Corporation of the City of Cambridge
Special Council Meeting
Addendum

Date: November 9, 2021, 5:00 p.m.
Location: Virtual Meeting

COVID-19
Due to COVID-19 and recommendations by Waterloo Region Public Health to exercise social distancing, members of the public are invited to submit written comments or requests to delegate via telephone related to items on the agenda.

The public wishing to speak at Council may complete an online Delegation Request form no later than 12:00 p.m. on the day of the meeting for Special Council Meetings occurring at 5:00 p.m. and no later than 12:00 p.m. the day before the meeting for Special Council –Statutory Public Meetings occurring at 10:00 a.m.

All written delegation and correspondence submissions will form part of the public record.

Please note: The Addendum is subject to revision based on delegations and presentations received.

4. Presentations


5. Delegations and Consideration of Related Reports

7. Consideration of Reports

7.2. Corporate Services

*7.2.1. 21-325(CRS) Award of Pumper Fire Trucks 70 - 75

*9. Correspondence

*9.1. Petition re: 21-094(CD) Recommendation Report: Official Plan Amendment and Zoning By-law Amendment, 55 Kerr Street, 50 Shade Street Investments Inc. sent from Sarah Chandler 76 - 80

*10. Notice of Motion

*10.1. Notice of Motion - Councillor Wolf, re: Objection to Proposed CBM Aggregate Expansion of Dance Pit 81 - 82
This notice of motion will also be included on the November 23, 2021 Special Council Agenda
55 Kerr Street
OR03/19
November 9th, 2021 Special Council Meeting
55 Kerr Street – Location

camposm@cambridge.ca

- Located at the southwest corner of the Kerr Street and Shade Street intersection.
- Located within the Galt Core Area, east of the Grand River.
- Site is currently vacant
  - 10,099 square metres (2.5 acres) in size.
Proposal

• The applicant is proposing to develop two 18 storey residential buildings containing a total of 445 dwelling units (194 units in Building A and 251 units in Building B).

• Building A will also contain 113.9 square metres (1,336 square feet) of at-grade-retail space.

• 410 vehicular parking spaces are proposed within two levels of underground parking. 35 additional spaces are located at grade. A total of 445 parking spaces are provided, which is in compliance with the Zoning By-law.
Proposal Continued..

- The proposal includes a total amenity space (private and common) of 8,342.3 square metres (89,795.77 square feet), which includes:
  - A 9th storey rooftop amenity area in Building B containing a garden and patio space for passive use by residents of both buildings.

- In order to facilitate the development of the proposed residential buildings, an Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) is required.

- The submitted OPA seeks to allow the permission for both residential and commercial uses to be permitted on the ground floor.
  - Policy 8.3.1 of the City’s Official Plan currently restricts residential and commercial uses at street level for multi-storey mixed-use buildings.
Proposal Continued..

- A ZBA is being sought for the proposed development in order to establish site-specific provisions to facilitate the proposed design, including:
  - To permit a maximum density of 496 units per hectare;
  - To permit a total amenity space of 8,341.3 square metres (89,785 square feet) (private and common amenity space);
  - To permit a maximum building height of 54.60 metres (179.13 feet);
  - To permit a minimum gross floor area of 45.77 square metres (492.66 square feet) per one-bedroom unit; and,
  - To permit a minimum planting strip width of 0.5 metres.
Concept Plan

- Two accesses are proposed from Kerr Street and from Shade Street.
- Proposed retail commercial space located in Building A with frontage onto Kerr Street.
- Two main towers will be 18 storeys in height (54.60 metres).
  - Portion of proposed building fronting onto Shade Street will be 8 storeys in height.
55 Kerr Street – Concept Rendering

 camposm@cambridge.ca

Concept rendering from Shade Street
Considerations:

• Land use compatibility with the surrounding existing development and permitted uses

• Impacts of the proposed increase in height and density

• Appropriateness of the proposed site specific amendments

• Traffic, Servicing, & Urban Design

• Environmental Considerations

• Transportation Considerations

• Consideration of bonusing/community benefits in order to permit increases in height and/or

• Comments received from Council, the public and agency circulation
THAT Report 21-094(CD) be received;

AND THAT Cambridge Council adopts Official Plan Amendment No. 49 with a site-specific policy to permit residential and commercial uses to exist on grade in a multi-storey mixed-use building;

AND THAT Cambridge Council approves the proposed Zoning By-law Amendment to amend the zoning of the site to establish site-specific provisions for 55 Kerr Street to permit the development of two 18-storey buildings containing a total of 445 dwelling units and 113.9 square metres (1,226 square feet) of commercial GFA.;

AND THAT Council approve transfers to the applicable Development Charge Reserve Funds to fund the permitted core area exemptions, as per the City’s Development Charges Bylaw 19-094;

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

AND FURTHER THAT the By-law(s) attached to this report be passed.
CONTACT INFORMATION

Name: Michael Campos
Title: Intermediate Planner
Phone: 519-623-1340 ext. 4264
Email: camposm@cambridge.ca
55 KERR STREET
CAMBRIDGE COUNCIL
RECOMMENDATION REPORT FOR OPA AND ZBA
NOVEMBER 9TH, 2021
Site Stats:
• Currently vacant
• 10,099 sq. m (2.5 acres) in size;
• Site has two (2) street frontages:
  • Approx. 95 m frontage along Kerr Street
  • Approx. 109 m frontage along Shade Street

Transit Routes:
• GRT Bus Route 58
  • Connections to Ainslie Terminal and Downtown Cambridge
• Site adjacent to future ION LRT
  • Will be constructed on west side of the site
  • Transit station just south of Kerr Street
Number of Units: 592
Height - Bldg. A.: 89.06 m
            - Bldg. B.: 71.34 m
Number of Storeys - Bldg. A.: 30
            - Bldg. B.: 24
Parking Proposed: Surface, 32 spaces
              - Underground, 612 spaces
Number of Underground Parking Levels: 3
## Existing Proposal

<table>
<thead>
<tr>
<th>Number of Units</th>
<th>592</th>
</tr>
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<tbody>
<tr>
<td>Height - Bldg. A</td>
<td>89.06 m</td>
</tr>
<tr>
<td>Bldg. B</td>
<td>71.34 m</td>
</tr>
<tr>
<td>Number of Storeys - Bldg. A</td>
<td>30</td>
</tr>
<tr>
<td>Bldg. B</td>
<td>24</td>
</tr>
<tr>
<td>Parking Proposed - Surface</td>
<td>32 spaces</td>
</tr>
<tr>
<td>Underground</td>
<td>612 spaces</td>
</tr>
<tr>
<td>Number of Underground Parking Levels</td>
<td>3</td>
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</table>

## Revised Proposal

<table>
<thead>
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<th>Number of Units</th>
<th>445</th>
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<tbody>
<tr>
<td>Height - Bldg. A</td>
<td>54.60 m</td>
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<td>54.60 m</td>
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<tr>
<td>Number of Storeys - Bldg. A</td>
<td>18</td>
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<tr>
<td>Bldg. B</td>
<td>18</td>
</tr>
<tr>
<td>Parking Proposed - Surface</td>
<td>35 spaces</td>
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<tr>
<td>Underground</td>
<td>410 spaces</td>
</tr>
<tr>
<td>Number of Underground Parking Levels</td>
<td>2</td>
</tr>
</tbody>
</table>
• 24 and 30 storeys
Revised Elevation

- 18 and 18 Storeys
First Floor Building A
Before and After
Architecture
Before & After

- A more traditional podium reflecting heritage characteristics
Transition & Angular Plane

- Podium is within the 45 degree angular plane

- Building A

- Building B
Viewshed
1. 170 WATER STREET NORTH
   • 14-STOREYS

7. 95 CAMBRIDGE STREET
   • 15-STOREYS

48. 59 CONCESSION STREET
   • 15-STOREYS

64 Grand Avenue South
   • 20 STOREYS
Visual Impact Height Analysis

ASL Height (m)

- 319 m: 14 storeys (272 m)
- 327 m: 15 storeys (282 m)
- 330 m: 15 storeys (285 m)
- 336 m: 20 storeys (270 m)
- 362 m: 30 storeys (276 m)
- 339 m: 18 storeys (276 m)

170 Water St N, 95 Cambridge St, 59 Concession St, 64 Grand Avenue, 55 Kerr St (original), 55 Kerr St (current)
Shadows

June

Page 36 of 82
Shadows

December
**Improvements**

- Height is in keeping with height context of the Downtown
- Reduction in density (approximately 1/3\textsuperscript{rd} less units)
- Reduction in levels of underground parking and overall parking spaces
- Reduction in overall traffic
- Improvements in amenity to tenant ratio
- Improvement in potential shadow impacts; shadows continue to move fast across neighbourhood
- Improvement to the building base vernacular
THANK YOU

Questions?
The East Side Lands – Stage 2 Master Environmental Servicing Plan (MESP) was initiated in 2016.

Includes lands north of Middle Block Road to Kossuth Road and from the Grand River to Speedsville Road. The broader study area continues north into the Township of Woolwich.
• An additional 115 hectares (284 acres) of land for primarily residential uses to be added to the Urban Area boundary in north Cambridge.

• The purpose of the MESP is to assist in identifying which lands should be added to the Urban Area boundary and how the lands will be planned and serviced.

• An outcome of the MESP is a Secondary Plan which will identify the permitted land uses and policies to guide development in north Cambridge.

• Appeals to the ROP paused the initiation of the Secondary Plan.
The Secondary Plan will synthesize the documents prepared as part of the MESP and provide more detailed planning objectives and policies to direct and guide development.

The Secondary Plan will be prepared as an amendment to the Cambridge Official Plan.
Next Steps:

• A Virtual Open House is being held on Thursday, November 25, 2021 to introduce the project and receive initial feedback.

• Notice will be provided in advance of the Virtual Open House.

• Feedback will be considered when preparing the Draft Secondary Plan which will be presented at a future Statutory Public Meeting.

• For information about this project visit: www.cambridge.ca/eastsidelands

• To be added to the mailing list please contact: PadgettK@Cambridge.ca
THAT Cambridge Council receive Report No. 21-269(CD) as information.
CONTACT INFORMATION

Name: Kathy Padgett
Title: Senior Planner - Environment
Phone: 519-623-1340 ext. 4826
Email: PadgettK@cambridge.ca
Cambridge Farmers’ Market
40 Dickson Street, Cambridge, ON

Community Level Business Planning Report
Cambridge Farmers’ Market

Consultant: John MacDonald, John MacDonald Architect
Cheryl Ewing Consulting
Acknowledgement

Thank you to all who have contributed to the planning process, including:

Members of the CFM Advisory Committee
Stakeholders & Partners (at Market, within Downtown, throughout Community)
Participants in Interviews and Surveys, and the Open House sessions
City of Cambridge Staff
    Lesley Head, Director of Recreation & Culture
    Alix Aitken, Farmers’ Market Manager
    Economic Development Staff

JMA Staff, Cheryl Ewing
Objectives of the Planning Project

Explore how best to leverage the Cambridge Farmers’ Market as a building and operational asset, for the benefit of the Downtown and the community.

A key focus:

- Increase Market operational revenue
- Mitigate and leverage existing facility operational costs to community benefit
- Leverage the assets inherent in the location, building, and Market operation

Starting with the CFM’s Vision, as set out in previous reports to Council, the Cambridge Farmers’ Market Advisory Committee, staff team and vendors aspire to grow the Market as this City’s “Community Food Hub”.

“When citizens think “food”, we want them to think Cambridge Farmers’ Market.”
Strategic Considerations in Planning for the Community Level

Explore innovative food programming possibilities that complement our Farmer’s Market, the Downtown, and that grow capacity and quality of life for Cambridge’s citizens.

Investigate small business incubation/accelerator opportunities that support the food sector in our Downtown, in our communities, and at our Farmers’ Market.

Consult with key community leaders and potential business partners on the challenges they face and the strategic steps they feel may be missing from the food value chain (farm to table, and otherwise).
food
Food is at the Heart of

our Cultures,
our Communities,
our Economy,
and
our Quality of Life
The Market is at the Heart of

our Civic Precinct,
our Downtown,
and
our Communities.

It’s an excellent connection to the land that sustains us.
It connects us to traditions, and provides a healthy and sustainable
vision for our Quality of Life.
By Contrast, the Building and Market Square

- are unused but for one weekend morning (except as parking lot),
- generally lacks a sense of place and activities to animate the Precinct, and
- lacks connection to the Downtown, to People, and to Prosperity.

The asset isn’t leveraged to reflect our care for traditions and drive forward
- the vibrancy of our Communities, and
- our future and sustainable Quality of Life
Cambridge Farmers’ Market

The CFM possesses a wonderful combination of charm, tradition, challenge and possibility. There is no doubt of the positive attachment that market-goers, vendors, community leadership and downtown stakeholders feel for the facility, its traditions, and its market-day atmosphere.

The building was designated as a heritage structure in 1984.

The CFM building’s continued use as a market is unique in Ontario.
A key part of the Civic Precinct

Great Potential for Public Placemaking
to bring people together as a public gathering place
bridging cultural, generational and socioeconomic divides.
A key Asset that Connects Downtown Cambridge to Community

Unique Connections

Visitors and Users from across the Community
Potential Partner in Revitalization and Growth
The Civic Precinct’s Facade to the Downtown

Benefits

Support for Downtown Identity and Renewal
A Gateway for the Downtown
A Unique Opportunity for the Community of Cambridge

**It brings it All Together**

The tremendous mix of tradition, quality, and the many-faceted links between food and our quality of life mean the Market is well-placed to contribute to its community, and engage with its citizens.

**Its growth as a Food Hub will support culture, entrepreneurship, a sustainable relationship to the land. In short, a Healthy Community.**
CFM Food Hub Entrepreneurial Continuum

Work Plan for the Community Level Business Plan and CFM Support / Identity

Existing and Further Community, BIA, and Economic Development Support
People, Place, and Prosperity

The Farmers’ Market is a unique connector. It builds community through food and its connection to people. The idea of food reaches across our diversity of culture, income, and plays major role in our economy.

The Cambridge Farmers’ Market forms an integral part of the Civic Precinct, and can be leveraged as a place for engaging, informing, enjoyment and learning, a focal point that connects us all, from Downtown to Community to the landscape that sustains us.

The Food Hub idea and activities will support the creativity of our community and its entrepreneurs. It will celebrate and enrich our culture and diversity.
Opportunities for Future Utilization of the Community Level

Retain present Galt, Hespeler and Preston Rooms while providing accessible access and compliant washrooms.

This results in three bookable spaces that can be used together or by diverse groups simultaneously.

Fit up one room, likely the Galt Room, as a Demonstration Kitchen, for programming in conjunction with the Food Hub initiatives.

Investigate CFM dedicated storage elsewhere, to free up the Hespeler Room for use.
Opportunities for Increased Use and Animation of Market Square and the Market Level

Construct a Community Oven to Animate Market Square

In combination with accessibility to the Community level, rework the Dickson/Ainslie Portico and a portion of the Market space into Café / Artisan deli operating both weekdays and market days

Explore the possibility of creating Market Windows along the canopy to the Square, using the existing openings, and seating under the canopy, offering weekday take-out and increased opportunity for market vendors
Opportunities for Engagement

Leveraging the Resulting Infrastructure

- Co-ordination and Programming for
  - events, seminars, day camps, meetings
  - skills development, mentoring & connections
  - explorations of cultures, food demonstrations
  - the widest range of community use
- development of partnerships across the food and cultural sector
- engaging food producers and vendors within the Farmers’ Market sector and beyond
- addressing challenges of food security and sustainability
The Vision

Through its relationships with its farmers and vendors and community, the Market has unique assets, product and resources to assist in community development.

Leveraging the Food Hub model will allow the Market to fulfill its potential, reaching beyond the building and Market Day, and showing leadership across many issues which affect People, this Place, and our Prosperity.

Moving forward from this Report, City staff will work in collaboration with the Cambridge Farmers’ Market Advisory Committee to better utilize the Market asset, and to assist the development of Cambridge’s Downtown.
Recommendation(s)

THAT Report 21-325(CRS) FPO21-96 Pumper Fire Trucks be received;

AND THAT Council adopt OPTION B, as outlined in the Financial Impact section of this report;

AND THAT Council pre-approve a 2022 capital project budget of $1,050,655 to be funded from the Equipment Reserve Fund – Fire;

AND THAT Council pre-approve a 2023 capital project budget of $1,050,655 to be funded from the Equipment Reserve Fund – Fire;

AND THAT Council approve the transfers to/from Reserve Funds as outlined in the Financial Impact section of this report;

AND FURTHER THAT Council approve Option B as outlined in the report for the award of Hybrid Pumper Fire Trucks to Commercial Truck Equipment Company of Delta, BC for the total cost of $1,543,996 in U.S. Funds, this being part of a Co-operative Purchasing program.

Executive Summary

Purpose

• Council approval is required for approval of a capital project budget and to transfer funding to the capital project as detailed herein.
Key Findings

- A capital project is included in the 2022 Capital Budget Forecast for the replacement of a pumper fire truck. Lead time to order the truck is 12-14 months, and there is a known cost increase of 7.5% as of January 1, 2022.

- Another capital project is included in the 2023 Capital Budget Forecast for the replacement of a second pumper fire truck. There are known cost increases of another 7.5% as of January 2023.

- Pre-approval of the 2022 and 2023 capital projects is required in 2021 in order to enter into a commitment to purchase the pumper fire trucks and guarantee saving the annualized 7.5% price increase.

- Budgeted funds will not be expended until delivery of the trucks in 2022 and 2023, respectively.

- The pumper fire trucks are part of a Co-operative Purchasing program through the Ontario Association of Municipalities (AMO) Local Authority Services (LAS).

- Two options are being proposed for the purchase of the pumper trucks. Option A is a standard truck and Option B is for trucks with hybrid technology to reduce greenhouse gas (GHG) emissions.

Financial Implications

The Financial Implications of the two options for the purchase of fire pumper trucks are as follows.

**OPTION A**

- Pre-approval of a budget for 2022 and 2023 for the purchase of standard pumper trucks at a cost of $1,021,428 each.

- This option results in a net budget savings of $50,967 ($20,565 over the 2022 capital budget forecast and $71,532 below the 2023 capital budget forecast).

**OPTION B**

- Pre-approval of a budget for 2022 and 2023 for the purchase of pumper trucks with hybrid technology to reduce greenhouse gas (GHG) emissions at a cost of $1,050,655 each.

- This option results in a net budget increase of $7,485 ($49,791 over the 2022 capital budget forecast and $42,306 below the 2023 capital budget forecast).

Staff are recommending Option B for the purchase of pumper fire trucks with hybrid technology.
Background

The 2022 Capital Budget Forecast includes a project for the replacement of a pumper fire truck. The 2023 Capital Budget Forecast also includes a project for another replacement of a pumper fire truck.

Built in 2008, the current pumper trucks will be 14 years old in 2022. They were manufactured by American LaFrance, a company which ceased operations in 2014. Sourcing parts is very difficult; many components need to be fabricated leading to considerable downtime (out of service) and expense. Despite excellent maintenance provided by Mechanical Division staff, the functionality of key components such as electrical and emergency lighting systems and fire pump operations are increasingly unreliable.

Vehicle age and condition assessments are consistent with the life-cycle planning parameters for replacement of frontline pumper trucks set out within the Cambridge Fire Department Apparatus Replacement Policy A09 ADM 012.

Due to a 12 to 14-month lead time for the truck to be built and delivered, pre-approval of the budget is required in 2021 to ensure one truck is delivered and paid for before the end of 2022. The second truck would not be delivered and paid for until early 2023.

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 2.5 Focus on the responsible management of financial resources, ensuring transparency and accountability.

Local Authority Services (LAS) is the business services arm of the Association of Municipalities of Ontario (AMO). LAS offers a municipal group buying program operated by Canoe Procurement Group of Canada.

Comments

This cooperative purchasing program includes fire apparatus, PPE and equipment. All offerings have undergone a formal competitive bid process on behalf of Ontario’s municipalities, ensuring compliance with purchasing bylaws and trade agreements.
Existing Policy/By-Law

Under Procurement By-law 19-187, 18.1 states “The City may participate with other government agencies or members of the Broader Public Service in Co-operative Procurement initiatives where it is in the best interests of the City to do so."

18.2 further states “The purchasing policies of the originating co-operative (or lead agency) shall form the basis of accepted policy and procedure when participating in, or call, co-operative Bids and this by-law shall be otherwise waived. The City will review the originating co-operatives’ purchasing policies before entering a Co-operative Procurement arrangement."

The Manager of Purchasing has reviewed the purchasing policies of AMO’s Local Authority Services (LAS).

This procurement requires approval from Council.

Financial Impact

The staff recommendation is to purchase two pumper fire trucks with hybrid technology. The purchase price for each hybrid fire truck is $771,997 or a total of $1,543,995 in US$. The total purchase price including the estimated US exchange rate, additional equipment to outfit the trucks and non-refundable HST is $1,050,148 per truck or a total of $2,100,295 as summarized in the table below.

<table>
<thead>
<tr>
<th></th>
<th>Per Truck</th>
<th>Total for two trucks</th>
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<tbody>
<tr>
<td>Purchase price</td>
<td>$749,657</td>
<td>$1,499,315</td>
</tr>
<tr>
<td>Hybrid technology</td>
<td>22,340</td>
<td>44,680</td>
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<tr>
<td>Price in US$</td>
<td>771,997</td>
<td>1,543,995</td>
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<tr>
<td>US exchange</td>
<td>220,482</td>
<td>440,965</td>
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<tr>
<td>Additional equipment</td>
<td>40,000</td>
<td>80,000</td>
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<tr>
<td>HST</td>
<td>18,174</td>
<td>36,348</td>
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<tr>
<td>Total purchase price</td>
<td>$1,050,654</td>
<td>$2,101,307</td>
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In order to enter into a commitment to purchase the fire trucks, the 2022 and 2023 capital projects included in the capital forecast require pre-approval from Council. This approval ensures that the commitment to purchase the trucks can be made but the City will not take delivery of the trucks until the year in which the budget is approved to be spent.

The 2022 capital budget includes a project in the amount of $1,000,863. Under Option A and Option B the purchase price of the truck exceeds the budget and will require additional funding, as outlined in the table below. The 2023 capital budget includes a project in the amount of $1,092,960 and will result in savings under Option A and a
small deficit in Option B as outlined below. The staff recommendation to purchase fire pumper trucks with hybrid technology will result in an overall shortfall of $7,485 between the 2022 and 2023 budgets combined.

<table>
<thead>
<tr>
<th></th>
<th>Option A</th>
<th>Option B</th>
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<tr>
<td>2022 Capital Forecast</td>
<td>1,000,863</td>
<td>1,000,863</td>
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<tr>
<td>Pumper Fire Truck - Purchase Price</td>
<td>1,021,428</td>
<td>1,050,654</td>
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<td>Over/(Under) Budget</td>
<td>20,565</td>
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<td>2023 Capital Forecast</td>
<td>1,092,960</td>
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<tr>
<td>Pumper Fire Truck - Purchase Price</td>
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<tr>
<td>Over/(Under) Budget</td>
<td>(71,532)</td>
<td>(42,306)</td>
</tr>
<tr>
<td>Net Additional Funding/(Savings)</td>
<td>(50,967)</td>
<td>7,485</td>
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</table>

The purchase price is in USD and staff will be identifying options to mitigate any risk in fluctuations of the exchange rate prior to the funds being expended.

**Public Input**

The Canadian Free Trade Agreement (CFTA) requires any municipality wanting to participate in a buying group to publish a declaration of its intent.

The City of Cambridge has posted the following declaration on our tendering website for a minimum of two weeks:

The City of Cambridge intends to participate in one or more procurements conducted by Local Authority Services (LAS) between November 2021 to February 2023. For further information and access to LAS request for proposal (RFP) notices, please review the website at [www.las.on.ca](http://www.las.on.ca).

**Internal/External Consultation**

Group purchasing documents were compiled by Procurement, however the detailed specifications were prepared and submitted to Procurement by the Fire Department.

**Conclusion**

Council approval of the capital project budgets and funding from the Equipment Replacement Reserve Fund - Fire is required to award Pumper Fire Trucks.
Signature

Division Approval

Name: Sheryl Ayres
Title: Chief Financial Officer

Departmental Approval

Name: Dave Bush
Title: Deputy City Manager

City Manager Approval

Name: David Calder
Title: City Manager

Attachments

- N/A
"The local streets can barely manage the traffic flow as it is currently, how does the city expect the local infrastructure will handle the added stress of 890 added units?"

"There no room for a monstrosity of an eye sore in our historical neighbourhood."

"No to staggering building heights that shut out the sunshine to all those in the shadow of these monstrosities."

"Cambridge cannot handle the continued rising numbers of cars on the roads. This will destroy the neighbour hood."

"Stop trying to turn CAMBRIDGE into Toronto! We don't need skyscraper buildings downtown! Keep the nice houses and don't approve over 8 storeys!"

"We specifically chose this area to make our home because of its quaint original charm, quiet, friendly neighbourhoods, ... is to be done with the infrastructure capacity in downtown Galt to support this - has anyone thought this far ahead?"

"Old downtown areas of Cambridge can not support high density towers in either the historical values or infrastructure. ... of Hespeler Road and Pinebush not on the far end of the proposed LRT. There must be height restrictions of 8 stories."

"Why don't they built these on hespeler Road instead?"

"Say NO to big money, they don't care about us."

"Too many units are being planned for this site. I live on Wellington Street, this mega project will destroy our neighbourhood. Let's stick to the bylaw height of 8 stories and make sure the development includes affordable housing units as well."

"I understand the need for density to make The province want to invest in us, but we can find another location that won't be in the heart of downtown. Let's keep Cambridge unique, not convert it into another run of the mill ill-forgotten city."

"Overall I like the design but the scale is too big for the area. The height is well over the limits for the area and will negatively impact surrounding neighborhoods. Are surrounding trade able to handle thousands."

"Follow the bylaw. Very simple."

"I'm all for developing these two lots of land, however, the city councillors need to make sure the developer abides by the bylaw. We don't need or want high density, just another building of a small city within an already crowded city, astounding the intolerable size."

"This is not appropriate in this beautiful city!!"

"This is wrong, other people enjoy the sunlight & this project will destroy what people enjoy, unfortunately its always about the mighty $$$"

"Please sign this petition to help stop this monstrosity from being built in our small heritage neighbourhood. It exceeds the current height by tens and buildings are so tall that they will block the sun for several ho"

"I'm opposed to this project. This building will be the destruction of a community. This removes an eyesore of building on a residential part of city. It will be a great addition to this neighborhood."

"This is the last thing our city needs are more high rises. I get to look at an expensive retirement home by our beautiful city. This makes no sense. Let's stick to our history and make sure our history is not changed."

"I live on a street that will be extremely affected by all this - 1600 Saugeen. This building is way too tall for our community. It is too tall for our city."

"I'm for development but not at this scale. Our little downtown cannot support at these rates. Our little downtown cannot support all of these people."

"I'm living next door to this building. This building will be an eyesore for the neighborhood. It is too tall for our area."

"This is a new development but not at this scale. Our little downtown cannot support all of these people."

"City Cannot handle the continued rising numbers of cars on the roads. This will destroy the neighborhood."

"This building being too high for the proper height of the street. This will make the street look cramped and not have enough room for people to walk."

"Put whole sections of the area in the shade of this giant building is a huge impact on the people already living around it. Please take these concerns into consideration and make sure these concerns are taken into account."

"The local streets can barely manage the traffic flow as it is currently, how does the city expect the local infrastructure will handle the added stress of 890 added units?"

"There no room for a monstrosity of an eye sore in our historical neighbourhood."

"No to staggering building heights that shut out the sunshine to all those in the shadow of these monstrosities."

"Cambridge cannot handle the continued rising numbers of cars on the roads. This will destroy the neighborhood."

"Stop trying to turn CAMBRIDGE into Toronto! We don't need skyscraper buildings downtown! Keep the nice houses and don't approve over 8 storeys!"

"We specifically chose this area to make our home because of its quaint original charm, quiet, friendly neighbourhoods, ... is to be done with the infrastructure capacity in downtown Galt to support this - has anyone thought this far ahead?"

"Old downtown areas of Cambridge can not support high density towers in either the historical values or infrastructure. ... of Hespeler Road and Pinebush not on the far end of the proposed LRT. There must be height restrictions of 8 stories."

"Why don't they built these on hespeler Road instead?"

"Say NO to big money, they don't care about us."

"Too many units are being planned for this site. I live on Wellington Street, this mega project will destroy our neighbourhood. Let's stick to the bylaw height of 8 stories and make sure the development includes affordable housing units as well."

"I understand the need for density to make The province want to invest in us, but we can find another location that won't be in the heart of downtown. Let's keep Cambridge unique, not convert it into another run of the mill ill-forgotten city."

"Overall I like the design but the scale is too big for the area. The height is well over the limits for the area and will negatively impact surrounding neighborhoods. Are surrounding trade able to handle thousands."

"Follow the bylaw. Very simple."

"I'm all for developing these two lots of land, however, the city councillors need to make sure the developer abides by the bylaw. We don't need or want high density, just another building of a small city within an already crowded city, astounding the intolerable size."

"This is not appropriate in this beautiful city!!"

"This is wrong, other people enjoy the sunlight & this project will destroy what people enjoy, unfortunately its always about the mighty $$$"

"Please sign this petition to help stop this monstrosity from being built in our small heritage neighbourhood. It exceeds the current height by tens and buildings are so tall that they will block the sun for several ho"

"I'm opposed to this project. This building will be the destruction of a community. This removes an eyesore of building on a residential part of city. It will be a great addition to this neighborhood."

"This is a new development but not at this scale. Our little downtown cannot support all of these people."

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Notice of Motion  
Councillor Wolf  
November 9, 2021

Re: Objection to Proposed CBM Aggregate Expansion of Dance Pit

Whereas CBM Aggregates has applied for an expansion of the Dance Pit located on the south side of Cedar Creek Road (Regional Road 97) in close proximity to the City of Cambridge and Township of North Dumfries boundary, under the Aggregate Resources Act to the Ministry of Northern Development, Mines, Natural Resources and Forestry; and

Whereas the existing pit which boarders Cambridge and North Dumfries is controlled by CBM Aggregates and is approximately 74 hectares (182 acres) in area. The westerly portion, being approximately 45 hectares (111 acres) in area, is currently zoned and licensed for aggregate extraction. It is within the remaining 29 hectares (71 acres) along the easterly portion of the landholding that CBM seeks to secure the approvals to modify their license and expand the aggregate operation at the Dance Pit location; and

Whereas the expansion lands adjacent to the Cambridge and North Dumfries boundary are presently under active agricultural cultivation and to the east of the CBM landholding is the City of Cambridge and a long-established residential neighbourhood; and

Whereas the health and wellness of the Cambridge residents that back onto the proposed expansion for the Dance pit is in jeopardy. Currently, the noise, dust, dirt particles, vibration, hinder the residents from being able to enjoy their backyards Monday to Friday, 7:00 am to 6:00 pm. The stress and anxiety that these factors bring to them is widespread and mounting. The residents are woken up at 7:00 am on the dot, often earlier, by the noise from the pit area. Folks that work shift work cannot sleep during the day. This community believes this expansion and the constant noise, dust and dirt that each property suffers will decrease their property values; and

Whereas there are more than 15 operational gravel pits within 3 miles to the West-to-Northwest of residences in the St. Andrew’s neighbourhood. Emissions of fine dust from these pits and from the heavily travelled and dusty regional roads accumulate in the air as the predominant West-to-Northwest winds blow toward the City of Cambridge. A 2021 Health Canada report concluded that exposure to elevated concentrations of fine dust is associated with short term health impacts on asthmatics, young children and the elderly, and that long-term exposure can shorten life expectancy; and

Whereas there is a Deed to the Land dated September 23, 1993, and an amendment to that Deed dated December 15, 1999, stating that the lands that are contained in the Dance Pit proposed expansion area shall be used for agricultural use only; and
Whereas the Township of North Dumfries is not in receipt of a planning application to facilitate the proposed aggregate extraction land use activity and has requested staff to send correspondence requesting additional time to complete a review of the supporting technical studies to properly inform any planning, environmental and economic/social matters or concerns; and

Whereas the deadline for an objection or the filing of comments on the ARA Application with the MNRF is December 14, 2021; and

Therefore, be it resolved that the City Clerk be directed to send correspondence on behalf of the City of Cambridge Council to the Ministry of Northern Development, Mines, Natural Resources and Forestry objecting to the Aggregate Resource Act application for the expansion, and in support of the residents and requesting that CBM Aggregates honour the Deed to that parcel of land and keep it agricultural use only, and not grant CBM’s Application for License;

And that this correspondence also be sent to the Council of North Dumfries and Regional Council of Waterloo.