann
Seconded by: Councillor Wolf

21-004 Being a by-law to amend Zoning By-law 150-85, as amended, with respect to land municipally known as 405 Myers Road and 115 Bloomington Drive

21-013 Being a by-law to amend Zoning By-law No. 150-85, as amended, with respect to land municipally known as 95 East Street (R09/20)

21-014 Being a by-law to amend Zoning By-law No. 150-85, as amended, with respect to the land municipally known as 172 Forest Rd (R06/20)
CARRIED, on a recorded vote 9-0

In Favour:  Councillor’s Adshade, Devine, Ermeta, Hamilton, Mann, Reid, Wolf and Mayor McGarry

Opposed:  None

**Confirmatory By-law**

Motion:  21-051
Moved by:  Councillor Liggett
Seconded by:  Councillor Devine

21-012  Being a by-law to confirm the proceedings of the Council of the Corporation of the City of Cambridge

CARRIED, on a recorded vote 9-0

In Favour:  Councillor’s Adshade, Devine, Ermeta, Hamilton, Liggett, Mann, Reid, Wolf and Mayor McGarry

Opposed:  None

**Close of Meeting**

Motion:  21-052
Moved by:  Councillor Wolf
Seconded by:  Councillor Hamilton

THAT the Council meeting does now adjourn at 9:26 p.m.

CARRIED, on a recorded vote 9-0

In Favour:  Councillor’s Adshade, Devine, Ermeta, Hamilton, Liggett, Mann, Reid, Wolf and Mayor McGarry

Opposed:  None
# COUNCIL INFORMATION PACKAGE

**March 5, 2021**

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<td>Government Relations Consultation Tracking 2020 Summary and Upcoming Advocacy Efforts</td>
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<td>Request that the Province of Ontario Reverse Decision to Close the Ontario Fire College Campus in Gravenhurst</td>
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<td>Township of Georgian Bluffs</td>
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<td>Capacity Limits for Restaurants in Stage 2 Under the Reopening Ontario Act, 2020</td>
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<td>Fire Marshal's Communiqué 2021-02 - Ontario Fire College Training Modernization</td>
<td>Ontario Fire College Training Modernization</td>
<td>54-60</td>
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</tbody>
</table>
Date: 03/05/2021  Internal Memo #: IM21-001(CRE)

To:  Mayor and Council

Circulated to:  SMT

Department:  Corporate Enterprise
Division:  Economic Development
From:  Michael Marini, Economic Development Officer

Subject:  Building Revitalization Program (BRP) Update for 2020

Comments

The purpose of this memorandum is to provide useful history, information, and a year-end update on the activity of the Building Revitalization Program (BRP) for 2020.

History of the Building Revitalization Program (BRP)

For Council’s information, the Building Revitalization Program (BRP) was one of the outcomes of a Core Areas Revitalization initiative that was approved by Council in March of 1998 under a Community Improvement Plan (CIP). In November 1998, the BRP was formally launched to provide combined grant and interest-free loan funding to property owners and authorized tenants in the core areas for the purpose of capital improvements. The emphasis was placed on the improvement of street fronting façades, including facades that abut public lands, the Grand River, with additional credit given to corner buildings and historic buildings within the Core Areas.

The following is a list of the type of work partially funded by the BRP:

- Repointing/repair of brick/masonry and other architectural details
- Painting
- Window & door replacement or repair
- Entrance modifications, including wheelchair access
- Signage
- Permanent “hard” landscaping elements such as walkways and planters
- Updating Fire Safety Codes
- Roof repairs/replacement
- Professional fees of consultants such as Engineers and Architects.
During the twenty-two (22) years that the BRP has been operating, over 200 applications were opened (approximately ten (10) applications annually). City staff estimates that they receive an average of two (2) inquiries per month regarding the BRP.

Basic Calculation

The BRP uses a 50/50 funding model whereby the applicant’s project must be approved for funding before commencing. When the project has been completed and paid for by the applicant, the work is verified and the applicant can opt to receive a combination of a loan and grant equaling 50% of the pre-tax amount spent up to a maximum of $50,000. The 50% incentive funding is composed of a grant of 35% and a loan of 65%. In other words, if only the grant is opted for, the grant amount is 17.5% of the total spent (less taxes). As the loans are paid back, more projects can be funded, thus providing more renewal and revitalization for the Core Areas.

Province of Ontario - Main Street Revitalization

In May 2018 the Province of Ontario launched a “Main Street Revitalization” initiative through the Ontario Ministry of Agriculture, Food & Rural Affairs (OMAFRA) and the Association of Municipalities of Ontario (AMO). A sum of $100,000 was granted to the City of Cambridge by the Province for the Building Revitalization Program with the stipulation that the funds be dispersed only as a 50/50 grant for commercial properties and that said funds must be allocated by March 31, 2021. The AMO funds were added to the City’s operating account for BRP grants. Staff has been successful in utilizing the AMO funds as per the Provincial directive with only $7,500 remaining to date. Staff is hopeful that this amount will also be utilized prior to the Provincial deadline.

Transition of the BRP to Economic Development

In June of 2020, the Building Revitalization Program (BRP) and the associated Design Guide program were transitioned from Policy Planning to Economic Development. The transition has permitted a Staff review of the BRP and allowed an update to existing processes, including new application forms, year-end reporting, and presentations of BRP applications to the newly formed Downtown Working Group (DWG) and Downtown Development Team (DDT). Such improved communications between City departments has allowed for a more comprehensive, multi-disciplinary approach to said applications. The transition has been seamless and the program continues to benefit business operators and owners within the Core Areas.

Year-End Report for 2020

This Year-End Report for 2020 provides a summary to Council on the activities of the Building Revitalization Program (BRP) for the period of January 1st to December 31st, 2020 (also see attachment to this report).
Over the past twelve (12) months, Staff had twelve (12) new inquiries, including eight (8) complete applications and seven (7) granted approvals. The total amount of funding provided for 2020 was $102,044.47 to the seven (7) business/property owners of businesses/properties in the Core Areas. In addition:

- The total value of work done as a result of this funding is $219,778.93.
- Of that total, $34,867.69 was in the form of six (6) grants from the City of Cambridge and one (1) grant from the AMO funds for a total of $2,422.50.
- The remaining $64,754.28 (of the above total) of was in the form of 0% interest loans with a repayment time of three (3) years.
- Two (2) Design Guide Program grants were also given out for a total of $2,750.

The BRP is funded through the City’s Operating Budget receiving an annual allocation of $50,000 and by respective loan repayments. Cambridge received $129,792.30 in BRP loan repayments in 2020. However, note that $68,978.33 was repayment of a loan that was paid out by the Economic Development Reserve Fund and as such was paid back to the Economic Development Reserve Fund. As of the date of this report, the BRP reserve account has $327,013.80 available for currently approved applications and new applications in 2021.

A list of completed projects for 2020 is attached to this report for Council’s information. Please note that BRP recipients have up to one year to complete the work, so the remaining approvals from 2020 are not yet complete but are within this time frame.

**New Incentives – Core Areas Community Improvement Plan for 2021**

As noted earlier, the existing Building Revitalization Program (BRP) is over twenty-two (22) years old now. Accordingly, Economic Development has initiated a new Core Areas Community Improvement Plan (CIP) for 2021 which will provide Cambridge’s three Core Areas with new and modern incentives for 2021 and beyond. It is hopeful that this new CIP will be completed and available for the Fall of 2021.

**Attachments**

Attachment 1 - Completed Projects 2020
Attachment 1

Building Revitalization Program Projects Completed in 2020

-40 Main Street-

<table>
<thead>
<tr>
<th>Total BRP Funding</th>
<th>Total Grant Provided</th>
<th>Total Loan Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>$24,774.25</td>
<td>$8,670.99</td>
<td>$16,103.26</td>
</tr>
</tbody>
</table>
Recipient: 1919987 Ontario INC

Work Complete:

- Fabricate & Install Steel Fire escape at rear.
- Replace metal siding on top front and rear facades.
- Rear glass railing on 2nd floor terrace.
- Remove existing temporary doors and window and install one window and three doors facing the mains street and the rear of the building parking area.
- Installation of the fence and materials around rear perimeter.
- Fire Code Upgrade.

Approvals:

☒ Manager/Supervisor ☒ Deputy City Manager ☒ City Manager
In December 2019, the Corporate Leadership Team (CLT) approved the Government Relations Consultation Tracking Policy (Policy Number A09 ADM 008). The Government Relations Consultation review process was adopted in order to provide a clear and centralized way to coordinate and track of the increasing volume of opportunities for the municipality to provide input into Federal and Provincial legislative, regulatory and programming considerations. Council was informed of this new administrative process in staff report 20-064(CRE), which was received by Council in July 2020.

The process is intended to streamline the assessment of consultation opportunities by providing clear direction to staff and keeping track of consultation responses to ensure that the municipality is consistent in its messaging. The core membership of the Response Team include staff from Corporate Strategy, Finance, Legal and the Mayor’s Office.

**Government Consultations Completed in 2020**

A total of 17 government relations reviews took place in 2020 (Appendix A). This is lower than 2019, when 34 reviews were completed.

Of the reviews completed:

- Seven (7) were consultation responses submitted to the appropriate legislative body
- Four (4) were advocacy-related, and
- Four (4) were reviewed with no response provided

The final two reviews were Bills 195 and 197, which were reviewed due to their considerable municipal impact despite there being no opportunity to comment. In order to share the impacts with Council, staff prepared information report 20-195(CRE), which was received at the August 11, 2020 Special Council Meeting.
Current and Upcoming Government Relations Activity

Government relations activity is already underway in 2021. Staff in Corporate Strategy has coordinated with the Mayor’s Chief of Staff to prepare pre-budget submissions for the Province (Appendix B) and the Federal government (Appendix C), plus a municipal round table with MPP Harris during the month of February. Staff will also be working with regional partners to plan a joint Waterloo Region Advocacy day (or days) during the Spring of 2021.

Staff will continue to monitor opportunities and will provide information on future advocacy efforts as appropriate.

Attachments

Appendix A: Government Consultation Tracking Summary 2020
Appendix B: City of Cambridge 2021 Provincial Pre-Budget Submission
Appendix C: City of Cambridge 2021 Federal Pre-Budget Submission

Approvals:
☒ Manager/Supervisor ☒ Deputy City Manager ☒ City Manager
# Appendix A: Government Consultation Tracking Summary 2020

<table>
<thead>
<tr>
<th>Status</th>
<th>Title of Consultation/Proposed Legislative Change</th>
<th>Ministry</th>
<th>Consultation Deadline (or Date of Submission) (MM/DD/YY)</th>
<th>Type</th>
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</thead>
<tbody>
<tr>
<td>Submitted</td>
<td>ERO 019-1406 Proposed Regulatory Matters Pertaining to Community Benefits Authority Under the Planning Act, the Development Charges Act, and the Building Code Act</td>
<td>Municipal Affairs and Housing</td>
<td>3/30/2020 Extended to 4/30/2020</td>
<td>Consultation Response</td>
</tr>
<tr>
<td>Submitted</td>
<td>Bill 21 (Laws against Religious Freedoms)</td>
<td>Province of Quebec</td>
<td>1/21/2020</td>
<td>Advocacy</td>
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<tr>
<td>Submitted</td>
<td>Association of Municipalities Ontario (AMO) 2020 Conference</td>
<td>Various</td>
<td>8/19/2020</td>
<td>Advocacy</td>
</tr>
<tr>
<td>Submitted</td>
<td>Fall 2020 Pre-Budget Submission</td>
<td>Finance</td>
<td>10/15/2020</td>
<td>Advocacy</td>
</tr>
<tr>
<td>Submitted</td>
<td>Updating the Conservation Authorities Act through Schedule 6 of Bill 229 Protect, Support and Recover from COVID-19 Act (budget bill)</td>
<td>Not applicable</td>
<td></td>
<td>Advocacy</td>
</tr>
<tr>
<td>Submitted</td>
<td>ERO Number 019-0987 - Amendment to the Record of Site Condition (Brownfields) Regulation Related to the Requirement to Sample Ground Water</td>
<td>Environment, Conservation and Parks</td>
<td>1/13/2020</td>
<td>Consultation Response</td>
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<tr>
<td>Submitted</td>
<td>20-MAG001 Proposal regarding Cannabis Consumption Establishments and Special Occasion Permits</td>
<td>Attorney General</td>
<td>3/10/2020</td>
<td>Consultation Response</td>
</tr>
<tr>
<td>Submitted</td>
<td>ERO 019-1679 Proposed Land Needs Assessment Methodology for A Place to Grow</td>
<td>Municipal Affairs and Housing</td>
<td>7/31/2020</td>
<td>Consultation Response</td>
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<tr>
<td>Submitted</td>
<td>ERO 019-1680 Proposed Amendment 1 to A Place to Grow</td>
<td>Municipal Affairs and Housing</td>
<td>7/31/2020</td>
<td>Consultation Response</td>
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<tr>
<td>Submitted</td>
<td>2020 Pre-Budget Consultation</td>
<td>Finance</td>
<td>10/16/2020</td>
<td>Consultation Response</td>
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<tr>
<td>Submitted</td>
<td>ERO 019-1348 Proposed Regulation under the Ontario Heritage Act (Bill 108)</td>
<td>Heritage, Sport, Tourism &amp; Culture Industries</td>
<td>11/5/2020</td>
<td>Consultation Response</td>
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<td>Reviewed</td>
<td>Bill 215 <em>The Main Street Recovery Act, 2020</em></td>
<td>Municipal Affairs and Housing</td>
<td>11/21/2020</td>
<td>Consultation Response</td>
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</tr>
<tr>
<td>Reviewed</td>
<td>ERO 019-1340 Updating Ontario’s Water Quantity Management Framework</td>
<td>Environment, Conservation and Parks</td>
<td>8/2/2020</td>
<td>Consultation Response</td>
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The Corporation of the City of Cambridge
50 Dickson Street, P.O. Box 669
Cambridge ON. N1R 5W8
(519) 740-4517

February 12, 2021

The Honourable Peter Bethlenfalvy
Minister of Finance
c/o Budget Secretariat
Frost Building North, 3rd Floor
95 Grosvenor Street
Toronto, Ontario M7A 1Z1

Re: 2021 Budget Consultation

Dear Minister Bethlenfalvy,

Thank you for the opportunity to provide input regarding the Spring 2021 Ontario Budget.

I am pleased to submit the following for your consideration as you develop upcoming provincial funding priorities.

Cambridge is home to a population of over 135,000 people and is slated to grow by almost 20% in the next 10 years. Cambridge’s economic base is diversified with strengths in advanced manufacturing, automation, aerospace, plastic, nuclear, auto-manufacturing, agri-food and the technology sector. Further, we work closely with our post-secondary partners to train the workforce of tomorrow.

Our City has responded to the challenges of the global pandemic with innovative strategies; adapting services to the virtual environment and implementing various cost-containment measures. We provided financial relief to the tax payer and business community by way of deferred payment programs. In December 2020, City Council approved a 2021 budget that accounted for a property tax increase of just 1.27 per cent, which is less than the forecasted cost of inflation. It is the lowest tax rate increase for the City of Cambridge in the last decade. Council also voted to keep water utility rates the same in 2021 as the previous year.

While the City recognizes the need to provide relief through whatever means it can, the reality is that the cost pressures facing municipalities continue to rise.

Ensuring the City can continue to build, maintain and operate the infrastructure that provides the foundations for economic prosperity is of the utmost importance.

The City is proactively working toward the sustainability of core service delivery. The City of Cambridge owns, operates and maintains infrastructure assets worth $2.7-billion in $2019 replacement costs. In
addition, the City also provides operational and maintenance assistance to maintain infrastructure assets owned by the Region of Waterloo.

Infrastructure:

A $137-million current infrastructure gap will continue to grow without financial support from other level of governments. The City has provisioned $45-million in property tax funded debt financing over next 10 years to reduce this infrastructure gap to $92-million. However, the COVID-19 pandemic poses significant financial challenges in coming years to incur property tax funded debt.

Although the water and wastewater (Sanitary Sewer) system is fully funded under the provincially approved Financial Plan, roads, bridges and drainage infrastructure remain significantly under-funded with property taxation as the primary source of funding.

A fully funded financial strategy to address a backlog of road renewals, storm water management, bridges and dams remains beyond the financial capacity of the current property taxation system. A compounding increase of approximately 3.6% in property taxes each year, for the next 10 years over and above inflation, would be required to address this shortfall.

How can we work together to address this challenge?

We request that the Provincial Government:

- Review the significant infrastructure backlog funded through property taxation
- Commit to working with the Federal Government and municipalities explore long term funding, grant programs and/or revenue sharing with municipal governments
- Commit to working with the Federal Government and municipalities to look at potential options and short-term infrastructure renewal grants (such as the much appreciated Investing in Canada Infrastructure Program)

In particular, we would be happy to work with the Province to mitigate some of the challenges some short-term grants can pose, such as the:

- Short time between funding announcement and application deadline (sometime less than 30 days)
- Short time period to complete projects
- Increased short term resource requirement at all levels (municipality, contractor and consultants)
- Increased project cost as all municipalities release tenders at the same time

Cambridge Recreation Complex:

The City of Cambridge, Idea Exchange (Cambridge Public Library), Waterloo Region District School Board (the WRDSB), and Waterloo Catholic District School Board (the WCDSB) recently completed a feasibility
study to evaluate the opportunities for a joint-use campus to meet the current and future needs of the Cambridge community.

This community hub will be home to:

- An aquatics centre
- Gymnasiums
- Multi-purpose rooms
- Walking track
- Library branch
- WRDSB Elementary School for 519 students
- WCDSB Elementary School for 354 students

The total investment is estimated to be $93-million and the facilities will open by 2025. We look forward to working with the Province to ensure this innovative community hub will be able to serve the Cambridge community as a critical piece of infrastructure for today and tomorrow’s generations. We look forward to economic benefits of sport tourism.

Integrated Transportation Network – GO Transit (Connect the Corridor) and Phase 2 ION:

The City of Cambridge is an active partner in several key initiatives which aim to create a more integrated, connective and sustainable province. Connect the Corridor is one such coalition that recognizes that our post-COVID economic recovery hinges on building both for the economy we want and kickstarting the economy we have. This means making key investments in urban and regional transit.

Fast, frequent two-way all day GO service along the Innovation corridor between Waterloo Region and Toronto could deliver: $17.5-billion in direct annual GDP, an infusion of $1-billion in construction and procurement over 5 years and more than 170,000 high-quality jobs by 2025.

Cambridge appreciates the continued investment being made along the Kitchener GO line and looks forward to presenting the results of the feasibility study related to the proposed connection of Cambridge to this line, via the Fergus Subdivision (in partnership with the Region of Waterloo) in the Spring of 2021.

Further, the City continues to work with the Region on the Phase 2 of the ION light rail transit system and the Transit Project Assessment currently underway. This is a critical piece of transportation infrastructure that will connect Cambridge with the region, provide a new, more sustainable transportation choice, and will support the population and employment growth expected to occur over the long-term.

Mental Health, Addiction and Supportive Housing:

Cambridge and Waterloo Region continue to see the devastating effects of the opioid crisis. A total of 98 people died of overdose in Waterloo Region in 2020, surpassing the 2017 record.
This is an urgent and deadly public health crisis and should be treated as such.

Cambridge Council will soon be choosing a site within our community for a consumption and treatment facility, as we know this is an effective harm reduction tool and something desperately needed. This needs Provincial support to be successful.

That is only one tool in the toolbox as we look to prevention and support. Ontario does not yet have a comprehensive strategy or strategic targets despite the scale of death, injury and other impacts. This is something that touches every community, and needs an overarching, multi-layered plan.

How do we do that?

• Beyond the availability of naloxone kits, we should be shifting our focus to safe supply
• Beyond the availability of shelter beds, we should be heavily, heavily investing in affordable housing above the already established National Housing Strategy
• Beyond the availability of crisis support, we should be building a comprehensive mental health strategy that focuses on early intervention and coping skills

Summary:

In conclusion, the City of Cambridge appreciates this opportunity to provide input into the Spring 2021 Ontario Budget. We look forward to working with the Province on options to address the infrastructure funding shortfall. We welcome continued dialogue as we build for tomorrow with the Cambridge Recreation Complex and aim to Connect the Corridor through two-way all day go and Phase 2 ION. And lastly, but most importantly, taking care of our vulnerable populations through increased mental health supports, a healthy stock of affordable housing and harm reduction tools to treat those struggling with addiction.

Sincerely,

Kathryn McGarry
Mayor, City of Cambridge
Appendix C: City of Cambridge 2021 Federal Pre-Budget Submission

The Corporation of the City of Cambridge
50 Dickson Street, P.O. Box 669
Cambridge ON N1R 5W8
(519) 740-4517

OFFICE OF THE MAYOR

February 19, 2021

Deputy Prime Minister and Minister of Finance
Department of Finance Canada
90 Elgin Street
Ottawa, Ontario
K1A 0G5

Re: 2021 Budget Consultation

Dear Deputy Prime Minister Chrystia Freeland,

Thank you for the opportunity to provide input regarding the Spring 2021 Federal Budget.

I am pleased to submit the following for your consideration as you develop upcoming federal funding priorities.

Cambridge is home to a population of over 135,000 people and is slated to grow by almost 20% in the next 10 years. Cambridge’s economic base is diversified with strengths in advanced manufacturing, automation, aerospace, plastic, nuclear, auto-manufacturing, agri-food and the technology sector. Further, we work closely with our post-secondary partners to train the workforce of tomorrow.

Our City has responded to the challenges of the global pandemic with innovative strategies; adapting services to the virtual environment and implementing various cost-containment measures. We provided financial relief to the tax payer and business community by way of deferred payment programs. In December 2020, City Council approved a 2021 budget that accounted for a property tax increase of just 1.27 per cent, which is less than the forecasted cost of inflation. It is the lowest tax rate increase for the City of Cambridge in the last decade. Council also voted to keep water utility rates the same in 2021 as the previous year.

While the City recognizes the need to provide relief through whatever means it can, the reality is that the cost pressures facing municipalities continue to rise.

Ensuring the City can continue to build, maintain and operate the infrastructure that provides the foundations for economic prosperity is of the utmost importance.

The City is proactively working toward the sustainability of core service delivery. The City of Cambridge owns, operates and maintains infrastructure assets worth $2.7-billion in 2019 replacement costs.
addition, the City also provides operational and maintenance assistance to maintain infrastructure assets owned by the Region of Waterloo.

Infrastructure:

A $137-million current infrastructure gap will continue to grow without financial support from other level of governments. The City has provisioned $45-million in property tax funded debt financing over next 10 years to reduce this infrastructure gap to $92-million. However, the COVID-19 pandemic poses significant financial challenges in coming years to incur property tax funded debt.

Although the water and wastewater (Sanitary Sewer) system is fully funded under the provincially approved Financial Plan, roads, bridges and drainage infrastructure remain significantly under-funded with property taxation as the primary source of funding.

A fully funded financial strategy to address a backlog of road renewals, storm water management, bridges and dams remains beyond the financial capacity of the current property taxation system. A compounding increase of approximately 3.6% in property taxes each year, for the next 10 years over and above inflation, would be required to address this shortfall.

How can we work together to address this challenge?

We request that the Federal Government:

- Review the significant infrastructure backlog funded through property taxation
- Commit to working with Provincial Governments and municipalities explore long term funding, grant programs and/or revenue sharing with municipal governments
- Commit to working with Provincial Governments and municipalities to look at potential options and short-term infrastructure renewal grants (such as the much-appreciated Investing in Canada Infrastructure Program)

In particular, we would be happy to work with together to mitigate some of the challenges some short-term grants can pose, such as the:

- Short time between funding announcement and application deadline (sometimes less than 30 days)
- Short time period to complete projects
- Increased short term resource requirement at all levels (municipality, contractor and consultants)
- Increased project cost as all municipalities release tenders at the same time

Cambridge Recreation Complex:

The City of Cambridge, Idea Exchange (Cambridge Public Library), Waterloo Region District School Board (the WRDSB), and Waterloo Catholic District School Board (the WCDSB) recently completed a feasibility
study to evaluate the opportunities for a joint-use campus to meet the current and future needs of the Cambridge community.

This community hub will be home to:

- An aquatics centre
- Gymnasiums
- Multi-purpose rooms
- Walking track
- Library branch
- WRDSB Elementary School for 519 students
- WCDSB Elementary School for 354 students

The total investment is estimated to be $93-million and the facilities will open by 2025. We look forward to working with the Federal Government to ensure this innovative community hub will be able to serve the Cambridge community as a critical piece of infrastructure for today and tomorrow’s generations. We look forward to economic benefits of sport tourism.

Integrated Transportation Network – GO Transit (Connect the Corridor) and Phase 2 ION:

The City of Cambridge is an active partner in several key initiatives which aim to create a more integrated, connective and sustainable province and nation. Connect the Corridor is one such coalition that recognizes that our post-COVID economic recovery hinges on building both for the economy we want and kickstarting the economy we have. This means making key investments in urban and regional transit.

Fast, frequent two-way all day GO service along the Innovation corridor between Waterloo Region and Toronto could deliver: $17.5-billion in direct annual GDP, an infusion of $1-billion in construction and procurement over 5 years and more than 170,000 high-quality jobs by 2025.

Cambridge appreciates the continued investment being made along the Kitchener GO line and looks forward to presenting the results of the feasibility study related to the proposed connection of Cambridge to this line, via the Fergus Subdivision (in partnership with the Region of Waterloo) to government partners in the Spring of 2021.

Further, the City continues to work with the Region on the Phase 2 of the ION light rail transit system and the Transit Project Assessment currently underway. This is a critical piece of transportation infrastructure that will connect Cambridge with the region, provide a new, more sustainable transportation choice, and will support the population and employment growth expected to occur over the long-term.

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Sincerely,

Kathryn McGarry
Mayor, City of Cambridge
At the July 28, 2020 Council meeting, through Report 20-176(CD), Council authorized the execution of all necessary agreements and renewals with the Region of Waterloo for the administration and operation of Automated Speed Enforcement (ASE) on City roads, and approved four sites for the implementation of ASE. In order of preference the four sites included:

- Main Street (at Central Public School)
- Guelph Avenue (at St. Gabriel Elementary School)
- Elgin Street North (at Elgin Street Public School)
- Winston Boulevard (at Hespeler Public School)

The phased ASE program launch initially consisted of the implementation of ASE within eight school zones (one school zone per municipality) across the Region (on both Regional and area municipality roadways). However, Staff has recently been informed that the ASE program will be expanded to include one additional school zone location per municipality. The initial eight locations will be installed this spring with the additional eight locations being installed later this year in the fall.

In December 2020, staff informed Council through Internal Memo IM20-033(CD), that the City’s Main Street site was not suitable for ASE due to the curvature of the road and sight line requirements. As such, the next location on the Council approved list, Guelph Avenue (at St. Gabriel Elementary School), was selected for the initial installation. Therefore, moving down the City’s list of approved locations in order of preference, the second ASE location to be
implemented later this year would be Elgin Street North (at Elgin Street Public School) provided it meets all of the vendor location criteria.

## Attachments

N/A

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Ontario Provides Additional Support for Municipalities During COVID-19

Financial relief will help ensure the delivery of critical services and keep capital projects on track

March 4, 2021
Municipal Affairs and Housing

Table of Contents
1. Content
2. Quick Facts
3. Additional Resources
4. Related Topics

TORONTO — The Ontario government is providing an additional $500 million to help the province’s 444 municipalities address ongoing COVID-19 operating costs. The new financial relief will help ensure the delivery of critical services and keep capital projects on track.

“Our government continues to adapt and respond to the COVID-19 pandemic as it evolves, and we know our municipal partners are on the front lines of this effort — providing the critical services people depend on every day,” said Steve Clark, Minister of Municipal Affairs and Housing. “Our municipalities have been clear that they need ongoing operating funding in 2021, and it’s important that we step up and provide more financial relief. At the same time, we need the federal government to join us and provide our municipal partners with the additional support they deserve.”

Ontario’s funding is being prioritized to help municipalities hardest hit by the pandemic and can be used to address the unique needs of each community based on COVID-19 related operating pressures. This funding is being allocated based on a combination of a base amount using Municipal Property Assessment Corporation (MPAC) household data and an amount based on the proportion of provincial COVID-19 cases (from January 1, 2021 to February 18, 2021) in the municipality’s respective Public Health Unit.

This provincial investment builds on the $1.39 billion in operating funding that was provided to municipal partners through the joint federal-provincial Safe Restart Agreement. The second phase of the Safe Restart Agreement was allocated to all Ontario municipalities in December, to ensure that no community entered 2021 facing an operating deficit from 2020.

“This additional $500 million for 2021 builds on a record of provincial government support under the 2020 Safe Restart Agreement and the life-saving Social Services Relief Fund,” said Graydon Smith, President of the Association of Municipalities of Ontario. “It will help offset the impact of COVID-19 on 2021 municipal budgets in every part of Ontario. By protecting the municipal services people and business rely on most, and preventing delays in capital projects, this funding is an important investment in Ontario’s economic recovery.”

“Municipalities are important partners in the fight against COVID-19,” said Peter Bethlenfalvy, Minister of Finance and President of the Treasury Board. “We know the global pandemic has created significant financial challenges for communities across the province. That’s why we have been there with support from the very beginning. I encourage our federal partners to step forward with additional investments as all three governments work together to protect people’s health and jobs.”

Quick Facts
• The government will provide its next update on Ontario’s finances and the government’s plan to continue the fight against COVID-19 in the 2021 Budget, to be delivered no later than March 31, 2021. The 2021 Budget will build on the $45 billion in support set out in Ontario’s Action Plan: Protect, Support, Recover to continue protecting people’s health and supporting Ontario’s economy.
through COVID-19 and beyond.

- Ontario is also supporting municipalities in finding budget savings and efficiencies through the Audit and Accountability Fund and Municipal Modernization Program.

**Additional Resources**

- Municipal allocations for additional funding to support ongoing COVID-19 operating costs.
- See how your organization can help fight COVID-19.
- Visit Ontario’s website to learn more about how the province continues to protect the people of Ontario from COVID-19.

**Related Topics**

**Government**

Learn about the government services available to you and how government works. Learn more.
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February 26, 2021

Your Worship
Mayor Kathryn McGarry
The Corporation of the City of Cambridge

Dear Mayor McGarry,

Thank you for your application to the second intake of the Audit and Accountability Fund and for your commitment to delivering modern, efficient services that are financially sustainable.

I am pleased to inform you that the Government of Ontario will provide funding of up to $90,000 towards the City of Cambridge Technology Services Budget and Process Review for the cost of an independent third-party reviewer to deliver a final report with specific and actionable recommendations for cost-savings and efficiencies by October 15, 2021.

In 2019, our government launched the Audit and Accountability Fund to help large urban municipalities improve local service delivery and ensure taxpayers’ dollars are being used efficiently, and the impacts of the COVID-19 pandemic are making this work more important than ever. The projects selected for funding under the second intake of the Audit and Accountability Fund will further support your efforts to find efficiencies, with a focus on digital modernization, service integration and streamlining development approvals.

A transfer payment agreement is required to provide funding for this work. The ministry will forward a transfer payment agreement for this project for your municipality’s review and signature in the coming days. Please return a signed copy of the transfer payment agreement by email to municipal.programs@ontario.ca by March 26, 2021. Please note this deadline is important to us as we require the transfer payment agreement to be in place before the end of the province’s fiscal year on March 31, 2021. Ministry staff would be pleased to work with your staff to finalize the transfer payment agreement and respond to any questions, and can be reached by email at municipal.programs@ontario.ca
I would like to offer my congratulations on this funding approval under the second intake of the Audit and Accountability Fund and extend my best wishes as you work to improve service delivery and administrative efficiency in your municipality.

Sincerely,

Steve Clark  
Minister  

c. Sheryl Ayres, David Calder, Danielle Manton
February 25, 2021

The Right Honourable Doug Ford, Premier of Ontario
Legislative Building
Queen's Park
Toronto ON M7A 1A1

Via Email: premier@ontario.ca

RE: Request that the Province of Ontario Reverse Decision to Close the Ontario Fire College Campus in Gravenhurst

Dear Premier Ford,

Please be advised that at their last regular meeting on February 23, 2021, the Council of the Corporation of the Township of Strong supported the following resolution:

“Resolution R2021-041

Moved By: Jeff McLaren   Seconded by: Jody Baillie

WHEREAS the Ontario Fire College Campus has been in operation in Gravenhurst since 1958; and

WHEREAS the Ontario Fire College Campus is one of the primary sources of certified training for Ontario Firefighters; and

WHEREAS the Ontario Fire College Campus has built a reputation of integrity, credibility, and reliability in providing some of the best training to our Fire Services within the Province of Ontario; and

WHEREAS the Ontario Fire College Campus has been used to train and certify both Volunteer, Part-Time and Career firefighters throughout Ontario; and

WHEREAS the Regional Training Centers are not all created equal and similar in function to the Ontario Fire College Campus; and

WHEREAS the Ontario Fire College Campus gives Ontario Firefighters another option other than Regional Training Centers to obtain National Fire Protection Association (NFPA) certifications; and
WHEREAS the Ontario Fire College Campus is the most cost-effective method for municipalities to certify Firefighters to NFPA Standards in Ontario; and

WHEREAS the Ontario Government enacted and revoked 0. Reg. 379/18: Firefighter Certification in 2018; and

WHEREAS when the Ontario Government revoked 0. Reg. 379/18: Firefighter Certification, it was made known by the Office of the Solicitor General that the act would be amended and brought back in the future; and

THEREFORE, BE IT RESOLVED THAT the Corporation of the Township of Strong hereby requests that the Province of Ontario reverse their decision to close the Ontario Fire College Campus in Gravenhurst as the OFC is one of the best and most cost-effective methods for municipalities to train their firefighters which assists us in protecting our residents; and

BE IT FURTHER RESOLVED THAT this Resolution is forwarded to the Honourable Doug Ford Premier of Ontario, the Honourable Sylvia Jones; Ontario Solicitor General, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Ontario Fire Marshal; Jon Pegg, and all municipalities within the Province of Ontario

Carried”

Your attention to this matter is greatly appreciated.

Sincerely,

Caitlin Haggart
Clerk Administrator

BM/ec

cc: Honourable Sylvia Jones, Ontario Solicitor General
Honourable Steve Clark, Minister of Municipal Affairs and Housing
Ontario Fire Marshal Jon Pegg
Ontario Fire College – Gravenhurst Campus
All Ontario Municipalities
Sundridge Strong Fire Chief Andrew Torrance
February 19, 2021

Mr. Graydon Smith, President
The Association of Municipalities of Ontario
200 University Ave., Suite 801
Toronto, Ontario M5H 3C6

Dear Mr. Smith:

Re: Closure of the Ontario Fire College in Gravenhurst

The Township of Tiny Council recently reviewed correspondence dated January 14, 2021, from the Office of the Fire Marshal regarding the pending closure of the Ontario Fire College in Gravenhurst, Ontario.

The Ontario Fire College provided fire service training to hundreds of municipal fire departments, like ours, who do not have the capacity or resources to provide their own in-house training for specialized programs.

Should the Office of the Fire Marshal continue to develop fire fighter training curriculum, municipalities will now bear the cost for its use and delivery. The alternative use of Regional Training Centres, for specialized training, will be at a significant cost to municipal fire departments, including room and boarding expenses.

With the closure of the Ontario Fire College and the lack of provincial or federal funding for volunteer fire departments for much needed training, it puts municipalities at risk.

We ask that reconsideration be given to the closure of the Ontario Fire College, at the very least, until a plan is in place to support municipalities with the resources and funding that is required to adequately train and support its fire fighters.

The Corporation of the Township of Tiny

George Cornell
Mayor

cc. The Hon. Sylvia Jones, Minister of Community Safety and Correctional Services
Ontario Municipalities
Jill Dunlop, MPP, Simcoe North
IDEAEXCHANGE.

February 25, 2021

City of Cambridge
Corporate Services, Clerks
50 Dickson Street
P.O. Box 669
Cambridge, ON N1R 5W8

Attention: Ms. Danielle Manton, City Clerk
Re: Joint-Use Facility in Southeast Cambridge

Dear Ms. Manton,

The Cambridge Public Library Board passed the following motion at the February 24, 2021 Regular Special Board Meeting:

21.07 Moved by David Pinnington, seconded by Amanda Maxwell that the Cambridge Public Library Board endorse Concept 4 – One Campus, Two Separate Facilities – as described in the Cambridge Joint-Use Campus Feasibility Study and as recommended by the Cambridge Joint-Use Campus Steering Committee and the Study Consultant and as approved by Cambridge City Council.

CARRIED

The Joint-Use Campus will be a multi-generational vibrant community hub in Southeast Cambridge and we look forward to working with all the partners on this exciting project.

Yours truly,

Ms. Helen Kelly
Chief Executive Officer
Cambridge Public Library Board carrying on business as Idea Exchange

Cc: Ms. Mary Kennedy, Project Management Office, City of Cambridge
February 24, 2021

**Re: Municipal Insurance Rates**

West Grey Council passed the following resolution at the February 16, 2021 council meeting:

The Council of the Corporation of the Municipality of West Grey hereby supports the resolution of The Municipality of Grey Highlands dated January 22, 2021 wherein they call on the Province of Ontario to review the seven recommendations of AMO to investigate the following municipal insurance issues, as insurance premiums will soon be out of reach for many communities:

1. The provincial government adopt a model of full proportionate liability to replace joint and several liability.

2. Implement enhancements to the existing limitations period including the continued applicability of the existing 10-day rule on slip and fall cases given recent judicial interpretations and whether a one-year limitation period may be beneficial.

3. Implement a cap for economic loss awards.

4. Increase the catastrophic impairment default benefit limit to $2 million and increase the third-party liability coverage to $2 million in government regulated automobile insurance plans.

5. Assess and implement additional measures which would support lower premiums or alternatives to the provision of insurance services by other entities such as non-profit insurance reciprocals.
6. Compel the insurance industry to supply all necessary financial evidence, including but not limited to, premiums, claims and deductible limit changes which support its own and municipal arguments as to the fiscal impact of joint and several liability.

7. Establish a provincial and municipal working group to consider the above and put forward recommendations to the Attorney General; and

That this motion be provided to the Premier of Ontario, Minister of Finance, Attorney General of Ontario, MPP for Bruce-Grey-Owen Sound and all municipalities in Ontario.

Sincerely,

Genevieve Scharback,
Director of Administration / Clerk
Municipality of West Grey
March 1, 2021

Via Email:
Municipality of Grey Highlands
Att: Raylene Martell, Clerk

RE: Insurance Rates

At its meeting on February 24, 2021, Council passed resolution number RES2021-033:

Moved By: Councillor Cathy Moore Coburn
Seconded By: Councillor Ryan Thompson

Whereas Council received a resolution passed by the Council of the
Municipality of Grey Highlands regarding increasing municipal insurance
rates, at their meeting on February 10, 2021; and

Whereas Council of the Township of Georgian Bluffs recognizes the impact
of increasing insurance rates on local governments and their constituents; and

Whereas the Association of Municipalities of Ontario outlined seven
recommendations to address insurance issues including:
1. The provincial government adopt a model of full proportionate liability to
   replace joint and several liability.
2. Implement enhancements to the existing limitations period including the
   continued applicability of the existing 10-day rule on slip and fall cases
   given recent judicial interpretations and whether a 1 year limitation period
   may be beneficial.
3. Implement a cap for economic loss awards.
4. Increase the catastrophic impairment default benefit limit to $2 million and
   increase the third party liability coverage to $2 million in government
   regulated automobile insurance plans.
5. Assess and implement additional measures which would support lower
   premiums or alternatives to the provision of insurance services by other
   entities such as nonprofit insurance reciprocals.
6. Compel the insurance industry to supply all necessary financial evidence
including premiums, claims and deductible limit changes which support its own and municipal arguments;

Now Therefore, Council of the Township of Georgian Bluffs supports the Municipality of Grey Highlands in their request to the Province to review the recommendations as outlined by the Association of Municipalities of Ontario, and

That copies of this resolution be forwarded to the parties contained in that of the Municipality of Grey Highlands.

Carried (6 to 0)

Please contact me should you have any questions.

Sincerely,

Brittany Drury
Clerk
519 376 2729 x. 244
bdrury@georgianbluffs.ca

Cc Via Email:

Honourable Doug Ford, Premier of Ontario
Honourable Peter Bethlenfalvy, Minister of Finance
Honourable Doug Downey, Attorney General of Ontario
Honourable Bill Walker, MPP for Bruce - Grey - Owen Sound
All Ontario Municipalities
March 1, 2021

Via Email:  
Blandford-Blenheim Township  
Att: Rodger Mordue, CAO/Clerk

Via Email:  
The City of Port Colborne  
Att: Amber LaPointe, Clerk

RE: Cannabis Grow Operations

At its meeting on February 24, 2021, Council passed resolution number RES2021-034:

Moved By: Councillor Grant Pringle  
Seconded By: Councillor Paul Sutherland

Whereas Council received a resolution passed by the Council of the City of Port Colborne, in support of that of the Township of Blandford-Blenheim, regarding unlicensed and unmonitored cannabis grow operations, at their meeting on February 10, 2021; and

Whereas Council recognizes the impact unlicensed and unmonitored cannabis grow operations have had on local governments and their constituents;

Now Therefore, the Township of Georgian Bluffs hereby supports the resolutions as passed by the City of Port Colborne and Township of Blandford-Blenheim, and

That copies of this motion be be forwarded to the parties contained in that of the Township of Blandford-Blenheim.

Carried (6 to 0)
Please contact me should you have any questions.

Sincerely,

Brittany Drury
Clerk
519 376 2729 x. 244
bdrury@georgianbluffs.ca

Cc Via Email:

Honourable David Lametti, Minister of Justice and Attorney General of Canada
Honourable Bill Blair, Minister of Public Safety and Emergency Preparedness
Honorable Alex Ruff, MP for Bruce - Grey - Owen Sound
Honourable Bill Walker, MPP for Bruce - Grey - Owen Sound
Association of Municipalities of Ontario (AMO)
All Ontario Municipalities
March 1, 2021

Via Email:
Ministry of Municipal Affairs and Housing
Att: Steve Clark, Minister of Municipal Affairs and Housing

RE: Bill 229

At its meeting on February 24, 2021, Council passed resolution number RES2021-036:

Moved By: Deputy Mayor Sue Carleton
Seconded By: Councillor Ryan Thompson

Whereas Council passed resolution number RES2020-346 at their meeting on November 25, 2020, opposing the proposed amendments to the Conservation Authorities Act, 1990 via Bill 229, Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020; and

Whereas Bill 229, Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020, including Schedule 6 of said Act, received Royal Assent on December 8, 2020; and

Whereas Schedule 6 of Bill 229, Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020, amends the Conservation Authorities Act, 1990, to significantly hinder the conservation authorities’ role in regulating development, permit appeal process and engaging in review and appeal of planning applications; and

Further, as Schedule 6 provides that the Minister of Municipal Affairs and Housing may by zoning order, under Section 47 of the Planning Act, 1990, permit all or part of a development project in a conservation authority’s area of jurisdiction; and

Whereas the Township of Georgian Bluffs values and relies upon the natural habitats and water resources within our jurisdiction for the health and well-being of residents and, values the conservation authorities’ work to prevent and manage the impacts of flooding and other natural hazards;
Now Therefore, Council of the Township of Georgian Bluffs re-establishes opposition to the amendments to the Conservation Authorities Act, 1990 via Bill 229, Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020, and

Further, implores the Province of Ontario to repeal Schedule 6 of Bill 229 and maintain the important role of conservation authorities throughout the Province, and

That copies of this resolution be forwarded to the Ministry of Municipal Affairs and Housing, MP Alex Ruff, MPP Bill Walker, Grey Sauble Conservation Authority and all Ontario Municipalities.

Carried (6 to 0)

Please contact me should you have any questions.

Sincerely,

Brittany Drury
Clerk
519 376 2729 x. 244
bdrury@georgianbluffs.ca

Cc Via Email:
Honorable Alex Ruff, MP for Bruce - Grey - Owen Sound
Honourable Bill Walker, MPP for Bruce - Grey - Owen Sound
Grey Sauble Conservation Authority
All Ontario Municipalities
March 2, 2021

Honourable Doug Ford
Premier of Ontario
Legislative Building
Queen’s Park
Toronto, ON M7A 1A1

Dear Premier Ford:

RE: Capacity Limits for Restaurants in Stage 2 under the Reopening Ontario Act, 2020

On behalf of the Council of the Corporation of the Township of Lake of Bays, please be advised Council is striving to support their local businesses during this pandemic however, the uncertainty they face day to day as rules change have become overwhelming and onerous to these small businesses and something needs to change. With that said, Council at their last regular meeting on March 2, 2021 had a wholesome discussion regarding the challenges our businesses are facing. The following resolution is a result of those discussions:

"Resolution #8(b)/03/02/21

WHEREAS the Province of Ontario passed O. Reg. 263/20, Rules for Areas in Stage 2 under the Reopening Ontario (A Flexible Response to COVID-19) Act, 2020;

AND WHERAS Schedule 2, Subsection 1(7) states that the total number of patrons permitted to be seated indoors in the establishment must be limited to the number that can maintain a physical distance of at least two metres from every other person in the establishment, and in any event cannot exceed 10 patrons;

AND WHEREAS restaurants throughout the Province are facing financial hardships due to the COVID-19 pandemic, and the amount of patrons being turned away is impacting the overall experience of the restaurants;

AND WHEREAS many restaurants fluctuate in size and would be able to accommodate more than 10 patrons, while maintaining a physical..."
distance of at least two metres from every other person in the establishment;

AND WHEREAS the inequity of establishing a capacity limit of no more than 10 patrons for larger restaurants continues to impact the financial viability of the restaurants during this difficult time;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of Township of Lake of Bays hereby requests that the Provincial Government review and reconsider the capacity limits for restaurants across the Province be based on the size of the square footage of the seating area instead of a flat occupancy.

AND FURTHER THAT the concept of introducing capacity limits for other businesses listed in Schedule 2 of O.Reg 263/20 being impacted by the constant uncertainty of their operations during this pandemic including restaurants, personal care services, resorts, camps, fitness and recreational amenities, churches, etc. be considered while in lockdown status.

AND FURTHER THAT this motion be forwarded to the Premier, Doug Ford, Simcoe Muskoka District Health Unit and all Ontario municipalities.”

Council appreciates and thanks you for all your hard work and dedication during these unprecedented times and is hopeful that the above-noted resolution will assist in amending the restrictions set out in the COVID-19 Response Framework.

Sincerely,

Carrie Sykes, Dipl. M.A., CMO, AOMC, Director of Corporate Services/Clerk.

Copy to: Simcoe Muskoka District Health Unit
All Ontario Municipalities
Regional Council, at its meeting held on February 25, 2021, passed the following resolution:

WHEREAS Schedule 6 of Bill 197, COVID-19 Economic Recovery Act, 2020 considers amendments to the Environmental Assessment Act relating to municipal autonomy and the principle that municipalities can veto a development outside their municipal boundary in an adjacent municipality;

WHEREAS Bill 197 empowers multiple municipalities to ‘veto’ development of a landfilling site within a 3.5 km zone inside the boundary of an adjacent municipality;

WHEREAS Bill 197 establishes a dangerous precedent that could be expanded to other types of development;

WHEREAS Bill 197 compromises municipal autonomy and the authority of municipal councils to make informed decisions in the best interest of their communities and municipal taxpayers; and

WHEREAS amendments in Schedule 6 could cause conflict in the effective management of landfill sites, put significant pressure on existing landfill capacity, and threaten the economic activity associated with these sites.

NOW THEREFORE BE IT RESOLVED:

1. That while the Region of Niagara supports the Act’s open-for-business approach, the municipality CALLS upon the Government of Ontario (Ministry of the Environment, Conservation & Parks (MOECP) to amend Bill 197, COVID-19 Economic Recovery Act, 2020, to eliminate the development approval requirement provisions from adjacent municipalities and that the ‘host’
municipality be empowered to render final approval for landfills within their jurisdiction;

2. That a copy of this motion **BE FORWARDED** to Premier Doug Ford, Jeff Yurek, Minister of Environment, Conservation and Parks, Steve Clark, Minister of Municipal Affairs and Housing, local M.P.P.s., and the Association of Municipalities Ontario (AMO) and;

3. That a copy of this resolution **BE FORWARDED** to all Ontario municipalities with a request for supporting motions to be passed by respective Councils and copies of the supporting motion be forwarded to Premier Doug Ford, Jeff Yurek, Minister of Environment, Conservation and Parks, Steve Clark, Minister of Municipal Affairs and Housing, local Members of Provincial Parliament, and the Association of Municipalities Ontario (AMO).

In accordance with the resolution, it is respectfully requested that your municipality consider passing a supporting resolution to be forwarded to Premier Doug Ford, Jeff Yurek, Minister of Environment, Conservation and Parks, Steve Clark, Minister of Municipal Affairs and Housing, local Members of Provincial Parliament, and the Association of Municipalities Ontario (AMO).

Yours truly,

[signature]

Ann-Marie Norio
Regional Clerk

CLK-C 2021-043

Distribution List:

All Municipalities in Ontario
This Fire Marshal’s Communiqué is issued as a follow up to the January 13, 2021 announcement regarding the decommissioning of the Ontario Fire College (OFC) and the modernization of fire safety training in Ontario.

This Communiqué provides an overview of OFC training modernization through several modes, including online and blended courses, Regional Training Centres (RTCs) and Learning Contracts.

A fire department’s training program should be designed to meet its set level of fire protection service, based on its needs and circumstances, and guided by the advice of the fire chief. A training program can include a combination of different OFC training modes as well as local in-house training.

While the decommissioning of the OFC campus in Gravenhurst is set for March 31, 2021, staff will continue to play a leading role in developing training courses. This will include curriculum design and development, registration services, online training development and maintenance, training development to build capacity in RTCs, and monitoring performance and quality assurance of programs at the local level.

As part of this plan, OFC instructors will be assigned regionally so that fire departments have a central point of contact for all training inquiries within their region. Instructors will work collaboratively to ensure the availability of training across Ontario.

Available options for OFC training are outlined below:

1. Online and Blended Courses
2. Learning Contracts
3. Regional Training Centres (RTC)
4. Mobile Live Fire Training Units (MLFTUs)

Inquiries on any of the options available, or how to contact the instructor assigned to your region can be directed to Guy Degagne, Assistant Deputy Fire Marshal, Training and Certification (Guy.Degagne@ontario.ca).
1. **Online and Blended Courses**

Online courses are generally self-paced, which allows for greater flexibility in completing coursework.

Blended courses have a portion of the course online, combined with specific in-person training sessions. The purpose of blended learning is to focus in-person training to elements that cannot be taught online. Blended courses are offered through RTCs or Learning Contracts.

The following courses are available in either an online and/or blended format:

<table>
<thead>
<tr>
<th>Course</th>
<th>Online</th>
<th>Blended</th>
</tr>
</thead>
<tbody>
<tr>
<td>Legislation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NFPA 1521</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>NFPA 1031 – Level 1</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>NFPA 1035 – PIO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NFPA 1035 – Level 1</td>
<td>X</td>
<td></td>
</tr>
<tr>
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<td>X</td>
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<tr>
<td>NFPA 1021 – Level 2</td>
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<td>X</td>
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<td>NFPA 1021 – Level 3</td>
<td></td>
<td>X</td>
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<tr>
<td>NFPA 1021 – Level 4</td>
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<td>X</td>
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<td>NFPA 1041 – Level 1</td>
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<td>X</td>
</tr>
<tr>
<td>NFPA 1041 – Level 2</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Fire Code – Part 2</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Fire Code – Part 6</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Fire Code – Part 9</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>NFPA 1001 – Level 1</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>NFPA 1001 – Level 2</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>NFPA 1002</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>NFPA 1006 – Ice/Water Rescue</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>NFPA 1033 – Fire Investigator</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

The remaining National Fire Protection Association (NFPA) courses are scheduled to be upgraded to online and/or blended by the 2022-23 OFC calendar year. These include:

<table>
<thead>
<tr>
<th>Course</th>
<th>Online</th>
<th>Blended</th>
</tr>
</thead>
<tbody>
<tr>
<td>NFPA 1031 – Level 1</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Fire Code – Part 3</td>
<td></td>
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<tr>
<td>Fire Code – Part 4</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Fire Code – Part 5</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Courtroom Procedures</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>NFPA 1072 Haz Mat Operations</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
2. **Learning Contracts**

Learning contracts provide access to OFC programs through in-house training that is affordable and scalable, and they are provided at the local fire department at their pace. Learning contracts are set up within one fire department, but there is an opportunity for smaller departments to share in the training.

The OFC supports learning contracts with full OFC course delivery including full registration in the OFC database; OFC course numbers; OFC course material; OFC assistance with arranging ASE testing; OFC support in case of Ministry of Labour investigations; and OFC certificates of completion for each student.

Course delivery costs $65 per student. Training can occur during working hours to reduce overtime costs and can be provided by fire departments’ training staff.

3. **Regional Training Centres (RTC)**

RTCs are operated by municipalities, community colleges, or associations. They are strategically located across the province and provide access to training for career, composite, volunteer, Northern Fire Protection Program (NFPP), and First Nations fire departments.

RTCs are capable of delivering all NFPA programs, including certification testing, and courses meet professional qualification standards including classroom and outdoor fire ground training. It is important to note that course availability across Ontario will be based on a needs analysis that must support local fire departments and the RTC’s infrastructure and capacity to deliver.

A number of factors may result in cost savings or avoidance for fire departments that train at RTCs including mileage to and from the home location, costs to backfill fire department personnel, meal reimbursement, banked time and overtime costs.

The interest to open and operate a new RTC has grown significantly since the announcement in January. A map of current RTC locations is provided below, along with some additional locations being considered. Please note that potential locations are continually being updated and not all locations are reflected in the attached map.

4. **Mobile Live Fire Training Units (MLFTUs)**

The OFM has purchased two mobile live fire training units that will be available to fire departments across Ontario. In order to support training across the province, one unit will be deployed in northern Ontario and one in southern Ontario. However, this will be continually reviewed to assess where there is the greatest need.
The MLFTUs offer diverse options for live fire training to meet the unique needs of training including: a confined space rescue hatch; main level training rooms; different attack options; multi-prop fire simulators; and portable props.

The OFM will be deploying these units in 2021 and can have them delivered to any location. The MLFTUs will need to be booked in advance and will be available seasonally between May and October. Please contact the OFC Registrar at ApplyOFC@ontario.ca to reserve a unit.
Appendix 1
Map of Ontario’s 20 Current Regional Training Centres
Appendix 2
Ontario Fire College – Geographic Coverage Areas

<table>
<thead>
<tr>
<th>Name</th>
<th>Areas</th>
</tr>
</thead>
</table>
| Andrew Blair – Eastern Ontario | • Northumberland  
|                             | • Peterborough  
|                             | • Hasting  
|                             | • Prince Edward  
|                             | • Lennox Addington  
|                             | • Frontenac  
|                             | • Lanark  
|                             | • Ottawa  
|                             | • Leeds and Grenville  
|                             | • Stormont, Dundas, and Glengarry  
|                             | • Prescott-Russell |
| Robert King – Central Ontario | • Kawartha Lakes  
|                             | • Haliburton  
|                             | • Muskoka  
|                             | • Simcoe  
|                             | • Grey  
|                             | • Bruce  
|                             | • Dufferin |
| Ken Benoit – GTA / Niagara   | • Durham  
|                             | • York  
|                             | • Peel  
|                             | • Toronto  
|                             | • Halton  
|                             | • Hamilton  
|                             | • Niagara |
| Lyle Quan – Southwest Ontario | • Wellington  
|                             | • Waterloo  
|                             | • Brant  
|                             | • Haldimand  
|                             | • Norfolk  
|                             | • Oxford  
|                             | • Perth  
|                             | • Huron  
|                             | • Middlesex  
|                             | • Elgin  
|                             | • Lambton  
|                             | • Chatham-Kent  
<p>|                             | • Essex |</p>
<table>
<thead>
<tr>
<th>Region</th>
<th>Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grant Love – Northeast Ontario</td>
<td>Renfrew</td>
</tr>
<tr>
<td></td>
<td>Nipissing</td>
</tr>
<tr>
<td></td>
<td>Parry Sound</td>
</tr>
<tr>
<td></td>
<td>North Bay</td>
</tr>
<tr>
<td></td>
<td>Temiskaming</td>
</tr>
<tr>
<td>Jamie Meyer – Rainbow / Algoma / Far Northeast</td>
<td>Sudbury</td>
</tr>
<tr>
<td></td>
<td>Algoma (Wawa and East and South of Wawa)</td>
</tr>
<tr>
<td></td>
<td>Cochrane</td>
</tr>
<tr>
<td></td>
<td>Manitoulin</td>
</tr>
<tr>
<td>Jennifer Grigg – Northwest Ontario (Nipigon and East)</td>
<td>Thunder Bay (Area East of Nipigon)</td>
</tr>
<tr>
<td></td>
<td>Algoma (Wawa and West and North of Wawa)</td>
</tr>
<tr>
<td>Tim Beebe – Northwest Ontario (Nipigon and West)</td>
<td>Kenora</td>
</tr>
<tr>
<td></td>
<td>Rainy River</td>
</tr>
<tr>
<td></td>
<td>Thunder Bay (Area West of Nipigon)</td>
</tr>
</tbody>
</table>
To: COUNCIL
Meeting Date: 03/16/21
Subject: Holding Removal 408-416 Dundas St. S. – 2577914 Ontario Inc. (Greentown Developments Corporation)
Submitted By: Elaine Brunn Shaw, Chief Planner, MCIP, RPP
Prepared By: Jacqueline Hannemann, Site Plan Coordinator, MCIP, RPP
Report No.: 21-053(CD)
File No.: R01/21

Recommendations

THAT report 21-053(CD) - Holding Removal 408-416 Dundas St. S. – 2577914 Ontario Inc. be received;

AND THAT Cambridge Council delegate the approval of the by-law attached to report 21-053(CD) to the Chief Planner once the Provincial permit is received.

Executive Summary

Purpose

- This report is for a proposed amendment to remove the (H) Holding symbol from 408-416 Dundas St. S. This property was approved for multiple residential uses for a 38-unit, 4 storey apartment building and 3 blocks of 2 storey townhomes. Each block of townhomes contains 6 townhouse units. The development is subject to detailed site plan review. The site plan includes a total of 56 residential units and is currently under staff review. The site plan cannot be approved until the (H) Holding symbol is removed.

- Cambridge Council passed the (H) Holding provision By-law 19-086 on June 18, 2019. The (H) Holding provision was implemented in order for noise mitigation measures to be completed and a required permit from the Ministry of Environment, Conservation and Parks, for the adjacent Autobody Shop.

- The development is intended to be a standard condominium development, where the owner’s own the interior of the unit while the exterior of the building, parking, landscaping, amenity area, etc. is owned by the condominium corporation. The buildings will contain subdivided units under private ownership and all owners will
have access to the common elements such as parking and amenity areas on a condominium road.

- The applicant is proposing the following unit types on site:

<table>
<thead>
<tr>
<th>Townhouse type</th>
<th>No. Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linear Townhomes (3 blocks)</td>
<td>18</td>
</tr>
<tr>
<td>Apartment units</td>
<td>38</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>56 units</strong></td>
</tr>
</tbody>
</table>

- All 18 townhouse units are proposed to be three bedroom units.
- 8 of the apartment units will be one bedroom units and the remaining 38 apartment units will be two bedroom units.

**Key Findings**

- The original Official Plan Amendment and Zoning By-law Amendment process included the review of an Environmental Noise Study, prepared by Novus Environmental Inc. (now called SLR). The Study recommended warning clauses and at source mitigation measures regarding the paint booth exhaust from the adjacent Autobody shop at the developer’s cost. The Study recommended the installation of noise reducing equipment to the Autobody shop (not on the subject lands). The mitigation measures would reduce the noise from the source such that the residential development could proceed (and the Autobody shop continues to operate in compliance with Provincial guidelines).
- The (H) Holding provision was applied to the property to ensure that noise mitigation measures on the adjacent autobody shop was complete and the Provincial permitting for the Autobody shop was in place.
- In January 2021 the Autobody shop owner has installed the noise mitigation measures according to the recommendation made in the Environmental Noise Study and the Noise consultants confirmed that all the installation has met the Provincial standards for noise mitigation.
- The Autobody shop’s consultant has advised that they are proceeding with the process of obtaining their Provincial permit to confirm that the mitigation meets the Ministry’s guidelines. They anticipate submitting the permit application in March 2021. The residential development on 408-416 Dundas St S proposed by Greentown Developments Corporation will not prevent the continued operation of the auto body shop if the provincial permit is obtained.
• There is nothing further that Greentown can do to mitigate noise or expedite the permit process and no other measures or components are required to meet the Ministry’s noise guidelines.

Financial Implications

• Planning application fee to remove the holding provision in the amount of $1,625 has been paid to the City to process this application.

• Building permit applications have already been submitted for the proposed apartment building and foundation of one of the townhouse blocks. Fees in the amount of $62,989 collected.

• City Development Charges are required in the amount of $718,850 (valid until November 30, 2021).

• Tax Implication: Municipal Property Assessment Corporation 2016 base year assessed value for the subject property = $314,000 (Based on the total area of the vacant land and structures)
  o A preliminary estimate was calculated to determine the taxation revenue change from the current generated revenue to the taxation revenue generated from 38 individually owned apartment units and 18 individually owned townhouse units (total of 56 units).
    ▪ Based on the assessed value, the current taxation revenue is $3,718
    ▪ Once the development of the property is complete, pending approval from Council, taxation revenue will potentially be $182,904

Please note, this calculation is based on the sales/model approach to value with a Residential tax rate of 0.0118423 using the 2019 rate.

Background

An Official Plan Amendment and Zoning By-law Amendment was approved in 2019 for the subject lands to permit the residential development of an apartment building and three blocks of townhomes. A holding provision was applied in the zoning of the lands which prevents development until:

(a) The City has received confirmation that the noise mitigation measures on the adjacent Autobody shop is complete

(b) Provincial permitting is in place
The applicant is now requesting removal of the (H) Holding provision from the lands outlined in red below; municipally know as 408-416 Dundas St. S. The adjacent property, outlined in yellow on the figure below is the Autobody Shop subject to noise mitigation measures.

Figure 1 – Property Location Map

During the original Official Plan Amendment and Zoning By-law Amendment process, the proposed development was considered a sensitive land use because it abuts a Class II Industrial use (the Autobody shop) and therefore was subject to Ministry of Environment, Conservation and Parks D Series Guidelines due to the proximity of the development to industrial as well as noise attenuation.
A Noise Study was required to determine the required noise attenuation measures needed at the Autobody shop to reduce noise to acceptable levels for the proposed adjacent residential uses.

The Noise Study recommended the installation of an acoustic frame and panels designed to meet the acoustic requirements of the Ontario Ministry of the Environment, Conservation and Parks (MECP) Environmental Activity and Sector Registry (EASR) requirements for Automotive Refinishing Facilities.

Therefore, the (H) Holding was placed on the property through the passing of By-law 19-086 in 2019. The By-law states that the Holding provision may be lifted once the City has received confirmation that the noise mitigation measures on the adjacent Autobody shop is complete and Provincial permitting is in place.

Analysis

Strategic Alignment

PEOPLE To actively engage, inform and create opportunities for people to participate in community building – making Cambridge a better place to live, work, play and learn for all.

Goal #2 - Governance and Leadership

Objective 2.4 Work collaboratively with other government agencies and partners to achieve common goals and ensure representation of community interests.

The (H) Holding provision was applied to satisfy City requirements relating to stationary noise sources from the adjacent property containing an Autobody shop.

Comments

During the original Official Plan Amendment and Zoning By-law Amendment process for the subject property at 408-416 Dundas St. S.an Environmental Noise Study for the proposed development was conducted. The report was entitled “Environmental Noise Feasibility Study, Proposed 404 Dundas Street, Cambridge, ON”, dated March 28, 2018 (Noise Study).

The Noise Study assessed the impact of off-site stationary noise sources on the subject property and identified that the adjacent Autobody Shop’s paint booth exhaust was creating noise in excess of the Provincial noise standards for residential uses. According to the Noise Study, the paint booth exhaust, if unattenuated, would cause noise in excess of up to 12 dBA above the Provincial limit. The Noise Study recommended that an acoustic silencer in the form of a frame and panels be unstacked around the paint booth exhaust to reduce the noise source. The Noise Study stated
that attenuation measures, once installed would provide an overall noise reduction of 14
dBA for the exhaust stack.

In January 2021, the acoustic frame and panels were installed around the paint booth exhaust stack at the Autobody shop, as identified in the Noise Study, thereby creating an acoustical barrier which reduces noise coming from the paint booth exhaust. SLR Consulting conducted a site inspection after the frame and panels were installed and confirmed that the installed mitigation measures will perform sufficiently to meet the MECP noise requirements and that all conditions for the MECP EASR requirements for Automotive Refinishing Facilities are met. Please refer to Attachment 2 which is an engineering certificate of compliance from SLR confirming installation of acoustical mitigation measures on the Autobody shop’s paint exhaust and confirmation that Provincial noise requirement are being met due to the installation of the noise barrier. This suggests that the future residents of the residential development proposed by Greentown Developments Corporation on the subject property at 408-416 Dundas St. S. are not anticipated to be subject to noise in excess of the MECP guidelines from the neighbouring Autobody shop and the proposed residential development is not anticipated to prevent the continued operation of the Autobody shop with the completed noise mitigation measures.

SLR Consulting is working with the owner of the Autobody shop to obtain their Provincial permit. Changes to the application process and application format have caused some delays in anticipation of the Provincial permit. It is anticipated that the permit will be applied for in March 2021. According to SLR, there is no official review and/or draft permit created prior to approval. Once the application is submitted and payment processed, a confirmation will be provided from the Province to verify the process is complete.

It is City staff’s understanding that the Autobody shop owner has not yet received the required Provincial permit in terms of noise mitigation and therefore, it is the opinion of staff that the intent of the (H) Holding provision as stated in site specific Zoning By-law 19-086 has not been met and therefore cannot recommend approval of the (H) Holding removal at this time.

Staff is recommending that Cambridge Council delegate final approval of the (H) Holding removal to the Chief Planner, to be lifted once the City receives confirmation that the Provincial permit is in place for the Autobody shop. This will allow the applicant to meet tight timelines for site plan approval and building permit issuance after the Provincial permit is issued and the (H) Holding is lifted from the property.

If Council were to decide not to delegate the removal of the (H) Holding provision to the Chief Planner, the applicant would be required to provide confirmation to City Staff that the Provincial permitting is in place for the adjacent Autobody shop at which time City Staff would bring forward another report to Council to request Council pass a By-law to
lift the holding provision. Alternatively, Council could decide to pass the By-law attached to report 21-053(CD) and lift the (H) Holding provision, although this is not recommended as there would be no way to ensure the Provincial permit is obtained after the (H) Holding is lifted.

If Council refuses to remove the (H) Holding provision or Council fails to make a decision within 90 days of the receipt of the application, the applicant may appeal to the Local Planning Appeals Tribunal and the decision to dismiss the appeal or to amend the By-law to remove the (H) Holding provision would rest with the Tribunal.

**Existing Policy/By-Law**

The subject land is designated Low/Medium Density Residential in the 2012 Cambridge Official Plan and is zoned as multiple residential – (H)RM3 S.4.1.368.

A holding provision was applied in the zoning of the lands which prevents development until:

1. The City has received confirmation that the noise mitigation measures on the adjacent Autobody shop is complete
2. Provincial permitting is in place

Noise mitigation measures have been installed on the Autobody shop and according to the Engineering compliance letter provided by SLR Consulting, the mitigation measures meet Provincial standards. The City has not received confirmation that Provincial permitting is in place and therefore the intent of By-law is not being met.

**Financial Impact**

- Planning application fee to remove the holding provision in the amount of $1,625 has been paid to the City to process this application.

- Building permit applications have already been submitted for the proposed apartment building and foundation of one of the townhouse blocks. Fees in the amount of $62,989 collected to date. Additional building permits will be required if the (H) Holding provision is lifted and site plan approval is granted.

- If building permits are issued prior to the indexing date of November 30, 2021 City Development Charges are required in the amount of $718,850

- Tax Implication: Municipal Property Assessment Corporation 2016 base year assessed value for the subject property = $314,000 (Based on the total area of the vacant land and structures)

  - A preliminary estimate was calculated to determine the taxation revenue change from the current generated revenue to the taxation revenue
generated from 38 individually owned apartment units and 18 individually owned townhouse units (total of 56 units).

- Based on the assessed value, the current taxation revenue is $3,718
- Once the development of the property is complete, pending approval from Council, taxation revenue will potentially be $182,904

Please note, this calculation is based on the sales/model approach to value with a -Residential tax rate of 0.0118423 using the 2019 rate.

Public Input

The Planning Act does not require public input on a Zoning By-law Amendment that proposes to remove the (H) Holding prefix as the use is permitted subject to the removal of the ‘H’. Written notice of removal of a holding provision is only provided to those who have requested notice through the original Official Plan and Zoning By-law Amendment process. Notice of intention to pass the holding removal by-law was provided in the Cambridge Times on March 11, 2021.

Internal/External Consultation

The conditions imposed through the (H) Holding provision are to the satisfaction of the City.

The application has been circulated to the Region of Waterloo. Regional staff note that By-law 19-086 requires Provincial Permitting to be in place prior to the lifting of the (H) Holding. Therefore, the Region does not support the removal of the holding provision until provincial permitting is in place.

Conclusion

The subject property was placed into a (H) Holding zone to ensure the installation of noise mitigations measures and confirmation, that the mitigation measures meet Provincial standards and to ensure the adjacent Autobody shop has Provincial permitting in place in terms of noise mitigation.

Until the Provincial permitting is in place, the (H) Holding provision should not be lifted from the property. Therefore, staff is recommending that Council delegate the removal of the (H) Holding provision to the Chief Planner, to be lifted once the City receives confirmation that the Provincial permit for the Autobody shop is in place.
Signature

Division Approval

Name: Elaine Brunn Shaw, MCIP, RPP
Title: Chief Planner

Departmental Approval

Name: Hardy Bromberg
Title: Deputy City Manager, Community Development

City Manager Approval

Name: David Calder
Title: City Manager

Attachments

- Attachment No. 1 – Map of Lands Subject to Zoning Amendment
- Attachment No. 2 – Certificate of Engineering Compliance, SLR Consulting
- Attachment No. 3 – By-law No. 21-XXXX
- Attachment No. 4 – Site Plan SP09/19
Attachment No. 1 – Map of Lands Subject to Zoning Amendment

Property Subject to Holding Provision

408-416 Dundas St. S.
Attachment No. 2 – Certificate of Engineering Compliance, SLR Consulting

SLR Consulting (Canada) Ltd.
105-150 Research Lane, Guelph ON N1G 4T2

December 21, 2020

Mr. David Opie
Greentown Developments Corp.
4711 Yonge St., 10th Floor
North York, ON
M2N 6K8

SLR Project No.: 241.17253.A1000
Novus Reference No.: 17-0253

RE: Environmental Noise Review – Dundas Autobody Paint Booth Acoustic Barrier
404 & 410 Dundas Street S, Cambridge, ON

SLR Consulting (Canada) Ltd., now including Novus Environmental Inc. (SLR-Novus), has completed a review of the Acoustic Barrier to be installed on the adjacent Dundas Auto Body auto-body collision repair facility (450 Dundas Street S). The review was completed to confirm the following requirements are met:

1. acoustic barrier requirements outlined in the Novus Noise study entitled “Environmental Noise Study – Proposed 404 Dundas Street Development, Cambridge, ON”, dated March 20, 2019 (2019 Noise Study); and

2. the Ontario Ministry of the Environment, Conservation and Parks (MECP) Environmental Activity and Sector Registry (EASR) requirements for Automotive Refinishing Facilities.

Our review included the following:

• A review of the Moses Structural Engineers Autobody Shop Drawings (drawings SK-01, SK-02, SK-03 and SK-04) with respect to frame location and dimensions;

• Marked-up Framing Plan from On-Site Mobile - Welding & Repairs Ltd, received Dec 9, 2020; and

• Correspondence with On-Site Mobile – Welding & Repairs Ltd. on Dec 11, 2020, confirming seams will include overlapped panels and rubber seals will be incorporated to seal panels against the frame.

Based on our review, the acoustic frame and panels will meet and exceed the acoustic requirements outlined in the 2019 Noise Study and meet the MECP EASR requirements for Automotive Refinishing Facilities.

Should you have any questions, please don’t hesitate to contact me.

SLR Consulting (Canada) Ltd.

Marcus Li, P.Eng.
Principal - Acoustics, Noise & Vibration
226-706-8080 xt 217
mli@slrconsulting.com

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global environmental and advisory solutions

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www.slrconsulting.com

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Inclusiveness  •  Respect  •  Integrity  •  Service
Purpose and Effect of By-law No. 21-XXXX

The Purpose and effect of this By-law is to remove a holding provision to permit development of the land with 38 apartment units and 18 two storey townhouse units, parking areas, amenity space and a condominium road.

A holding provision was applied to the zoning of this property which prevented development until:

(a) Noise mitigation measures were installed on the adjacent Autobody shop;
(b) The adjacent Autobody shop has Provincial permitting in place in accordance with the Ministry of the Environment, Conservation and Parks after the noise mitigation is installed.
BY-LAW 21-XXXX

OF THE

CITY OF CAMBRIDGE

Being a By-law of the Corporation of the City of Cambridge to amend Zoning By-law No. 150-85, as amended, with respect to lands municipally known as 408-416 Dundas Street South, City of Cambridge

WHEREAS Council of the City of Cambridge has the authority pursuant to Section 34 and 36 of the Planning Act, R.S.O. 1990, c. P. 13, as amended to pass this By-law;

AND WHEREAS the Council of the City of Cambridge has deemed it advisable to amend Zoning By-law No. 150-85, as amended, and therefore implement the Official Plan of the City of Cambridge;

AND WHEREAS this by-law conforms to the Official Plan of the City of Cambridge;

AND WHEREAS Council deems that notice of intention to adopt the By-law was provided in accordance with the Planning Act

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT the City of Cambridge Zoning By-Law, being Schedule A to By-Law No. 150-85, be and the same is hereby amended by removing the Holding Symbol '(H)' from the zone symbol affecting the lands shown outlined by a heavy black line on Schedule ‘A’ hereto attached.

2. THAT subject to section 36(4) of the Planning Act (R.S.O. 1990, c. P.13), as amended, this by-law shall come into force on the day of its passing.

PASSED AND ENACTED this ___ day of __________ 2021.
MAYOR

CLERK
Attachment No. 4 – Site Plan SP09/19 (under review)
March 10, 2021

Ms. Michelle Sergi
Director of Community Planning
Region of Waterloo

Dear Ms. Sergi,

Re: Region of Waterloo Employment Lands Conversion Criteria for the Hammer, Kerr & Murphy Lands

The purpose of this letter is to respond to the Region of Waterloo’s Employment Land Conversion Criteria (Attachment ‘A’) in relation to the proposed conversion of the Hammer, Kerr & Murphy lands, located in the southwest quadrants of the Fountain Street and Middle Block Road intersection in the City of Cambridge (Figure 1). The proposed conversion is from employment to mixed use. Other lands owned by the Hammer, Kerr & Murphy families in the northeast quadrant of the intersection were previously converted through ROPA 2. This letter will demonstrate how, in our opinion, the conversion meets all criteria set out by the Region of Waterloo.
Figure 1: Land use concept plan for Hammer, Kerr & Murphy lands

Criteria 1: There is need for the conversion.
The intent of this criteria is to ensure the conversion would satisfy a demonstrated need, including supporting strategic growth areas (such as Urban Growth Centres and Major Transit Station Areas) and complete communities, addressing existing compatibility issues, or providing for the most efficient use of land.

Conformity:
There is a demonstrated need for the conversion of the Hammer, Kerr & Murphy lands to create a mixed use node on all four quadrants of the Fountain Street / Middle Block Road intersection (seen as in Figure 1). The development of all four quadrants of this intersection builds upon the earlier work by WSP in their Stage 2 Planning Rationale report which recommended a mixed use area north of Middle Block Road that functions as a community centre for both residents and nearby future employees. The development of a mixed use area north of Middle Block Road meets the intent of ROPA 2 to integrate a new community with surrounding employment uses.

A dense mixed use node on all four quadrants of the intersection would maximize the municipal investment in existing and planned infrastructure, as well as facilitating compatible development between the ROPA 2 approved development on the north side of Middle Block Road and the proposed conversion on the south side. Existing environmental constraints limit large lot employment uses, so
alternative employment in the form of supportive land uses and high and medium
density residential uses incorporating affordable housing units should be
considered south of Middle Block Road.

The development of this intersection would also establish a strategic growth area
that supports surrounding planned employment uses to the south and residential
areas to the northwest and situates population close to the employment
opportunity.

Criteria 2: The lands are not required over the horizon of the Growth Plan for the
employment purposes for which they are designated.
The intent of this criteria is to ensure a sufficient amount of land within the Region is
designated to provide for a variety of employment uses in desirable locations.

Conformity:
The Hammer, Kerr & Murphy lands are identified as a Provincially Significant
Employment Zone in the Growth Plan. However, this designation permits both
employment uses and mixed use areas that contain a significant number of jobs.

The Hammer, Kerr & Murphy lands in the south-west quadrant provide limited
opportunities for large lot employment uses due to the presence of protected
woodlot and buffers in that quadrant which limit the ability to accommodate
employment uses requiring large land holdings. Other environmental constraints
limit development in the south-east quadrant as well. For this reason, a mixed
use node that provides an appropriate transition and interface to the employment
lands to the south will ensure the long term viability of those lands.

Through the conversion of lands into a mixed land use area, the Hammer, Kerr &
Murphy lands can contribute to the Region’s employment land needs by
providing employment and residential supportive commercial land uses. Future
proposed employment lands, such as the iPort Cambridge plan further west
along Middle Block Road as well as existing employment uses south of the
Hammer, Kerr & Murphy lands can be supported by mixed use development that
allows people to live, work, shop and play close to home.

More traditional employment lands for large lot industries should be directed to
locations closer to highways, such as Highway 401 to facilitate efficient
transportation of goods.

Criteria 3: The Region and Area Municipalities will maintain sufficient lands to
accommodate forecasted employment growth to the horizon of the Growth Plan.
The intent of this criteria is to ensure the employment forecast can be achieved for all
types of employment, as determined by the Employment Strategy and the Land Needs
Assessment for Employment Areas, through maintaining ample vacant employment
land area and a variety of parcel characteristics such as size and access, without hindering the Region’s attractiveness to land extensive employment uses or triggering an unanticipated or additional urban area boundary expansion.

**Conformity:**
Since the Region has yet to release either its Employment Strategy or its Land Needs Assessment report, it is difficult to comment on this criterion with any finality.

However, forecasted employment growth will still be accommodated with the proposed conversion through the provision of a mixed use node as illustrated on Figure 1. The mixed-use node is anticipated to include office, retail, institutional and service commercial development. Further, the expanded mixed use designation for all four quadrants of the intersection permits a variety of supportive land uses while appropriately accommodating forecasted growth in the Designated Greenfield Area.

The conversion of the Hammer, Kerr & Murphy lands south of Middle Block Road is appropriate in relation to surrounding existing and planned employment uses as they allow for greater flexibility for future development in the City of Cambridge without triggering an urban area boundary expansion. Designating a concentrated mix of land uses on all four quadrants of the node provides a holistic method of planning that takes advantage of existing and planned services on all sides of the intersection.

**Criteria 4: The proposed would not adversely affect the overall viability of the Employment Area.**
The intent of this criteria is to ensure the viability of the Employment Area is maintained by ensuring the proposed use is compatible with the with existing and future employment uses. This criterion also ensures that an Employment Area will not be fragmented by a conversion and the proposed use aligns with the planned function of the area.

**Conformity:**
The proposed land conversion does not negatively affect the viability of nearby employment uses, but instead provides appropriate transition between planned land uses north of Middle Block Road and employment areas further south. As Figure 1 illustrates, there are significant NHS/woodlot areas that limit larger employment uses south of Middle Block Road and allow for a logical land use separator.

The conversion would also benefit the employment lands to the south by increasing the available work force closer to these employment opportunities.
The Draft Plan of Subdivision for the western iPort Cambridge lands (Figure 2) show buffers between the western boundary of the Hammer, Kerr & Murphy lands and iPort lands through the presence of the large NHS/woodlot and the addition of a park along Middle Block Road. This ensures compatibility and transition between employment land uses to the west and pedestrian-focused land uses at the intersection of Fountain Street / Middle Block Road.

**Figure 2**: Block 4 - Park transitional land use between iPort lands and Hammer, Kerr & Murphy lands

**Figure 3** shows large natural open space system to the east of the Fountain Street / Middle Block Road intersection. The NHS system to the east limits larger employment uses.

Proposed employment on the southern boundary of the node, illustrated in **Figure 3**, abutting the Loblaws Distribution Centre provides additional transition and compatibility between employment uses. The proposed smaller lot employment uses, plus a road creates an appropriate interface and ensures compatibility and transition between the mixed use area and the existing employment area.
Criteria 5: The proposal would not adversely affect the achievement of the minimum intensification targets and density target.

The intent of this criteria is to ensure density targets (Employment Areas, Urban Growth Centres, Major Transit Station Areas, other Strategic Growth Areas, secondary plans and Designated Greenfield Areas) or intensification targets (Built Up Area) applicable to the subject site or in proximity to the site can be achieved.

Conformity:
The development of the mixed use node on the Hammer, Kerr & Murphy lands will provide for a range of densities including higher density residential and mixed use development that will help to achieve and exceed the Designated Greenfield Area density target of 55 residents and jobs per hectare.

Criteria 6: There is existing or planned infrastructure and public service facilities to accommodate the proposed conversion.

The intent of this criteria is to ensure there is appropriate infrastructure and infrastructure capacity available and/or planned to provide the proposed use with water, wastewater, transportation options (including roads, transit, and active transportation) and public service facilities. Further, the conversion shall support the Region’s criteria for Strategic Action 2.3.4 to develop planning policies that encourage more compact, walkable, transit oriented communities in built up and greenfield areas in the Region.
Conformity:
Presently the City is constructing a major trunk sanitary sewer to Middle Block Road, west of the Hammer, Kerr & Murphy lands. It will be extended east on Middle Block to the Middle Block/Fountain Street intersection and will have the capacity to service the full mixed use node.

As well, the City of Cambridge is planning to install a water main in the Fountain Street right-of-way from Allendale Road to Middle Block Road.

A potential transit corridor is being considered along Fountain Street connecting the Region of Waterloo International Airport with the potential Breslau GO Station and planned ION station in Preston. Rod Regier, Commissioner of Planning, Development and Legislative Services in an article in Kitchener Today (March 6, 2021) (Attachment ‘B’) states that:

"...I think it's important to think about how building these connected systems, transit system and land use patterns, you make it efficient for people to move from their home to their work and other destinations without needing to have a personal vehicle." and,

"The key thing for us is to think about the pattern of development so that, when it's actually constructed, it's going to be able to support a viable transit service," said Regier. "It's very difficult to provide service to areas that are not originally planned to have transit."

The development of the node on all four quadrants of the Fountain Street / Middle Block Road intersection is a key land use element in supporting future transit along Fountain Street. Providing a mix of land uses and residential densities in this concentrated node central to employment uses and the Waterloo International Airport proactively supports higher order transit along Fountain Street. The proposed higher density mixed use node provides the necessary population and employment density to support higher order transit. Further, the provision of residential land uses provides a work force that is able to access employment areas without relying on a car. The development of all four quadrants of this intersection as mixed use supports Strategic Action 2.3.4 by encouraging compact, walkable and transit oriented communities in Greenfield Areas.

The concept plan of the node is intended to provide for a range of housing types and densities including apartment, townhouses, senior's apartments and other grade related multi-unit development with a significant portion of the housing in a mixed use form as shown in Figure 1 along with compact commercial and office development. Walkability is facilitated through a grid street and block network that provides efficient travel for vehicles and pedestrians, further enhanced by a
conceptual trail network that connects open space blocks throughout the node. As Figure 1 shows, this mix of land uses and street layout allows residents to live, work, play and shop in one area creating a compact, walkable community. Further, the provision of a range of residential housing options would allow a workforce to live in close proximity to employment land uses thereby reducing need for long commute times and contributing to walkable communities in the Region.

Criteria 7: Cross-jurisdictional issues have been addressed.
The intent of this criteria is to reduce cross-jurisdictional issues by ensuring issues are not only considered but addressed.

Conformity:
Cross-jurisdictional issues are non-anticipated for this land use conversion.

Criteria 8: The site does not have particular or special employment use appeal based on its proximity to major transportation infrastructure.
The intent of this criteria is to protect strategically located employment lands for employment uses that require convenient access to major good movement corridors that require heavy truck or rail traffic, such as warehousing and logistics, and offer highway frontage, which is desirable for attracting new investment. Further the conversion shall support the Region’s criteria for Strategic Action 1.4.3 to continue outreach to aviation related companies looking to relocate to land on or adjacent to the airport, as well as Strategic Action 3.5.1.

Conformity:
The Hammer, Kerr & Murphy lands are not in close proximity to a major goods movement corridor, railway, or airport. The lands are approximately 2km south of the Region of Waterloo International Airport and are located approximately 5km away from Highway 401. Based on the location of the Hammer, Kerr & Murphy lands, the area is not considered strategically located for employment lands.

Criteria 9: The conversion shall support existing or planned Regional or Area Municipal planning objectives.
The intent of this criteria is to ensure a conversion does not unnecessarily hinder or compromise other planning objectives that Regional or Area Municipal Councils have established.

Conformity:
The land use conversion assists the planning objective of the City of Cambridge to create a mixed use node at this intersection of Fountain Street / Middle Block Road. A node centered on all four quadrants of the intersection affords the opportunity to plan a more integrated and efficient node in terms of land uses, transportation network. A larger node will create the density thresholds to
support greater transit service and attract a broader range of commercial and office uses.

Conclusion

Based on the above analysis, the proposed Employment Lands conversion for the Hammer, Kerr & Murphy lands meets the Region of Waterloo’s conversion criteria leading to the creation of a mixed use, compact, complete urban node with transition to existing and planned employment uses while meeting the strategic goals of the Region. The mix of residential, retail commercial, parks, stormwater management and employment land uses shall support the long-term development of this node to provide residents a place to live, shop, work and play in close proximity to employment areas.

Yours very truly,

SGL Planning and Design Inc.

Paul Lowes, MES, MCIP, RPP
Principal

c: Elaine Brunn Shaw, City of Cambridge

John McCash

Cathy Murphy
Attachment ‘A’

Region of Waterloo Employment Lands Conversion Criteria
### Region of Waterloo Employment Land Conversion Criteria

<table>
<thead>
<tr>
<th>Conversion Criteria</th>
<th>Criterion Intent</th>
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<tbody>
<tr>
<td><strong>Growth Plan Criteria:</strong> Requests must pass each Growth Plan criteria individually in order to proceed to the additional Region of Waterloo criteria.</td>
<td></td>
</tr>
</tbody>
</table>
| 1. There is a need for the conversion | To ensure the conversion would satisfy a demonstrated need, including supporting strategic growth areas (such as Urban Growth Centres and Major Transit Station Areas) and complete communities, addressing existing compatibility issues, or providing for the most efficient use of land, as determined by the Region in consultation with the Area Municipalities. 

This Criterion supports the Region’s Supports Strategic Action 3.5.1. 

This criterion is not directly related to the employment forecast, which is addressed by Criterion #3. |
| 2. The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated | To ensure a sufficient amount of land within the Region is designated to provide for variety of employment uses in desirable locations. 

This Criterion supports the Region’s Strategic Action 1.2.1. |
| 3. The Region and Area Municipalities will maintain sufficient lands to accommodate forecasted employment growth to the horizon of the Growth Plan | To ensure the employment forecast can be achieved for all types of employment, as determined by the Employment Strategy and the Land Needs Assessment for Employment Areas, through maintaining ample vacant employment land area and a variety of parcel characteristics such as size and access, without hindering the Region’s attractiveness to land extensive employment uses or triggering an unanticipated or additional urban area boundary expansion. 

This Criterion supports the Region’s Strategic Objective 1.2.1. |
| 4. The proposed use would not adversely affect the overall viability of the Employment Area | To ensure the viability of the Employment Area is maintained by ensuring the proposed use is compatible with the with existing and future employment uses. This criterion also ensures that an Employment Area will not be fragmented by a conversion and the proposed use aligns with the planned function of the area. 

This Criterion supports the Region’s Strategic Objective 1.1.2. |
| 5. The proposal would not adversely affect the achievement of the minimum intensification targets and density target | To ensure density targets (Employment Areas, Urban Growth Centres, Major Transit Station Areas, other Strategic Growth Areas, secondary plans and Designated Greenfield Areas) or intensification targets (Built-Up Area) applicable to the subject site or in proximity to the site can be achieved. 

This Criterion supports the Region’s Strategic Action 3.5.1. |
| 6. There is existing or planned infrastructure and public service facilities to accommodate the proposed conversion | To ensure there is appropriate infrastructure and infrastructure capacity available and/or planned to provide the proposed use with water, wastewater, transportation options (including roads, transit, and active transportation) and public service facilities. 

This Criterion supports the Region’s Strategic Action 2.3.4. |
| **Additional Region of Waterloo Criteria:** Request must pass all Growth Plan tests (Criteria 1-6) individually in order to proceed to the additional Region of Waterloo criteria | |
| 7. Cross-jurisdictional issues have been addressed | To reduce cross-jurisdictional issues by ensuring issues are not only considered but addressed. |
| 8. The site does not have particular or special employment use appeal based on its proximity to major transportation infrastructure | To protect strategically located employment lands for employment uses that require convenient access to major good movement corridors that require heavy truck or rail traffic, such as warehousing and logistics, and offer highway frontage, which is desirable for attracting new investment. 

This Criterion supports the Region’s Strategic Action 1.4.3 and 3.5.1. |
| 9. The conversion shall support existing or planned Regional or Area Municipal planning objectives | To ensure a conversion does not unnecessarily hinder or compromise other planning objectives that Regional or Area Municipal Councils have established. |
Attachment ‘B’

Kitchener Today online New Article, published March 6, 2021 by Casey Taylor

“Region eyes potential future commuter corridor in Cambridge”
Waterloo Region is eyeing development in the north end of Cambridge as if it could one day be an economic boom.

The area in question is the industrial lands just northwest of the Toyota Motor Manufacturing and the Loblaw Maple Grove Distribution Centre.

The region says there's already development happening there, including a couple of business parks and a future residential area, which should be enough to support bus transit.

"The question is going to be how do people get to those jobs and if we don't think carefully about building transit connections on to the east side then ultimately what we'll have is a lot more single-occupancy
vehicles travelling to this area," said Rod Regier, Commissioner of Planning, Development, and Legislative Services, Region of Waterloo.

"We know that, to the extent that it's possible to plan transit and land use together, you end up with much higher utilization of transit services, it's good for the environment and it's good for people's pocketbook," said Regier.

But, Regier says the region is also looking at what's happening nearby right now, and potentially in the future, and considering what the area could look like one, even two decades from now.

On top of the development already underway, Conestoga College is set to open a new campus at the former Erwin Hymer plant, then there's the recent deal with ultra low-cost Flair Airlines offering daily flights to Canadian destinations from the Region of Waterloo International Airport.

Pair those with a potential Breslau GO station and a planned Ion station in Preston, and the region is looking at what could one day be a no-brainer for mass transit.

"We've talked with potential employers who are interested in drawing a labour force out of Guelph, Brampton, and the west end of Toronto and that GO station at Breslau could potentially provide that service," said Regier.

"So, I think it's important to think about how building these connected systems, transit system and land use patterns, you make it efficient for people to move from their home to their work and other destinations without needing to have a personal vehicle."

Now the idea of mass transit running up Fountain Street is not one that's going to come to fruition any time soon, again, Regier said, as it stands right now, the amount of current development is really only enough to potentially running some busses.

That said, the Region does continue to eye the potential, saying ensuring the building blocks are there, to begin with, is a lot easier than trying to shoehorn it in when you ultimately decide it's needed.
"The key thing for us is to think about the pattern of development so that, when it's actually constructed, it's going to be able to support a viable transit service," said Regier. "It's very difficult to provide service to areas that are not originally planned to have transit."

Comments (5)

We welcome your feedback and encourage you to share your thoughts. We ask that you be respectful of others and their points of view, refrain from personal attacks and stay on topic. To learn about our commenting policies and how we moderate, please read our Community Guidelines.

DL

D lapierre  about 5 hours ago

Time to move out of the region!

H

Hedge  about 4 hours ago

This all sounds very exciting!

L

Lakeshore  about 3 hours ago

Easy prediction on this project:
1) it will run significantly over budget - even if no salamanders or arrow heads are found
2) it will not be completed in time
3) it will operate at a perpetual loss

A

Angela.T.  about 3 hours ago

And once it is finally done it will run empty with the perpetual stay at home and social distancing orders.

H

Hwy66  about an hour ago

Empty corridor

JD

Jon Durham  28 minutes ago

To the transportation planners of Waterloo Region,
If you want to make commuting easier in that area start with making Maplegrove Rd four lanes from King St to Hespeler Rd. Something that should have been done when Toyota moved in years ago.
About the Author: Casey Taylor

Read more
March 15, 2021

To: Mayor McGarry and Members of Council

RE: City Staff Report 21-065(CD)
Submission for Lands Located at 1140 Main Street

On behalf of our clients (the Boomer family) we are writing to request that City of Cambridge Council consider an alternative resolution as it relates specifically to the lands at 1140 Main Street. The subject lands are approximately 18 hectares and have frontage on Main Street. The lands are characterized as fragmented with existing residential uses and vegetated areas.

This submission is made in response to the recommendations of City staff in report 21-065(CD) and our follow up on discussions with City staff from last week.

We request the following resolution for the lands at 1140 Main Street:

1) Recognize the initial submission and request from City staff to the Region was to not include the lands within the Regional Employment Area;

2) Request the Region of Waterloo to not include the lands as Regional Employment Area or defer a decision on identification of the lands within the Regional Employment Area until there is a better understanding of lands needs in the City of Cambridge for employment uses and further decision has occurred between Region and City staff on the need to identify the lands as Regional Employment Area, given the City’s original submission; and,

3) Provide direction to City staff to consider a “Gateway” commercial designation on the lands as part of the upcoming Official Plan Update that would provide for a mix of employment and commercial uses, with the potential for limited residential subject to appropriate study.

In our opinion, the lands meet the criteria for consideration of conversion for non-employment uses and should not be identified a Regional Employment Area for the reasons noted below:

- **Not priority industrial lands** - the Province did not identify the lands as a Priority Strategic Employment Zone.
• **No connection or visibility to major transportation network** - there is no connection of visibility to a major transportation corridor, such as Highway 401.

• **No connection to existing industrial parks** - the lands are not connected by roads or servicing to the Eastern Industrial Park of the industrial lands on Clyde Road, and therefore have no relation to the industrial lands.

• **Conversion requests on adjacent lands supported** – conversions on lands to the east were supported and further fragmenting the lands.

• **Fragmented parcel and development area** - the lands are fragmented by constrained by natural features, which was not recognized by the Region in identifying the size of the parcel.

• **Future land use compatibility issues** - lands to the west and south are planned for residential uses as part of the Southeast Galt community and new industrial in this location may impact the planned residential uses.

• **Use restrictions related to Wellhead Protection Area** - the lands are within a wellhead protection area and current policy restricts manufacturing and other related heavy industrial uses that are associated with industrial lands.

The full analysis that was provided to the Region is attached to this submission.

We have discussed the report and this request with City staff. The City staff report identifies the consideration of the lands for ‘mixed use’, which will require that the lands not be considered and identified as part of the Regional Employment Area. We would work with City and Regional staff on the study requirements for future development and amendment to the City Official Plan.

Thank you for the opportunity to make this submission.

Yours truly,

MHBC

David Aston, MSc., MCIP, RPP
Partner

Attach.

C. Elaine Brunn-Shaw, Kathy Padgett, Brad Boomer
July 31, 2020

Alyssa Bridge
Principal Planner
Planning, Development and Legislative Services
Region of Waterloo
150 Frederick Street
Kitchener, Ontario N2G 4J3

[Email: ABridge@regionofwaterloo.ca]

Dear Ms. Bridge:

**RE: Employment Conversion – Regional Official Plan Review**
**1140 Main Street, Cambridge, Ontario**

On behalf of our client (Boomer family), we are pleased to provide this letter as it relates to their lands located on Main Street in the City of Cambridge (the ‘subject lands’).

This submission provides ah high level summary and justification as to why the subject lands are appropriate for consideration for conversion to non-employment uses by the Region of Waterloo. The attached table has been prepared to demonstrate how the criteria established by the Province and Region associated with employment land conversions is considered in context of the subject lands.

The subject lands are approximately 18 hectares and have frontage on Main Street. The lands are characterized as fragmented with existing residential uses and vegetated areas.

The subject lands are within an area that is primarily planned for residential through the Southeast Galt Secondary Plan and adjacent to lands that are transitioning to residential (lands to the west) as part of the expansion of the node through the Main Street / Dundas Secondary Plan.

The connection to major transportation facilities for these lands is limited and would result in truck traffic travelling through existing and planned residential areas.
These lands are at the ‘edge’ of an area of employment, which is changing as lands to the west are in process of being removed from the employment area. The lands have not been identified as a Provincially Significant Employment Zone (PSEZ) by the Province. Further, the lands were not identified in the City staff report on employment lands as being significant in context of future employment lands.

The proposed use of the lands, subject to a conversion, is for residential uses and associated uses such as parkland, open space that would be considered through a future plan of subdivision process.

We request that the lands not be identified as Employment Area in the updated ROP. We look forward to working with you through this process, and are happy to meet to discuss this opportunity further. Please contact the undersigned if you require anything additional.

Yours truly,

MHBC

[Signature]

David Aston, M.Sc., MCIP, RPP
Partner

c. B. Boomer
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<td>To ensure the conversion would satisfy a demonstrated need, including supporting strategic growth areas (such as Urban Growth Centres and Major Transit Station Areas) and complete communities, addressing existing compatibility issues, or providing for the most efficient use of land, as determined by the Region in consultation with the Area Municipalities. This Criterion supports the Region’s Supports Strategic Action 3.5.1. This criterion is not directly related to the employment forecast, which is addressed by Criterion #3.</td>
<td>• The subject lands are within an area that is transitioning to residential (lands to the west) and developing for residential purposes to the south, including the development of City community infrastructure. • These lands are at the ‘edge’ of an area of employment, which is changing as lands to the west are in process of being removed from the employment area. • The connection to major transportation facilities for these lands is limited and would result in truck traffic travelling through existing and planned residential areas.</td>
</tr>
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<td>To ensure the conversion would satisfy a demonstrated need, including supporting strategic growth areas (such as Urban Growth Centres and Major Transit Station Areas) and complete communities, addressing existing compatibility issues, or providing for the most efficient use of land, as determined by the Region in consultation with the Area Municipalities. This Criterion supports the Region’s Supports Strategic Action 3.5.1.</td>
<td></td>
</tr>
<tr>
<td>2. The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated</td>
<td>To ensure a sufficient amount of land within the Region is designated to provide for variety of employment uses in desirable locations. This Criterion supports the Region’s Strategic Action 1.2.1.</td>
<td>• The lands have not been identified as a Provincially Significant Employment Zone (PSEZ) by the Province. • Further, the lands were not identified in the City staff report on employment lands as being significant in context of future employment lands. • The subject lands are not desirable for significant employment uses given its location in proximity to existing and planned residential uses.</td>
</tr>
<tr>
<td>3. The Region and Area Municipalities will maintain sufficient lands to accommodate forecasted employment growth to the horizon of the Growth Plan</td>
<td>To ensure the employment forecast can be achieved for all types of employment, as determined by the Employment Strategy and the Land Needs Assessment for Employment Areas, through maintaining ample vacant employment land area and a variety of parcel characteristics such as size and access, without hindering the Region’s attractiveness to land extensive employment uses or triggering an unanticipated or additional urban area boundary expansion. This Criterion supports the Region’s Strategic Objective 1.2.1.</td>
<td>• Removal of the lands will not impact the potential for future employment uses on areas better served with access and having limited potential impact or influence on adjacent residential areas. There is no anticipated requirement for an urban boundary expansion related to the request for the subject lands.</td>
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</table>
## Region of Waterloo Employment Land Conversion Criteria

<table>
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<th>Details</th>
<th>Supporting Region’s Strategic Objective/Action</th>
</tr>
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<td>4. The proposed use would not adversely affect the overall viability of the Employment Area</td>
<td>To ensure the viability of the Employment Area is maintained by ensuring the proposed use is compatible with the existing and future employment uses. This criterion also ensures that an Employment Area will not be fragmented by a conversion and the proposed use aligns with the planned function of the area. This Criterion supports the Region’s Strategic Objective 1.1.2.</td>
<td>• The lands are at the ‘edge’ of an employment area and surrounded by Open Space areas and already fragmented from the larger employment area that has access from Franklin Boulevard and Clyde Road through Savage Drive and Dobbie Drive. • There would be no impact on existing employment uses. The conversion would not result in fragmentation of the existing employment area.</td>
</tr>
<tr>
<td>5. The proposal would not adversely affect the achievement of the minimum intensification targets and density target</td>
<td>To ensure density targets (Employment Areas, Urban Growth Centres, Major Transit Station Areas, other Strategic Growth Areas, secondary plans and Designated Greenfield Areas) or intensification targets (Built-Up Area) applicable to the subject site or in proximity to the site can be achieved. This Criterion supports the Region’s Strategic Action 3.5.1.</td>
<td>• The conversion would not affect the achievement of intensification targets. The lands are not within the Built-Up Area and are located in the Greenfield Area. • The use of the lands for residential may support the achievement of the greenfield density targets.</td>
</tr>
<tr>
<td>6. There is existing or planned infrastructure and public service facilities to accommodate the proposed conversion</td>
<td>To ensure there is appropriate infrastructure and infrastructure capacity available and/or planned to provide the proposed use with water, wastewater, transportation options (including roads, transit, and active transportation) and public service facilities. This Criterion supports the Region’s Strategic Action 2.3.4.</td>
<td>• Infrastructure has been considered and planned through the Southeast Galt Secondary Plan. • Services would be made available as development continues to proceed along Main Street across the frontage of the lands.</td>
</tr>
</tbody>
</table>

### Additional Region of Waterloo Criteria: Request must pass all Growth Plan tests (Criteria 1-6) individually in order to proceed to the additional Region of Waterloo criteria

<table>
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<tr>
<th>Additional Criteria</th>
<th>Details</th>
<th>Supporting Cross-jurisdictional Matters</th>
</tr>
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<td>7. Cross-jurisdictional issues have been addressed</td>
<td>To reduce cross-jurisdictional issues by ensuring issues are not only considered but addressed.</td>
<td>• There are no cross-jurisdictional matters to be address the lands are fully within the City of Cambridge.</td>
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<td>8. The site does not have particular or special employment use appeal based on its proximity to major transportation infrastructure</td>
<td>To protect strategically located employment lands for employment uses that require convenient access to major good movement corridors that require heavy truck or rail traffic, such as warehousing and logistics, and offer highway frontage, which is desirable for attracting new investment.</td>
<td>• The lands are not strategically located on a major transportation route with good access for heavy truck movement. Trucks would need to move through existing and planned residential area. • There is not rail access. • There is no highway frontage and the lands are a...</td>
</tr>
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</table>
## Region of Waterloo Employment Land Conversion Criteria

| This Criterion supports the Region’s Strategic Action 1.4.3 and 3.5.1. | significant distance from Highway 401.  
• The lands are not desirable for attracting new investment based on:  
  o lack of visibility from any major corridor;  
  o fragmentation from the Eastern Industrial Park;  
  o limited transportation connections;  
  o potential compatibility issues with adjacent residential uses; and,  
  o limited developable area or future expansion area based on open space considerations. |
|---|---|
| 9. The conversion shall support existing or planned Regional or Area Municipal planning objectives. | To ensure a conversion does not unnecessarily hinder or compromise other planning objectives that Regional or Area Municipal Councils have established.  
• The conversion would support the continuation of planning for a community in Southeast Galt. The residential use would support the greenfield density targets and also support the future use of the City investment in the community facility.  
• The lands are within WPSA#4 and WPSA#7. These areas do not permit Category “A”, “B” and “C” uses outside of the Built Up Area. The Category “B” and “C” uses primarily include manufacturing and other related heavy industrial uses lands are currently permitted in the designation.  
• It is noted that plans of subdivision or vacant land condominiums may be permitted subject to further study. |
September 8, 2020

Alyssa Bridge                                  [via email: ABridge@regionofwaterloo.ca]
Principal Planner
Planning, Development and Legislative Services
Region of Waterloo
150 Frederick Street
Kitchener, Ontario N2G 4J3

Dear Ms. Bridge:

**RE: Employment Conversion – Regional Official Plan Review**

875 Speedsville Road Cambridge, Ontario

OUR FILE: 0970C

On behalf of Arriscraft, we are pleased to provide this letter as it relates to their lands municipally addressed as 875 Speedsville Road, in the City of Cambridge (the ‘subject lands’). The subject lands currently contain the Arriscraft site, as shown on the attached location map.

The subject lands are designated ‘Business Industrial’ in the City of Cambridge Official Plan, as shown on Map 2 – General Land Use Plan, enclosed with this submission.

We understand the Region of Waterloo is currently initiating a planning exercise to reassess employment lands through the upcoming Regional Official Plan Review. This letter has been prepared to demonstrate that consideration should be given to remove the subject lands from the current employment designation over the long term. The intention is also to maintain the existing uses in the interim.

As outlined in the attached table, we believe the Growth Plan and Regional criteria are met in the case of the subject lands, and the lands should be considered for alternative non-employment uses over the long term. Overall, the consideration of these lands for non-residential uses would ensure long term land use compatibility in the area, given the recently constructed and approved residential development.

We look forward to working with you through this process, and are happy to meet to discuss this opportunity further. Please contact the undersigned if you require anything additional.

Yours Truly,
MHBC

Dave Aston, MSc, MCIP, RPP
Partner

Stephanie Mirtitsch, BES, MCIP, RPP
Planner

cc. Peter Schmidt, Arriscraft
## Analysis of Region of Waterloo Employment Land Conversion Criteria

**Arriscraft – 875 Speedsville Road, Cambridge**

<table>
<thead>
<tr>
<th>Conversion Criteria</th>
<th>Criterion Intent</th>
<th>Comments</th>
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<td><strong>Growth Plan Criteria:</strong> Requests must pass each Growth Plan criteria individually in order to proceed to the additional Region of Waterloo criteria</td>
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<td>1. There is a need for the conversion</td>
<td>To ensure the conversion would satisfy a demonstrated need, including supporting strategic growth areas (such as Urban Growth Centres(^1) and Major Transit Station Areas(^2)) and complete communities, addressing existing compatibility issues, or providing for the most efficient use of land, as determined by the Region in consultation with the Area Municipalities. This Criterion supports the Region’s Supports Strategic Action 3.5.1. This criterion is not directly related to the employment forecast, which is addressed by Criterion #3.</td>
<td>• The subject lands are located to the south of recently approved residential development, known as the ‘Hunt Club Estates’ subdivision (City File No., in the City of Cambridge. • These lands are isolated from the larger employment area to the west of Speedsville Road. The subject lands are at the ‘edge’ of a planned residential area. The lands are located north of Highway 401, and are adjacent to natural areas to the southeast. • The lands are not within a Provincially Significant Employment Zone (PSEZ), as the Zone is on the west side of Speedsville Road. The lands represent an isolated parcel of land in comparison to the larger employment areas planned in the City or in the Region. • The planned residential development of the lands to the north has resulted in an incompatibility issues for the long term operation of the Arriscraft facility and will continue to have an impact as the residential development continues. Generally, there are also safety concerns with people accessing an active site.</td>
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<td>2. The lands are not required over the horizon of the Growth Plan for the employment purposes for which they are designated</td>
<td>To ensure a sufficient amount of land within the Region is designated to provide for variety of employment uses in desirable locations. This Criterion supports the Region’s Strategic Action 1.2.1.</td>
<td>• The lands have not been identified as a Provincially Significant Employment Zone (PSEZ) by the Province. • The subject lands are not desirable for significant employment uses given its location in proximity to existing and planned residential uses.</td>
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Analysis of Region of Waterloo Employment Land Conversion Criteria
Arriscraft – 875 Speedsville Road, Cambridge

3. The Region and Area Municipalities will maintain sufficient lands to accommodate forecasted employment growth to the horizon of the Growth Plan

To ensure the employment forecast can be achieved for all types of employment, as determined by the Employment Strategy and the Land Needs Assessment for Employment Areas, through maintaining ample vacant employment land area and a variety of parcel characteristics such as size and access, without hindering the Region’s attractiveness to land extensive employment uses or triggering an unanticipated or additional urban area boundary expansion.

This Criterion supports the Region’s Strategic Objective 1.2.1.

- Removal of the lands will not impact the potential for future employment uses on areas better served with access and having limited potential impact or influence on adjacent residential areas.
- There is no anticipated requirement for an urban boundary expansion related to the request for the subject lands.

4. The proposed use would not adversely affect the overall viability of the Employment Area

To ensure the viability of the Employment Area is maintained by ensuring the proposed use is compatible with the with existing and future employment uses. This criterion also ensures that an Employment Area will not be fragmented by a conversion and the proposed use aligns with the planned function of the area.

This Criterion supports the Region’s Strategic Objective 1.1.2.

- The lands are an isolated employment parcel and surrounded by planned residential uses, and open space uses, and are divided from other employment uses by Speedsville Road and Highway 401.
- There is no direct access to the lands from an interchange.
- There would be no impact on existing employment uses. The conversion would not result in fragmentation of any existing employment area.
- The planned function of the broader area is for residential use. Lands to the east and west are also identified as Community Node or Arterial Corridor areas.

5. The proposal would not adversely affect the achievement of the minimum intensification targets and density target

To ensure density targets (Employment Areas, Urban Growth Centres, Major Transit Station Areas, other Strategic Growth Areas, secondary plans and Designated Greenfield Areas) or intensification targets (Built-Up Area) applicable to the subject site or in proximity to the site can be achieved.

This Criterion supports the Region’s Strategic Action 3.5.1.

- The conversion would not affect the achievement of intensification targets. The lands are not within the Built-Up Area and are located in the Greenfield Area.
- The use of the lands for residential or other non-employment use (i.e., residential) may support the achievement of the greenfield density targets.
- Lands to the north of the subject lands are designated and planned for a range of residential uses and therefore any existing or new employment use would be constrained on the site through compatibility considerations. Therefore, there is limited potential for
### Analysis of Region of Waterloo Employment Land Conversion Criteria

**Arriscraft – 875 Speedsville Road, Cambridge**

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<td><strong>This Criterion supports the Region’s Strategic Action 2.3.4.</strong></td>
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|   | **• Infrastructure has been considered and planned through the City of Cambridge servicing master plans and Regional planning associated with the East Side lands.**  
**• A Class EA is underway for Maple Grove Road and additional residential use would support the objective for Maple Grove Road as a significant transit corridor.** |   |

### Additional Region of Waterloo Criteria: Request must pass all Growth Plan tests (Criteria 1-6) individually in order to proceed to the additional Region of Waterloo criteria

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**• There is no rail access.**  
**• While there is technically highway frontage, there is significant open space lands to be protected that screen any visibility from Highway 401.**  
**• The lands are not desirable for attracting new investment based on:**  
  - lack of connection to the highway major |
### Analysis of Region of Waterloo Employment Land Conversion Criteria

**Arriscraft – 875 Speedsville Road, Cambridge**

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| | corridor;  
  | o isolated from any other employment area;  
  | o compatibility issues with adjacent residential uses; and,  
  | o limited developable area or future expansion area for the use based on open space considerations and surrounding land uses and compatibility.  
  | The conversion would support the continuation of planning for the Hespeler West community which is planned for a range of residential and commercial uses.  
  | The conversion to allow for residential uses would support the greenfield density targets.  
  | The conversion would not unnecessarily hinder or compromise other planning objectives that Regional or Area Municipal Councils have established. |
Location Map

875 Speedsville Road
City of Cambridge
Region of Waterloo

LEGEND

- Subject Lands

- Property boundaries approximate
- 2019 Region of Waterloo Aerial Imagery

DATE: Sept 4, 2020
SCALE: 1:10,000
FILE: 0970C
DRAWN: GC
City of Cambridge
Official Plan- Map 2: General Land Use Plan

LEGEND
- Subject Lands

DATE: Sept 4, 2020
SCALE: 1:25,000
FILE: 0970C
DRAWN: GC
Good morning David. I am writing to you this morning regarding what I consider an alarming future for small to medium sized manufacturers in the City of Cambridge.

As you may know we provide concrete products to the building industry in all aspects of construction, residential, commercial, industrial and institutional. This affords me the ability to speak with a great variety of other business people and our distributors whom also cover many more.

The topics of concern are two fold.

First the price of real estate and by extension leases and rental costs.

Second the availability of properties both to buy and to lease/rent.

Starting with the first item, it is no surprise that the sky rocketing prices of real estate are seriously affecting residential, industrial and commercial properties. As prices or valuations of such increase so do the rental/lease costs as well as taxes. It is now at the point where small or large business that rents is being squeezed at levels not seen before. Example our rent doubled last year on the sale of the building we are in. It is slated to go up again this year and the next. The city of course benefits because taxes are based upon the value of the property and the rents it garners.

While this is a huge concern and will certainly and is driving small business out of the city to the countryside, the influx of Toronto buyers is never ending thus will make for a dangerous level of business driven either out of business or out of the community. The new occupants tend to be either warehouse oriented, car and truck repair outlets and other such non manufacturing businesses. The topic of concern is the disappearance of small to medium manufacturing companies which have been the backbone of not just Cambridge since it’s inception, but all other similar sized cities as well. Employment from these types of companies is necessary component of any community and when lost, will never return.

Second is the reason the first time is not just a concern but the catalyst for demise of the manufacturing industry and this the complete lack of rental property or locations for them to be established. At this point, there is NO property under 10,000 square feet available in this community and virtually none in the Region itself except for some in outlying areas such as Ayr for example. Even these are vanishing at record rate as companies from out of town are gobbling them up.

This brings me to why I am contacting the city.

Should Cambridge not get ahold of the lack of available land and buildings in which small and medium manufacturers such as us and larger can operate, they will either move or close up thus putting thousands of people out of work. If you consult with the Chamber, the figure is over 90 percent of all business is a mom and pop small business of one form or another. Given the leases being charged, it will if not already be totally impossible to keep doors open. Covid of course has thrown the biggest wrench into the system however what the virus has shown is that some companies that were already on the ropes simply closed while others who were headed that way are now about to do so. For a struggling
company at this point to have to also face a 50% rent increase will be impossible to handle.

So what is the bottom line.
For over the past decade, the city has been concentrating on the “ high tech “ world while totally ignoring any other sector in my view. While there is more glitz in that industry, the foundation of all business is manufacturing of everything else which is leaving the community never to return.

Cambridge must in my view quickly allocate industrial lands and spaces for small to medium manufacturers to be able to access in the 10,000 square foot and smaller areas. Currently anything available is well over that level, no outdoor storage and so on.
The decades of encouraging the big box style of new buildings that are warehouse oriented have done nothing for either employment or creating available rental space for small business. After speaking with several of the large commercial industrial real estate brokers, they agree that we have a massive shortage of such buildings or anywhere to build them and an even bigger demand for them. City policies need to reflect such needs I think in some shape or form.

Final point.
Spoke with 2 builders over the last month and the same theme is re-occurring as in previous pre-covid years. Extremely slow building permit approval times. Many new builds are waiting 3-4 months for their permits and one instance even longer. This causes a back up of work thus creating a shortage of jobs up front.
Yes builders often are impatient and create their own problem and real easy to always blame the city however this to me is nothing new. I have heard it for over 10 years now. Perhaps a review of the permit issue process might be in order. I know of several fine home builders who put up 3-6 thousand square foot custom homes and small condo complexes that refuse to build in Cambridge due to their experiences being negative. They have the demand but guide people out of town to build their custom homes which run in the 4-6 million dollar category for that reason as well as the lack of available and affordable land onto which to build. This is concerning of course as it is our target market.

All the best and if you wish to call, anytime. You know where I live.

Les Kadar
Purpose and Effect of By-law No. 21-020

The Purpose and effect of this By-law is to remove a holding provision to permit development of the land with 38 apartment units and 18 two storey townhouse units, parking areas, amenity space and a condominium road.

A holding provision was applied to the zoning of this property which prevented development until:

(a) Noise mitigation measures were installed on the adjacent Autobody shop;
(b) The adjacent Autobody shop has Provincial permitting in place in accordance with the Ministry of the Environment, Conservation and Parks after the noise mitigation is installed.
BY-LAW 21-020 OF

THE

CITY OF CAMBRIDGE

Being a By-law to amend Zoning By-law No. 150-85, as amended, with respect to lands municipally known as 408-416 Dundas Street South, City of Cambridge

WHEREAS Council of the City of Cambridge has the authority pursuant to Section 34 and 36 of the Planning Act, R.S.O. 1990, c. P. 13, as amended to pass this By-law;

AND WHEREAS the Council of the City of Cambridge has deemed it advisable to amend Zoning By-law No. 150-85, as amended, and therefore implement the Official Plan of the City of Cambridge;

AND WHEREAS this by-law conforms to the Official Plan of the City of Cambridge;

AND WHEREAS Council deems that notice of intention to adopt the By-law was provided in accordance with the Planning Act

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Cambridge enacts as follows:

1. THAT the City of Cambridge Zoning By-Law, being Schedule A to By-Law No. 150-85, be and the same is hereby amended by removing the Holding Symbol ‘(H)’ from the zone symbol affecting the lands shown outlined by a heavy black line on Schedule ‘A’ hereto attached.

2. THAT subject to section 36(4) of the Planning Act (R.S.O. 1990, c. P.13), as amended, this by-law shall come into force on the day of its passing.

PASSED AND ENACTED this ___ day of ________ 2021.